



STATE OF NEW JERSEY HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2022
OCTOBER 1, 2021, THROUGH SEPTEMBER 30, 2022



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**State of New Jersey
Highway Safety Plan
Federal Fiscal Year 2022 • October 1, 2021 through September 30, 2022**

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NEW JERSEY FFY 2022 HIGHWAY SAFETY PLAN

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OVERVIEW

The New Jersey Division of Highway Traffic Safety (DHTS) is responsible for the administration of the federally funded State and Community Highway Safety Program and coordination of highway safety activities. The State and Community Highway Safety Program originated under the Highway Safety Act of 1966, 23 U.S.C. 402.

DHTS is responsible for establishing goals to reduce motor vehicle crashes using performance measures based on assessments of the roadway environment. The New Jersey Highway Safety Plan (HSP) is required by federal law to serve as a framework for setting performance goals and measures for reducing traffic crashes, fatalities and injuries, and creating a safer and more efficient transportation system.

The Governor's Representative for Highway Safety is required to send the HSP to the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA). NHTSA and FHWA approve the proposed activities and recommended expenditures eligible for federal funding.

MISSION STATEMENT

Pursuant to N.J.S.A. 27:5-F-18 et seq., DHTS is responsible for developing and implementing, on behalf of the Governor, the New Jersey Highway Safety Program. The mission of DHTS is the safe passage of all roadway users in New Jersey as we move towards zero fatalities. To achieve our mission, the DHTS promotes statewide traffic safety programs through education, engineering and enforcement activities. DHTS administers and coordinates funding for State and local projects.

EXECUTIVE SUMMARY

The annual plan is referred to as the Highway Safety Plan (HSP). The Federal Fiscal Year (FFY) 2022 HSP addresses the national priority program areas of NHTSA and FHWA. The following program areas will be addressed in FFY 2022: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, community traffic safety programs, public information and paid media, other vulnerable road users, and traffic records. The State and Community Highway Safety grant program, known as the Section 402 Program, is the primary source of funding for these initiatives. Federal law requires that 40 percent of these funds be used by or for the benefit of local government. Grants are also accepted from federally tax-exempt, nonprofit organizations that provide traffic safety services throughout the State. The Plan provides for a budget of 45 percent for projects that benefit local jurisdictions.

In addition to the Section 402 Program, several other funding sources in FFY 2022 will be used to continue the highway safety program. These include the Section 405(b) Occupant Protection grant, Section 405(c) Traffic Safety Information System Improvements grant, Section 405(d) Impaired Driving grant, Section 405(e) Distracted Driving grant, Section 405(f) Motorcycle Safety grant, and Section 405(h) Non-motorized Safety grant.

The FFY 2022 HSP includes a budget of nearly \$26 million that will be allocated as illustrated below:

SECTION 402		
SECTION 402	STATE AND COMMUNITY GRANT PROGRAM	\$10,522,000
SECTION 405(b)	OCCUPANT PROTECTION	\$2,000,000
SECTION 405(c)	TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS	\$2,000,000
SECTION 405(d)	IMPAIRED DRIVING	\$5,875,000
SECTION 405(e)	DISTRACTED DRIVING	\$3,500,000
SECTION 405(f)	MOTORCYCLE SAFETY	\$ 250,000
SECTION 405(h)	NON-MOTORIZED SAFETY	\$1,575,000

The FFY 2022 HSP begins with a description of the planning cycle followed by the problem identification process, goal development and project selection. A statewide overview of fatalities and injuries is followed by a performance report describing the progress towards meeting performance targets from the previous fiscal year and in the upcoming HSP.

The Performance Plan includes the performance targets for each program area. This is followed by the identification of problems by program areas, countermeasure strategies, projects and funding and concludes with a description of the evidence-based traffic safety enforcement program.

A certification statement, signed by the Governor’s Representative for Highway Safety, is found in the next part of the Plan and provides assurances that the State will comply with applicable laws and regulations and financial and programmatic requirements.

The last section of the Plan includes a detailed cost summary reflecting the State’s proposed allocation of funds (including carry-forward funds) by program area.

DHTS manages and implements programs by region as illustrated on the chart. The regional supervisors and their staff are responsible for coordinating, monitoring and evaluating the activities and programs within these three regions. (DHTS also assign projects such as CPS, Impaired Driving, and Traffic records to staff based on their knowledge in a certain program area.)

REGION I	
REGION I	ATLANTIC, BURLINGTON, CAMDEN, CAPE MAY, CUMBERLAND, GLOUCESTER AND SALEM
REGION II	HUNTERDON, MERCER, MIDDLESEX, MONMOUTH, OCEAN, SOMERSET AND UNION
REGION III	BERGEN, ESSEX, HUDSON, MORRIS, PASSAIC, SUSSEX AND WARREN

DHTS has a strong working relationship with federal, State and local agencies, as well as other transportation and safety planning organizations in the State. These agencies are active partners in assisting DHTS in promoting traffic safety throughout the year. They include, but are not limited to:

- Division of Criminal Justice**
- Division of State Police**
- Division of Alcoholic Beverage Control**
- Department of Community Affairs**
- Center for Hispanic Policy, Research and Development**
- Department of Transportation**
- Motor Vehicle Commission**
- Department of Health and Human Services**
- Office of Emergency Medical Services**
- Federal Highway Administration**
- National Highway Traffic Safety Administration**
- Metropolitan Planning Organizations**
- County and Municipal Traffic Engineer Association**
- Association of Chiefs of Police**
- Traffic Officers Association**
- AAA**
- Safe Kids Worldwide**
- Administrative Office of the Courts**
- MADD**
- Transportation Management Associations**
- Municipal Excess Liability Joint Insurance Fund**
- Partnership for a Drug-Free New Jersey**
- New Jersey Licensed Beverage Association**
- Rutgers University**
- NJ Institute of Technology**
- Kean University**
- Rowan University**



FFY 2022 HIGHWAY SAFETY PLAN

Planning Cycle

- October**
1. Begin to close out prior year projects.
 2. Reprogram carryover funds from the prior year into the current Highway Safety Plan.
 3. Follow up with grantees for final progress reports and reimbursement requests.
- November**
1. DHTS staff prepares final monitoring reports while processing reports from grantees.
 2. Begin to prepare the Highway Safety Plan Annual Report.
 3. Utilize new monies and carryover funds to implement projects in current fiscal year.
- December**
1. Finalize prior year close out and submit final voucher to the NHTSA.
 2. Carryover funds and reprogram into current Highway Safety Plan.
 3. Place notice of grant availability for next fiscal year on DHTS and NJOAG websites.
 4. Complete the Highway Safety Plan Annual Report and submit to the NHTSA.
- January**
1. Monitor current grant project performance through the first quarter.
 2. Make adjustment to the Highway Safety Plan as necessary.
 3. Begin receiving applications from potential grantees for the next project year.
- February**
1. Begin to review grant applications for the next project year that have been received.
 2. Conduct initial meeting with program staff to get input for the next Highway Safety Plan.
 3. Solicit input from partner agencies for the next Highway Safety Plan.
 4. Monitor progress of current grantees.
- March**
1. Continue reviewing grant applications that have been received.
 2. Follow up meetings are held to discuss Highway Safety Plan development.
 3. Monitor progress of current grantees.
- April**
1. Highway Safety Plan continues to be developed.
 2. Monitor progress of current grantees through the second quarter.
 3. Deadline for grant applications to be received for the next project year.
- May**
1. Program staff meets with Director to finalize grant awards for the upcoming Fiscal Year.
 2. Monitor progress of current grantees.
 3. First draft of the Highway Safety Plan is prepared and submitted to the Director for review.
- June**
1. Highway Safety Plan draft is sent to the Office of the Attorney General for review and approval.
 2. The Highway Safety Plan is finalized and submitted to the NHTSA.
 3. Monitor progress of current grantees.
- July**
1. Notify grant applicants for the next project year of approval or denial.
 2. Monitor progress of current grantees through the third quarter.
 3. Make adjustments to the Highway Safety Plan, if requested by the NHTSA.
- August**
1. Grantees are contacted and reminded that their project period ends September 30.
 2. Monitor progress of current grantees.
 3. Hold meetings and provide guidance to new and higher risk projects for the next program year.
- September**
1. Begin to prepare final reports for current year projects.
 2. Remind grantees at the end of the project year to submit their final reports.
 3. Provide final guidance and instructions to projects for the next program year.

Problem Identification Process

DHTS uses three primary sources of crash data to identify and analyze traffic safety problem areas: the New Jersey Crash Records system maintained by the Department of Transportation (DOT), Bureau of Safety Programs, the Fatality Analysis Reporting System (FARS), maintained by the Division of State Police, as well as the NJ Fatal Accident Unit Tracking System, maintained by the Division of State Police. All reportable crashes in the State are submitted to DOT for entry into the statewide crash records system. The data contained in the New Jersey Crash Records System provides for the analysis of crashes within specific categories defined by person (i.e., age and gender), location (i.e. roadway type and geographic location) and vehicle characteristics (i.e. conditions), and the interactions of various components (i.e. time of day, day of week, driver actions, etc.). At both the State and local level, the DHTS Crash Analysis Tool is also used to analyze crash data. The Crash Analysis Tool is a support tool, maintained with the assistance of Rutgers University, which is used by county and local engineers, law enforcement agencies and other decision makers to help identify and assess the most cost-effective ways to improve safety on the State's roadways through a data driven approach.

The New Jersey Institute of Technology (NJIT) conducts the annual seat belt observational survey and provides usage rate data to DHTS. In addition, DHTS also requests information and data from other traffic safety groups. These include but are not limited to the following: Motor Vehicle Commission (licensing and motorcycle related data), Department of Transportation (crash data), and Administrative Office of the Courts (citation data). Additional, new sources of data that should be available into FY2022 and beyond include driver distraction observational survey information from a new project with Rowan University, as well as a new comprehensive, integrated Data Resource Center and SHO Warehouse, developed in partnership with Children's Hospital of Philadelphia.

Data sources are used to identify problem areas and to analyze the nature of the problem. Members of the program staff begin to meet in February to develop the next Highway Safety Plan, and from there the process expands to include input from other traffic safety partner agencies and individuals. An analysis of statewide crash data over a period of several years is conducted to identify the most significant problems and what projects should be funded to address them. Within the crash data, each of the following was reviewed as part of the problem identification process: crash severity, driver age, driver gender, time of day and where the crashes were occurring. Grant funding decisions ultimately made by DHTS (amounts, locations, project periods) are made by applying a "data-driven" approach to the maximum extent possible.

The problem identification process for the FY2022 HSP took place simultaneously with implementation of the 2020 NJ Strategic Highway Safety Plan. Extensive work on the part of many stakeholders went into the updated Strategic Highway Safety Plan, and the SHSP implementation underway now works hand-in-hand with this HSP. The goals and strategies of the FY2022 HSP align wherever possible with the SHSP.

The 2020 Strategic Highway Safety Plan is an action-oriented and data-driven, comprehensive multidisciplinary plan integrating the "4Es" of safety: Education, Engineering, Enforcement, and Emergency medical services/response. The SHSP includes emphasis areas that represent important sectors where meaningful safety improvements can be made with added attention and resources. The emphasis areas were decided upon by a thorough review of safety data and input from stakeholders around New Jersey. The 2020 SHSP emphasis areas are: Data, Pedestrians and Bicyclists, Other Vulnerable Road Users, Driver Behavior, Intersections, Lane Departure, and Equity.

The 2020 SHSP leaders and stakeholders recognized the need to consider underserved members of the community in the development of emphasis area goals, objectives, strategies and action plans. These members include low-income residents, minorities, children, persons with disabilities and older adults. Data analyses, to the extent possible, will assess roadway safety risks that disproportionately affect these vulnerable populations. The 2020 SHSP will continue to seek opportunities to improve data collection and analyses to identify overrepresented fatalities and serious injuries in underserved populations and develop actions to address them.

The DHTS problem identification process covers the following program areas, many of which are also addressed in the SHSP: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, other vulnerable road users, community traffic safety programs, public information and paid media, and traffic records.

Based on a data-driven approach, and in concert with the 2020 NJ Strategic Highway Safety Plan, program staff and DHTS partners established priorities for types of projects that would have the greatest impact on generating a reduction in traffic crashes, injuries and fatalities in the State. At the end of the planning sessions, it was the consensus of the group that certain types of projects were most significant in reducing the State's fatality rate and the number of motor vehicle related injuries. Projects in the following areas will receive priority in FFY 2022:

- **Planning and Administration:** The planning, development, administration, and coordination of an integrated framework for traffic safety planning and action among agencies and organizations.
- **Alcohol and Other Drug Countermeasures:** Enforcement and education programs that are necessary to impact impaired driving.
- **Pedestrian and Bicycle Safety:** Development and implementation of education and enforcement programs that will enhance pedestrian and bicycle safety.
- **Occupant Protection:** Development and implementation of programs designed to increase usage of safety belts and proper usage of child restraints for the reduction of fatalities and severity of injuries from vehicular crashes.
- **Police Traffic Services:** Enforcement necessary to directly impact traffic crashes, fatalities and injuries. Comprehensive law enforcement initiatives and training opportunities for law enforcement officers will be pursued.
- **Community Traffic Safety Programs:** Commitment and participation of various groups of individuals working together to solve traffic safety related problems and issues.
- **Public Information and Paid Media:** Designed to heighten traffic safety awareness and support enforcement efforts throughout the State.
- **Other Vulnerable Road Users:** The development and implementation of programs that focus on the safety of younger drivers, older drivers, motorcyclists, and work zone personnel.
- **Traffic Records:** The continued development and implementation of programs designed to enhance the collection, analysis and dissemination of crash data that will increase the capability for identifying problems.

Goal Development

The performance goals identified for the various priority program areas in this HSP are determined and updated on an annual basis in accordance with the problem identification process, established and accepted methodology, and the understanding that several of the goals must coordinate directly with the SHSP.

DHTS uses a multi-tiered approach to goal development and ultimately to project selection. Program and data managers review statistical information on a rolling basis. Projects under consideration for funding are analyzed within a framework of established goals, data, demographic information, past trends, and staff experience. The ability, willingness, and past performance of agencies seeking funding are also considered.

In addition to the DOT, which is the lead agency in the development of the State’s Strategic Highway Safety Plan, a broad cross section of stakeholders also has input into the vision, mission, and goals of the HSP including engineers, planners, advocates, public health officials, law enforcement officers, educators and emergency response providers. Much of this input comes from members of the Highway Traffic Safety Policy Advisory Council. HTSPAC consists of representatives from the Department of Education; Department of Health; DOT; Motor Vehicle Commission; Division of State Police; Administrative Office of the Courts; municipal law enforcement agencies (New Jersey Association of Chiefs of Police and New Jersey Police Traffic Officers Association); Governor’s Advisory Council on Emergency Medical Services; New Jersey State First Aid Council; private sector corporate representatives; and members of the general public. There is also a standing Traffic Records Coordinating Committee that is asked for its input. Recommendations from all the agencies represented are taken into consideration when developing HSP goals.

The State has adopted the national vision of zero deaths for highway safety – *The Road to Zero* (2018). This calls for a national goal of zero traffic fatalities by the year 2050. This aspirational goal, which will take a generation to achieve, is worthy of support by all New Jersey traffic safety partners. To that end, the NJ Strategic Highway Safety Plan is collaboratively linked to the DHTS HSP as well as the Highway Safety Improvement Program and Comprehensive Statewide Freight Plan, both of which are prepared by the DOT. The DHTS and the DOT, in collaboration with their safety partners, are committed to implementing both the Strategic Highway Safety Plan and the HSP with a goal of zero roadway deaths.

The Plans (SHSP and HSP) identify key safety emphasis areas and the supporting strategies that are likely to have the greatest impact on improving safety on the roadways. Also, the HSP renews the State’s commitment to target resources in a data-driven way to those safety strategies with a goal of reducing crashes, traffic fatalities and serious injuries.

It is required that both the Highway Safety Plan and the Strategic Highway Safety Plan agree on three core performance goals (number of traffic fatalities, number of serious injuries and fatalities/vehicle miles traveled). Meetings were held with agency representatives during the planning process to ensure that these goals are identical.

Overall motor vehicle fatalities in the State increased in 2020 following two years of declines (2018 and 2019). The mission at the DHTS is to reduce the number of fatalities occurring on the roadways through means of safety programing. The performance goals outlined in this Plan represent the trends of fatalities and crashes experienced on the State’s roadways, so in some cases increases are projected in the years ahead, such as relates to pedestrians and older drivers. Other areas, such as motorcycle fatalities, are more difficult to project as the numbers have fluctuated greatly from year-to-year. Also, in several other areas the data collected by law enforcement on the standardized crash report has undergone changes, which has led to anomalies in certain projections, which will take a number of years to normalize.

Project Selection

Projects are designed and selected with an eye towards impacting problems that are identified through the problem identification process. Decisions on resource allocations are based on the potential for significant improvement in particular problem areas.

The process for funding State and local safety programs begins in December with a notification of funding on the NJ OAG and DHTS web sites. This notice contains a description of the purpose, eligibility, and qualifications of submitting a grant application for highway safety projects. State agencies and political subdivisions, including counties, municipalities, townships, and nonprofit organizations are eligible and must submit highway safety grant applications by a designated deadline.

The criterion DHTS uses to review and approve grant applications includes:



1. The degree to which the proposal addresses a State identified problem area. Primary consideration is granted to those projects addressing statewide traffic safety problems. Also, projects are considered if they are well substantiated through data analysis and support identified problem areas.
2. The extent to which the proposal meets the published criteria.
3. The degree to which the applicant is able to identify, analyze and comprehend the local or State problem. Applicants who do not demonstrate a traffic safety problem or need are not considered for funding.
4. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
5. The extent to which the estimated cost justifies the anticipated results.
6. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area and the ability of the applicant to become self-sufficient and to continue project efforts once federal funds are no longer available.
7. Past performance by the grantee (such as achievement of stated objectives, meeting deadlines for project reporting and financial claims) is also considered.

The applications are rated for potential traffic safety impact based on data driven considerations, performance of previous grants received, and seriousness of identified problems. The review also reflects how well the grant application is written. Each individual considering the grant application completes the review sheet attached to the grant application in the SAGE e-grant system, which is further elaborated on in the DHTS Policies and Procedures Manual. The review sheet allows for recommendations and comments on each section of the grant application. Priority for funding is given to grant applications which demonstrate a highway safety problem defined by NHTSA or DHTS.

The FY2022 HSP will, whenever possible, consider underserved members of the community in the identification, development, and implementation of traffic safety grant programs. These members include low-income residents, minorities, children, persons with disabilities and older adults as represented in the EPA Environmental Justice Screening Tool. A key factor in this emerging effort will be improving data collection and analyses to identify overrepresented fatalities and serious injuries in vulnerable populations and incorporating these findings into existing programs as well as new initiatives.

Efforts that began in FY2020 and FY2021 to fund grants based on a comprehensive, data-driven approach in an effort to migrate toward a truly evidence-based allocation will continue in FY2022. Historical efforts have proven that some areas with great need may not be receptive to the constraints of funding. Nevertheless, DHTS will continue efforts to work with all potential recipients as we move toward our goal of zero highway deaths.

2020 Preliminary Data Review - Impact of the Covid-19 Public Health Crisis

Planning for this FY2022 Highway Safety Plan must consider and incorporate the impact of the ongoing public health crisis and the lessons learned from this very tumultuous time. The Covid-19 pandemic, coupled with societal unrest relating to the issues of policing and police-public interaction, had a direct, profound impact on traffic safety.

In June 2021, NHTSA released new data showing significant increases in fatal crashes in 2020. During the year, an estimated 38,680 people died in traffic crashes, a 7.2% increase from 2019, despite a national 13.2% decrease in vehicle miles travelled (VMT).

The factors driving this concerning trend are multi-faceted. From coast to coast, SHSOs reported increased incidences of excessive speeding. Some states also reported reductions in traffic enforcement due to pandemic-related duty assignments and changes in the wake of the national discussion on equity and policing.

In addition to the preliminary 7.2% increase in motor vehicle fatalities nationally, fatalities rose nearly 5% in 2020 in New Jersey, despite there being less motor vehicle traffic on the roads. Those that were driving tended to engage in more risky behavior, much of which undoubtedly resulted from a marked reduction in routine traffic safety enforcement on the part of police agencies. This reduction in enforcement was based on a combination of Covid-19 concerns and societal pressures. Three of the four major NJ traffic safety enforcement mobilizations scheduled for FY2020 were cancelled due to the pandemic, while other overtime enforcement related grant projects were also adversely affected.

Data received from the NJ Administrative Office of the Courts shows that in 2020, compared to the previous four-year average (2016-2019), arrests for Driving While Intoxicated **declined 33%** and total motor vehicle summons filings (Title 39 infractions, parking, and equipment violations) **declined by 46%**.

The result was a perception that the enforcement of traffic violations was no longer being emphasized. Considering the critical nature of enforcement in traffic safety, a renewed emphasis must be placed on the importance of traffic safety enforcement moving forward so that these poor habits and perceptions do not continue to take root.

Overall crash data for 2020 is incomplete at this time, and not enough data exists to incorporate properly throughout this FY2022 HSP. However, based on a very preliminary review of crash data from 2020, the following issues are noted:

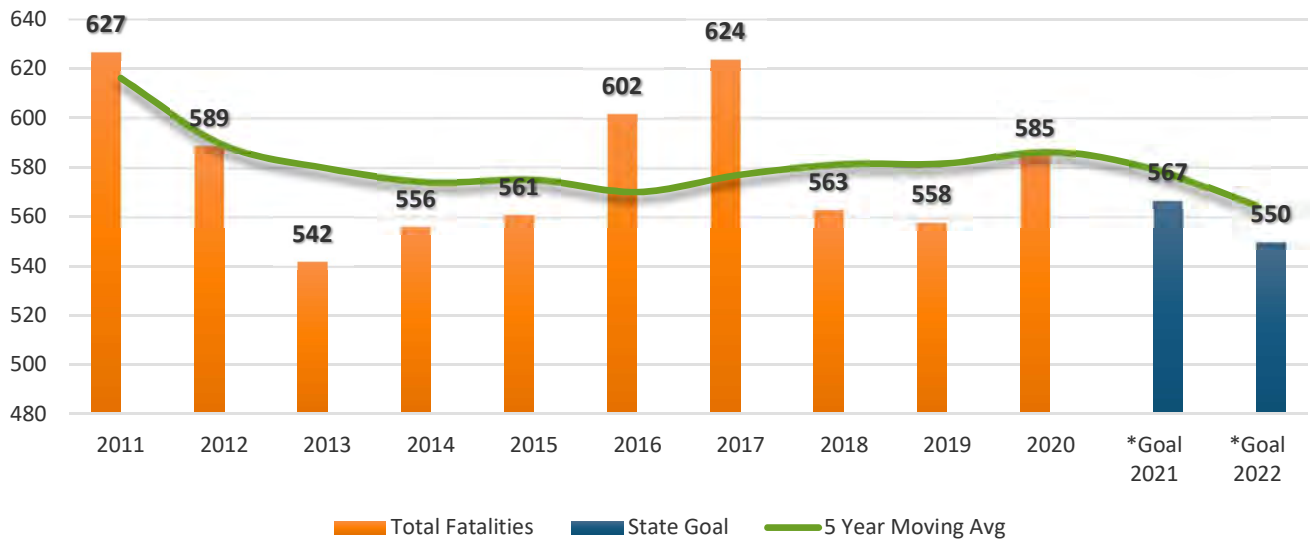
- Overall motor vehicle fatalities were up 4.8% in 2020 compared to 2019
- Of the 585 fatalities that occurred, 40% were Drivers, 14% were passengers of a motor vehicle, 31% were Pedestrians, 3% were Bicyclists and 12% were Motorcyclists.
- The number of fatally injured cyclists ages 50-64 doubled from 4 to 8
- The number of fatally injured drivers ages 50-64 went from 58 to 75 in 2020
- The number of fatally injured Pedestrians age 16 and under declined from 8 in 2019 to 2 in 2020

2020 crash data will be critical for future planning, especially considering the societal contexts in which the 2020 data occurred. A more thorough and extensive review of 2020 crash data will be conducted when the complete data set is available.

STATEWIDE OVERVIEW

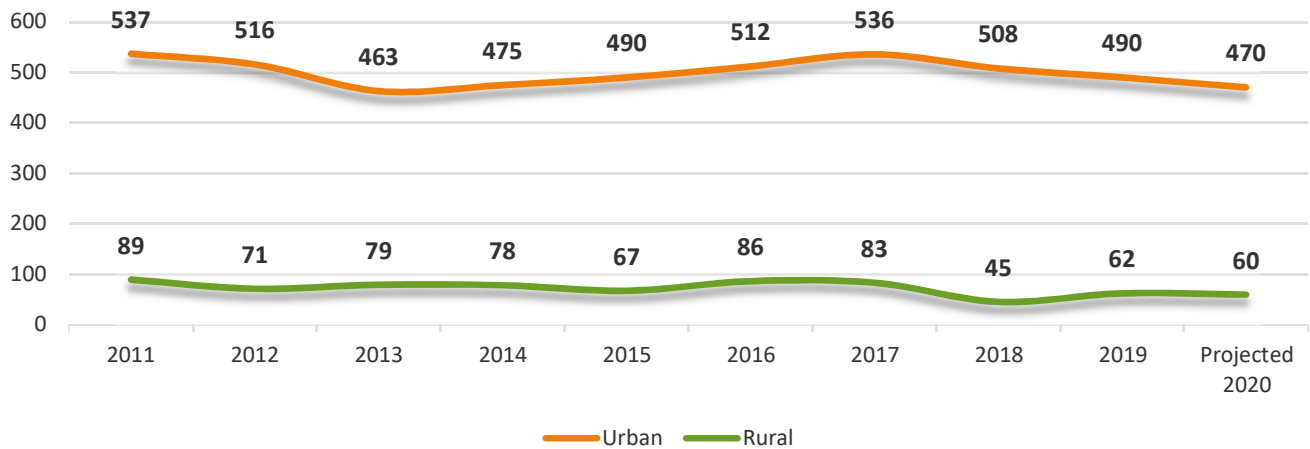
In 2020, the State experienced 585 fatalities on its roadways, a near 5 percent increase from 2019, despite a record low number of vehicles on the roadways due to the pandemic. The graph depicts overall traffic fatalities in New Jersey as well as the 5-year moving average of those fatalities.

NEW JERSEY MOTOR VEHICLE FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



Fatalities by roadway function are shown in the chart below. The figures from 2020 are projections based on 2019 figures. Urban roadway fatalities decreased in 2019 from 508 to 490, however rural roadway fatalities increased from 45 to 62.

FATALITIES BY ROADWAY FUNCTION* – RURAL AND URBAN



* Excludes undefined Roadway Function.



Comparing fatalities by operator category in 2020, *Driver* (233 or 39.8% of total), *Passenger* (85 or 14.5% of total), *Bicyclist* (18 or 3% of total) and *Pedestrian* (179 or 30.6% of total) fatalities increased compared to the 2019 total fatalities (9.4%, 14.9%, 38.5% and 2.3% respectively). *Motorcyclist* fatalities (70 or 12% of total) decreased by 15.7 percent compared to 2019.

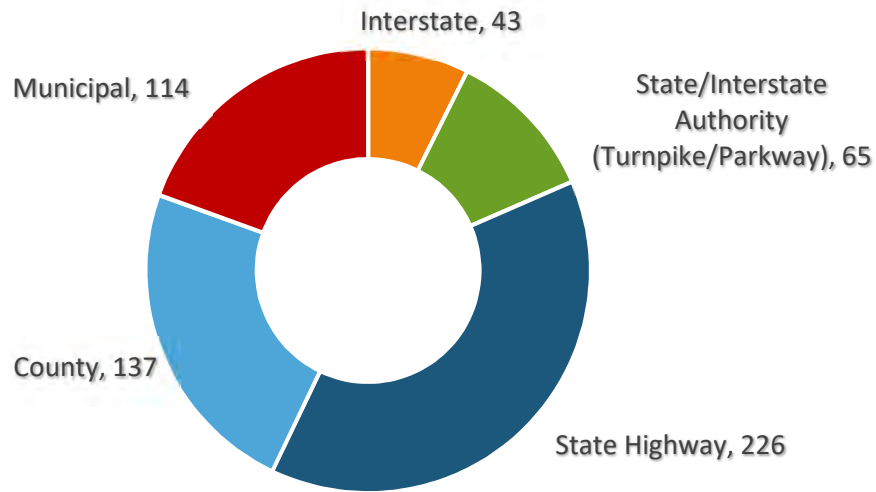
TRAFFIC RELATED FATALITIES BY CATEGORY, 2011 - 2020										
DRIVER	270	239	248	235	226	268	259	225	213	233
PASSENGER	105	103	95	80	96	83	83	93	74	85
PEDESTRIAN	142	156	129	168	172	162	183	175	175	179
BICYCLIST	17	14	14	11	18	18	16	17	13	18
MOTORCYCLIST	93	77	56	62	50	71	83	53	83	70
FATAL CRASHES	586	553	508	523	521	570	591	524	524	548

In 2020, pedestrian fatalities were the most prevalent in Middlesex County (23) accounting for 13.9 percent of all pedestrians killed in the State. The County with the highest number of motor vehicle fatalities (67) was also Middlesex. Middlesex County ranked highest in Driver, Pedestrian and Bicyclist fatalities and tied for most in passenger fatalities. Atlantic and Burlington Counties had the highest number of motorcycle fatalities in 2020 (8).

2020 VICTIM CLASSIFICATION BY COUNTY							
ATLANTIC	18	5	9	0		40	25.0%
BERGEN	10	9	20	0	3	42	0.0%
BURLINGTON	18	4	9	3		42	27.3%
CAMDEN	16	4	15	0	3	38	-17.4%
CAPE MAY	5	0	3	1	0	9	-25.0%
CUMBERLAND	9	5	5	0	5	24	20.0%
ESSEX	9		15	2	7	45	25.0%
GLOUCESTER	19	5	7	2	2	35	-16.7%
HUDSON	5	1	10	3	5	24	26.3%
HUNTERDON	5	2	3	0	2	12	100.0%
MERCER	8	5	7	0	1	21	0.0%
MIDDLESEX					4		42.6%
MONMOUTH	16	2	9	0	7	34	-5.6%
MORRIS	6	2	6	1	2	17	-41.4%
OCEAN	16	5	4	1	4	30	-23.1%
PASSAIC	17	5	6	0	1	29	-6.5%
SALEM	6	5	3	0	0	14	55.6%
SOMERSET	7	0	7	0	0	14	27.3%
SUSSEX	4	0	1	0	2	7	-50.0%
UNION	9	1	15	0	4	29	26.1%
WARREN	7	1	2	0	2	12	20.0%

State Highways experienced the highest total of roadway fatalities (226 or 39%) in the State followed by County roadways (137 or 23%).

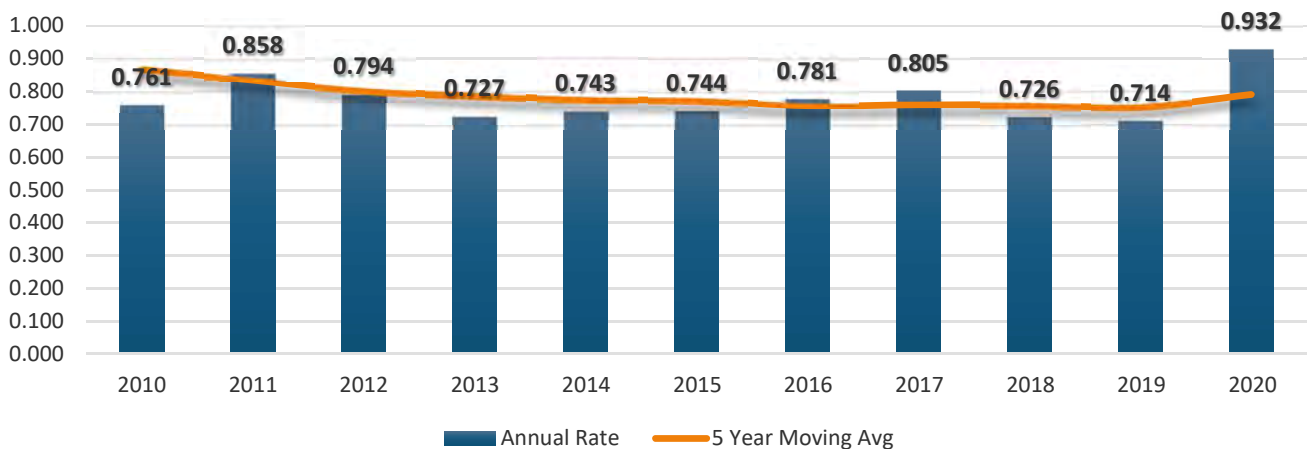
FATALITIES BY ROADWAY SYSTEM*, 2020



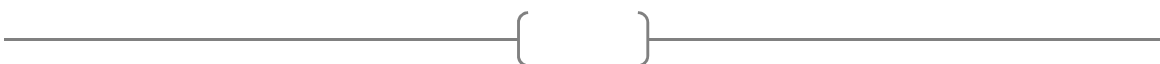
* Excludes undefined Roadway Function.

The statewide fatality rate per 100 million vehicle miles traveled increased from 0.714 in 2019 to 0.932 in 2020. The fatality rate for 2020 was based on the FHWA Traffic Volume Trends data which estimated a 20 percent reduction in the number of vehicle miles travelled during the pandemic. Despite the decrease in vehicles travelling in 2020, total fatalities increased nearly 5 percent.

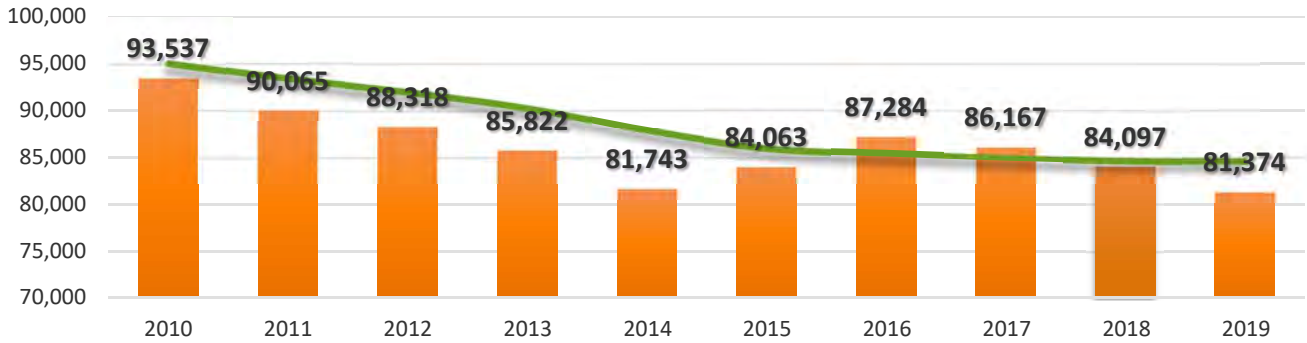
FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED, ANNUAL AND 5-YEAR MOVING AVERAGE



The overall number of motor vehicle injuries sustained in 2019 decreased 3.4 percent from 84,097 people injured in 2018 to 81,374. 2019 marked the lowest volume of motor vehicle injuries in the past 10 years, despite a large increase in serious injures the same year.



TOTAL INJURIES SUSTAINED IN MOTOR VEHICLE CRASHES



The Federal Highway Administration’s (FHWA) Safety Performance Management Measures Final Rule (23 CFR 490) and the National Highway Traffic Safety Administration’s (NHTSA) Uniform Procedures for State Highway Safety Grants Program Interim Final Rule (23 CFR 1300) established a single, national definition for States to report serious injuries per the Model Minimum Uniform Crash Criteria (MMUCC) 4th Edition “Suspected Serious Injury (A)” attribute found in the “Injury Status” element.

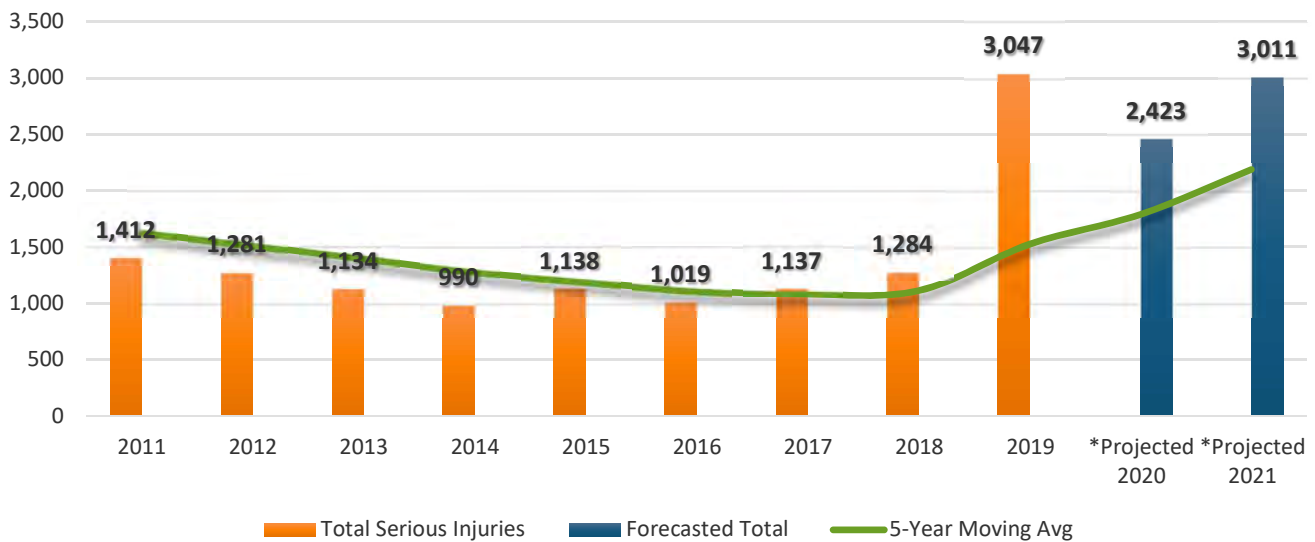
States were required to comply with the new definition by April 15, 2019. However, New Jersey began using the MMUCC 4th Edition definition and attribute beginning January 1, 2019 in order to have a complete and consistent crash data file for the entire 2019 calendar year.

Changes in the NJTR-1 (police accident report) form implemented on January 1, 2019, to re-define the injury classifications on the report are as follows:

NJTR - 1 INJURY SEVERITY REVISION - 2019	
FATAL	FATAL INJURY
INCAPACITAING	SUSPECTED SERIOUS INJURY
MODERATE INJURY	SUSPECTED MINOR INJURY
COMPLAIN OF PAIN	POSSIBLE INJURY
--	NO APPARENT INJURY

Beginning in 2019, NJ updated the police accident report to reflect the federally required injury classifications (Killed, Suspected Serious Injuries, Suspected Minor Injuries, Possible Injury and No Apparent Injury). As a result of this change, reported serious injuries sustained on New Jersey’s roadways were 3,047 in 2019, an increase of 137 percent from 1,284 in 2018. New Jersey is estimating a total of 2,423 total serious injuries in 2020. DHTS predicts the updated severity labels/definitions and the interpretation of injuries sustained in the crash by the reporting officer led to this large increase. An updated curriculum component was added to the NJTR-1 Refresher Trainings pertaining to the Final Rule in FY2020 and will continue in future years.

SERIOUS INJURIES, ANNUAL AND 5 – YEAR MOVING AVERAGE



Most crashes on New Jersey’s roadways had one or more contributing circumstances reported at the time of the crash. The contributing circumstance or causation factor can provide context to the types of reasons why crashes occur on the State’s roadways. The tables that follow depict a cumulative breakdown of Driver Actions, Vehicle Factors and Road/Environmental factors that contributed to motor vehicle crashes. The figures shown are the cumulative totals for each cited circumstance. Several additional contributing circumstances were added to New Jersey’s Police Accident Report in 2017. The elements *Failed to Obey Stop Sign*, *Other Distraction Inside Vehicle*, *Other Distraction Outside Vehicle*, *Distracted – Hand Held Electronic Device*, *Distracted – Hands Free Electronic Device*, *Distracted by Passenger*, *Separated Load/Spill*, *Failure to Remove Snow/Ice*, *Traffic Congestion – Regular Congestion*, and *Traffic Congestion – Prior Incident* were added to the report.

For Driver Actions, *Driver Inattention* is cited as the State’s largest contributing circumstance in crashes annually and was a cited reason in 25.2 percent of all vehicles involved in 2019, down from 25.6 percent in 2018. However, *Driver Inattention* is cited in 47.9 percent of all crash events in 2019, down from 49.6 percent in 2018.

Driver Inattention can consist of a number of different factors, such as cell phone use, applying make-up, talking, eating, and attending to children. It remains a serious contributing factor of crashes on New Jersey’s roadways and efforts are in place to provide education and outreach to motorists on the importance of reducing distractions while operating their vehicle.

Over the past 5 years (2015-2019), *Following Too Closely* was the second-most common circumstance in crashes. *Following Too Closely* can also be a factor in aggressive driving behavior as well as *Unsafe Speed* (4th). *Failure to Yield Right-of-Way to Another Vehicle or Pedestrian* was the third-most common circumstance in crashes.

Though Vehicle factors are the least common factors in motor vehicle crashes, they are important indicators to monitor each year. *Brake* and *Tire* failure were the most cited circumstances in crashes, followed by *Steering* and *Wheels* malfunction.

TOP CONTRIBUTING DRIVER ACTIONS IN CRASHES, 2015 - 2019

Driver Inattention	142,107	147,572	138,664	137,026	133,715	
Following Too Closely	32,518	37,402	38,302	38,842	39,482	
Failed to Yield Right of Way to Vehicle/Pedestrian	21,851	24,027	24,182	24,895	25,735	
Unsafe Speed	17,610	15,884	16,132	16,931	15,172	
Improper Lane Change	14,026	15,589	16,572	17,023	17,551	
Backing Unsafely	10,360	10,853	10,670	10,807	10,957	
Improper Turning	8,396	9,353	9,211	9,315	9,641	
Other Driver	9,839	9,730	7,837	7,147	7,219	
Improper Passing	5,913	6,525	6,585	6,699	6,792	
Failed to Obey Traffic Signal	0	0	6,630	6,297	6,047	
Failed to Obey Traffic Control Device	9,165	8,843	0	0	0	
Failed to Obey Stop Sign	0	0	4,102	4,578	4,664	
Failure To Keep Right	2,189	2,354	2,187	2,231	2,415	
Improper Parking	2,014	2,187	2,086	2,152	2,318	
Other Distraction Inside Vehicle	0	0	2,503	2,381	2,479	
Other Distraction Outside Vehicle	0	0	1,565	1,492	1,617	
Distracted - Hand Held Electronic Device	0	0	1,148	1,008	991	
Wrong Way	581	605	620	602	622	
Improper Use/Failed to Use Turn Signal	427	444	444	380	414	
Distracted by Passenger	0	0	404	356	377	
Distracted - Hands Free Electronic Device	0	0	366	375	387	
Improper Use/No Lights	121	140	122	134	120	

TOP CONTRIBUTING VEHICLE FACTORS IN CRASHES, 2015 - 2019

Brakes	1,513	1,572	1,606	1,669	1,817	
Tires	1,053	1,110	1,057	1,082	976	
Steering	493	499	546	559	516	
Wheels	359	386	366	352	337	
Separated Load / Spill	0	0	375	417	362	
Windows/ Windshield	109	134	101	137	124	
Vehicle Coupling/Hitch/Safety Chains	128	118	99	100	97	
Failure to Remove Snow / Ice	0	0	229	100	125	
Defective Lights	81	62	60	70	58	
Mirrors	28	27	35	32	44	
Wipers	11	16	6	15	10	
Other Vehicle Factor	2,082	2,075	1,639	1,541	1,596	

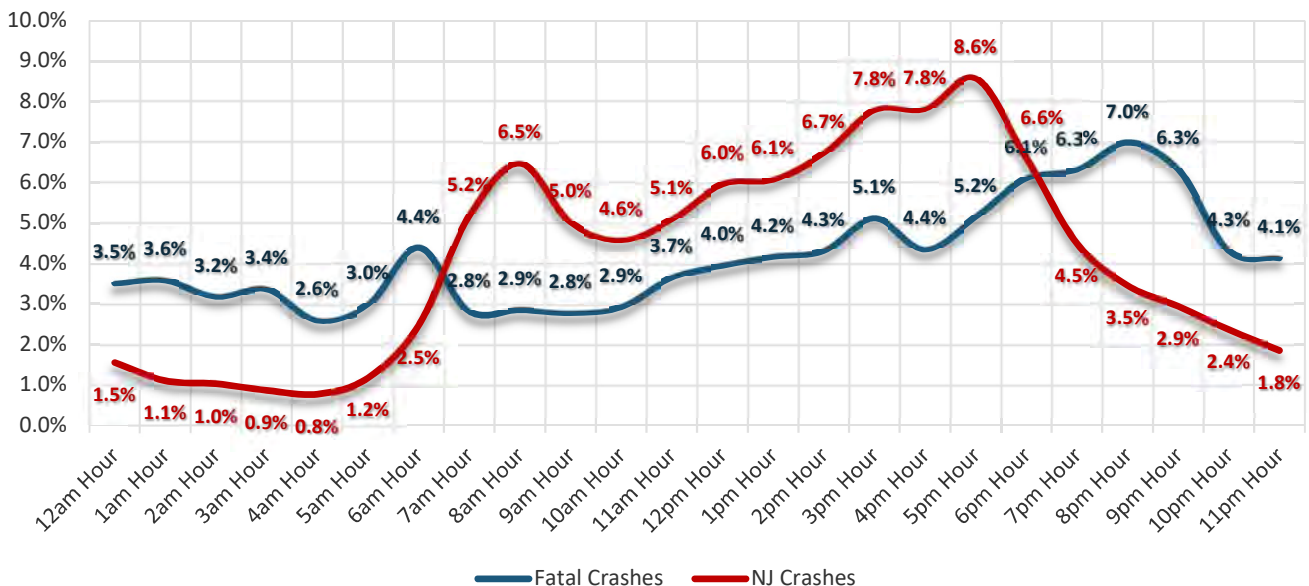
Road and Environmental factors are the second leading factor in motor vehicle crashes statewide. *Animals in Roadway* and *Road Surface Condition*, consisting of snowy, slushy, icy, wet, sandy and oily, were the two leading Road/Environmental factors in crashes.

TOP CONTRIBUTING ROAD / ENVIRONMENTAL FACTORS IN CRASHES, 2015 - 2019					
Animals in Roadway	8,746	9,779	10,244	10,492	9,965
Road Surface Condition	11,163	7,107	7,850	9,524	7,230
Obstruction/Debris In Road	2,091	2,171	1,857	1,971	1,772
Sunglare	1,324	1,804	1,449	1,353	1,501
Physical Obstructions (viewing / sight lines)	629	660	630	687	618
Other Roadway Factors	496	504	526	680	529
Ruts/ Holes/ Bumps	397	239	309	474	347
Traffic Congestion - Regular Congestion	0	0	417	644	660
Traffic Congestion - Prior Incident	0	0	250	251	257
Control Device Defective or Missing	79	72	60	83	76
Improper Work Zone	32	24	47	47	31
Improper/Inadequate Lane Markings	39	26	35	41	32

Note: Contributing Circumstances are sorted on 5-year Total values.

Most crashes taking place on New Jersey’s roadways occur between the hours of 7am and 6pm. Over the last five years, 76 percent of all crashes occurred between those hours. Compared to total crashes over the last 5 years, only 48.2 percent of fatal crashes took place between 7am and 6pm, the rest occurring during nighttime hours. Over the past 5 years, the most fatal crashes occurred during the 6pm to 8pm interval (19.4%).

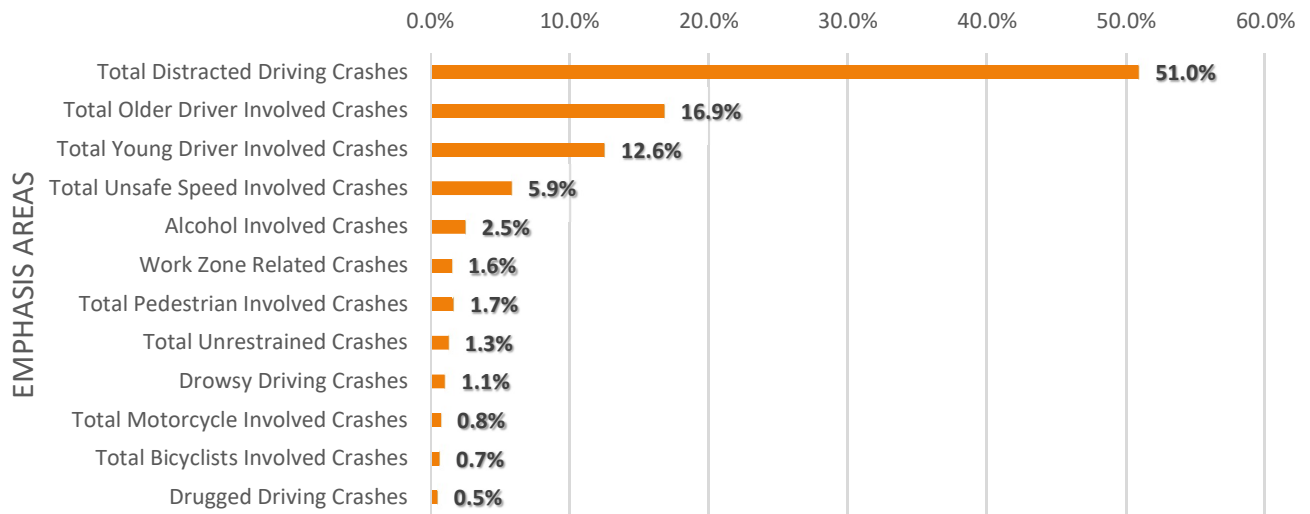
NJ CRASH % VERSUS FATAL CRASH % BY TIME OF DAY, 2015 – 2019



Statewide motor vehicle crashes by crash type show that *Same Direction – Rear End* crashes remain the most common crash type, which is also most crash types when one is *Following Too Closely* (2nd most cited contributing circumstance).

TOP CRASH TYPES, 2015 - 2019						
SAME DIRECTION – REAR END	83,986	88,474	87,264	87,338	85,785	
SAME DIRECTION – SIDE SWIPE	38,370	40,769	41,226	42,793	44,339	
RIGHT ANGLE	35,731	37,771	37,413	38,501	38,764	
STRUCK PARKED VEHICLE	31,962	32,269	30,623	31,109	31,202	
FIXED OBJECT	32,085	29,769	30,620	31,918	29,660	
BACKING	11,126	11,797	12,192	12,684	12,492	
ANIMAL	8,958	10,072	10,337	10,747	10,516	
LEFT TURN / U TURN	6,538	6,687	6,976	6,555	5,884	
PEDESTRIAN	4,406	4,528	4,693	4,394	4,695	
OPPOSITE DIRECTION - HEAD ON/ANGULAR	4,450	4,363	4,093	4,062	3,915	
NON-FIXED OBJECT	2,997	2,721	2,954	3,287	3,001	
OTHER	3,860	3,759	2,255	2,215	1,937	
OPPOSITE DIRECTION - SIDE SWIPE	2,526	2,621	2,527	2,776	2,612	
PEDALCYCLIST	1,791	1,813	1,921	1,621	1,936	
OVERTURNED	1,681	1,502	1,424	1,392	1,292	
ENCROACHMENT	812	795	986	1,026	1,126	
RAILCAR-VEHICLE	17	24	23	22	13	

New Jersey monitors motor vehicle crash trends in several program areas to make assessments on overall crash circumstances on the roadways. Below is a list of emphasis areas that DHTS monitors from year-to-year to determine fluctuations within the program areas, which aids in targeting safety programming needed to make New Jersey's roads safer. The totals derive from what contributing circumstance the reporting officer cited for each driver involved in the crash.



PERFORMANCE REPORT

Outcomes from the Coordination of the Highway Safety Plan and Strategic Highway Safety Plan

Fatalities, Serious Injuries and Fatality Rate

The State met its goal of limiting the forecasted increase of total fatalities of 6.1 percent from 570 to 605 by 2019. The 2015-2019 average of total fatalities is 582. New Jersey saw a slight decrease of 0.9 percent in roadway fatalities from 2018 to 2019, and preliminary totals for 2020 show a 5 percent increase. Driver fatalities accounted for nearly 40 percent of all fatalities in 2020, an increase of 10 percent from 2019. The second largest category of fatalities is represented by pedestrians accounting for 31 percent of all statewide fatalities in 2020.

Beginning in 2019, NJ updated the police accident report to reflect the federally required injury classifications (Killed, Suspected Serious Injuries, Suspected Minor Injuries, Possible Injury and No Apparent Injury). As a result of this change, reported serious injuries sustained on New Jersey's roadways were 3,047 in 2019, an increase of 137 percent from 1,284 in 2018. The State did not meet its goal of reducing serious injuries by 0.99 percent from 1,112 to 1,101 by 2019. The 2015-2019 average of total serious injuries is 1,525.

The goal to limit the forecasted increase of fatalities/vehicle miles traveled (VMT) rate of 2.95 percent from 0.758 to 0.780 by 2019 was met. The 2015-2019 average of fatalities/VMT is .754.

In light of these numbers, the 2022 HSP will target enforcement and educational programs in a comprehensive data-driven approach, incorporating the overriding goals of the 2020 SHSP, with an eye towards engendering a reduction in statewide fatalities and serious injuries.

Occupant Protection

The State did not meet its goal of obtaining a seatbelt usage rate of no less than 93.66 percent by 2019. The 2015-2019 average usage rate was 92.82 percent. An observational seatbelt survey was suspended in 2020 due to the pandemic and therefore no data is available. An estimated value of 89.99 percent (based on a 10-year average of annual fluctuations) will be used for forecasting future targets.

The State met its goal of reducing unrestrained fatalities by 2.7 percent from 134.8 to 131.1 by 2019. The 2015-2019 average of unrestrained fatalities is 123. Preliminary numbers for 2020 indicate an increase in the number of unrestrained fatalities from 108 (2019) to 128 (2020). Slightly over 40 percent of occupants killed in crashes were unbuckled in 2020, up from 38 percent in 2019.

The 2022 HSP will provide funds for a comprehensive collection of occupant protection countermeasures. Year-long, data-driven sustained seat belt enforcement grants will be conducted, along with the annual *Click It or Ticket* seat belt mobilization, with a special emphasis on counties with lower seat belt usage rates and higher rates of unrestrained injury crashes. The results of the FY2021 statewide belt use survey, conducted following a one-year hiatus, will assist in targeting these efforts. New partnerships with the Voorhees Transportation Center and New Jersey State Interscholastic Athletic Association will help deliver important, new seat belt safety messaging to mature drivers and young/new drivers. In addition, a planned data integration project with Children's Hospital of Philadelphia will open up new data sources for planning and targeting these efforts. Also, our HTS network of organizations currently active at the grass-roots community level (CTSP's, TMA's, etc.) will be directed to seek out and work with new local partners to reach additional citizens with this programming.

New Jersey's strong commitment to child passenger safety will continue as well in FY2022 as educational programs will be offered to help parents and caregivers get access to car seats and teach the importance of car seats and how to properly use and install them. Well-received pilot pop-up child safety seat check events staged in underserved, urban communities of the state in FY2021 will again be conducted in FY2022.

Impaired Driving

The State did not meet its ambitious goal of reducing total alcohol related fatalities by 14 percent from 143.6 to 122.8 by 2019. However, the 2015-2019 average of alcohol related fatalities is 123.6. Preliminary estimates are showing a reduction in the number of alcohol impaired driving fatalities from 129 in 2019 to 127 in 2020. Overall, alcohol impaired driving is involved in just over 22 percent of all roadway fatalities in 2019.

The State met its goal of limiting the forecasted increase of drug involved fatalities of 1.56 percent from 117.2 to 119 by 2019. The 2015-2019 average of drug involved fatalities is 89. At the time of this report, preliminary figures for drug involved fatalities in 2020 indicate a 10 percent decrease (85 in 2019 to 76 in 2020). New Jersey legalized the recreational use of cannabis in February 2021. The new law makes the area of drug impaired driving detection and prevention a priority.

The State did not meet its goal of limiting the forecasted increase in drug involved crashes by 5.97 percent from 1,075.2 to 1,139.4 by 2019. The 2015-2019 average of drug involved crashes is 1,458. New Jersey is actively training law enforcement personnel to better detect driver impairment through the DRE Program, and has resulted in higher accounts of drug use among drivers. NJ also modified its police crash report to include an additional driver physical status field (in 2017). This allows reporting officers to indicate illicit drug or medication use in addition to other statuses and resulted in a 42 percent increase in reported drug involvement in crashes in 2017. As retail establishments to purchase and/or consume recreational cannabis begin to open, New Jersey expects to see drug impaired driving increase.

The 2022 HSP includes a multi-faceted approach to the issue of impaired driving. High visibility enforcement campaigns will be conducted in targeted data-driven locations during the summer and end-of-year national impaired driving mobilization periods. A major public awareness campaign is planned as well focusing on the issue of drug impaired driving. Drug recognition and standardized training in the detection and apprehension of DWI offenders will be provided to the law enforcement community. New Jersey has a robust DRE Call-Out Program, and it is anticipated that several new counties will come on line in FY2022. A statewide DWI Task Force will enhance communication on the issue of impaired driving, while also working to establish a baseline for drug impaired driving crashes. Programmatic efforts in FY2022 will also include supporting the roll out of a new Alcotest breath test unit in the state, enhanced data collection, oversight, and reporting tools for DRE's, and the critically important DRE validation court case. Underage drinking initiatives will get a fresh look in light of changes in underage drinking enforcement laws.

Distacted Driving

The State did not meet its goal of limiting the forecasted increase of distracted driving related fatalities of 24 percent from 93.4 to 117.2 by 2019. The 2015-2019 average of distracted driving related fatalities is 146. The previous figures being used to determine distracted driving fatalities was only counting motor vehicle occupants and was updated in the FY2020 plan to include all motorists as well as non-motorists. Goals set in the FY2018 and FY2019 Plans were also only counting motorists, therefore are not comparable to goals set from FY2020 forward. Crashes related to driver inattention decreased in 2019 to 137,111 from 140,229 (2018). Driver inattention remains the most significant cause of fatal and incapacitating crashes in New Jersey. The State met its goal of reducing distracted driving related crashes 0.85 percent from 148,329 to 147,072 by 2019. The 2015-2019 average of distracted driving related crashes is 141,812.

New Jersey is fortunate to qualify for enhanced Federal Section 405e funding for distracted driving programs. As such, efforts in FY2022 will include a major enforcement campaign that will begin during the April national mobilization and will continue on a sustained basis in the months that follow. Grant funding will be offered on a targeted, data driven basis in counties and municipalities with documented high rates of crashes with a driver distraction contributing circumstance. To raise awareness about this critical issue, year two of a major public information program encompassing paid, earned, and social media will be carried out in conjunction with the enforcement crackdown. The paid media campaign will focus on delivering this important messaging to at-risk, diverse and underserved populations.

Speed

In 2019, speeding was a factor in approximately 5 percent of all traffic crashes and over 18 percent of all fatalities. The State met its goal of limiting the forecasted increase of 8.6 percent from 126.4 to 137.3 by 2019. The 2015-2019 average of speed related fatalities is 122. The State did not meet its ambitious goal of reducing speed related crashes by 11.14 percent 17,330 to 15,400 by 2019. The 2015-2019 average of speed related crashes is 16,346.

The 2022 HSP will continue to provide funds for sustained enforcement and education programs to municipal and county police departments in areas of the State that are overrepresented in speed related crashes as well as to NJ State Police for sustained radar speed enforcement on major highways.

Other Vulnerable Road Users - Motorcycles

The State met its goal of limiting the forecasted increase of motorcycle fatalities 15.35 percent from 62.2 to 72.2 by 2019. The 2015-2019 average of motorcycle fatalities is 68.4. Motorcycle deaths accounted for 15 percent of all motor vehicle fatalities in the State in 2019 with a preliminary estimate of 12 percent of all fatalities in 2020. There have been large year-to-year fluctuations in motorcycle fatalities over the last several years. The preliminary figure for 2020 is 70, a 17 percent decrease from 2019. In addition, the goal of reducing unhelmeted motorcycle fatalities by 34.11 percent from 4.9 to 3.2 was not achieved. The 2015-2019 average of unhelmeted motorcycle fatalities is 6.8. 14 unhelmeted motorcyclists died on New Jersey's roadways in 2019, the largest volume since 2009. However, according to preliminary figures, the number of unhelmeted fatalities is expected to decrease from 14 in 2019 to 5 in 2020.

While programmatic limitations exist in the effort to reduce motorcycle related crashes and fatalities, the 2022 HSP will continue efforts to promote the *Share the Road* message to the motoring public and support the State's motorcycle safety education programs offered by the Motor Vehicle Commission. Two dozen recently certified Quality Assurance Specialists will continue working in FY2022 to ensure that Motorcycle Safety Foundation training programs are delivered in a consistent and effective fashion.

Other Vulnerable Road Users - Younger Drivers (16-20 Years of Age)

The State met its goal of reducing young driver involved fatalities by 3.62 percent from 58.6 to 56.5 by 2019. The 2015-2019 average of young driver involved fatalities is 55.2. Motor vehicle fatalities remain the leading cause of death among teenage males and females in the State. Preliminary values show that Young drivers were involved in nearly 5 percent of total motor vehicle fatalities in 2020, almost half of their involvement in 2019 (9.6 percent).

Extensive public outreach and awareness efforts are planned in FY2022, including new partnerships, to deliver important safe driving messages to the state's younger drivers. This will include dedicated social media messaging, special programs on high school and college campuses, ongoing Parent/Teen Driver Orientation programs, and sustained GDL enforcement and education efforts by the NJ State Police.

Pedestrians and Bicycles

The State met its goal of limiting the forecasted increase of pedestrian fatalities by 13.75 percent from 157 to 178.6 by 2019. The 2015-2019 average of pedestrian fatalities is 173.2. Reducing pedestrian injuries and fatalities continues to be a challenge in New Jersey. Efforts continue to promote safe driving as well as the use and practice of safe walking in and around the State. There was no change in the overall number of pedestrian fatalities from 2018 to 2019 (175), however, preliminary figures are indicating an increase in 2020 to 179 pedestrians.

The State met its goal of limiting the forecasted increase of bicyclist fatalities by 17 percent from 15 to 17.6 by 2019. The 2015-2019 average of bicyclist fatalities is 16.8. The overall number of bicycle fatalities decreased 28 percent from 18 in 2018 to 13 in 2019, however a 38 percent increase is expected in 2020 (18 bicyclists).

In FY2022, DHTS will work with new and existing safety partners on countermeasures involving the three E's at identified pedestrian safety problem areas throughout the State. DHTS recognizes the need to find new partners to

champion these efforts at the local level as well as new, integrated data sources to better target our efforts in underserved communities. Within the context of the SHSP, it will be beneficial to take a fresh look at pedestrian safety efforts in the state relating to design and infrastructure improvements. DHTS will utilize a data driven approach to allocate its pedestrian safety related funding. For FY2022 renewed outreach efforts will be made to reach agencies that have either not participated or participated with poor performance in recent years. It is also the plan of DHTS in FY2022 to mobilize several of the largest pedestrian safety grantee cities into a targeted enforcement campaigns using the HVE model, to maximize our efforts and raise as much awareness as possible. DHTS will partner with the North Jersey Transportation Planning Authority, NJ Department of Transportation, Federal Highway Administration and the Transportation Management Associations in implementing the “Street Smart NJ” awareness program in communities that receive funding.

Other Vulnerable Road Users - Older Drivers (65+)

The State met its goal of limiting the forecasted increase of older driver fatalities to 10.14 percent from 64.6 to 71.1 by 2019. The 2015-2019 average of older driver fatalities is 65.8.

Older drivers accounted for over 29 percent of all driver fatalities in the State in 2019 and preliminary estimates are showing them to be 33 percent of all driver fatalities in 2020. Older driver fatalities in 2019 declined to 62 from 72 in 2018, and the preliminary figure for 2020 is 78, a 25 percent increase. As the licensed driver population is likely to grow for this age group, the challenge will be to balance mobility for older drivers with safety for all road users while the goal is to enable older drivers to retain as much mobility through driving as is consistent with safety on the road for themselves, their passengers and other road users.

The Voorhees Transportation Center at Rutgers University will study best practices relating to safety programs for older drivers in FY2022, as a first step towards developing a unified mature driver education program under the auspices of an Older Driver Traffic Safety Resource Center for the State. The Resource Center will ultimately be the focal point for New Jersey’s older driver safety program. Programs in the 2022 HSP will also include partnering with AAA on the *Car Fit* program, which assists older drivers in maintaining a safe, comfortable position while driving.

Other Vulnerable Road Users – Work Zone Safety

The State met its goal of reducing work zone related crashes by 10.5 percent from 5,759 to 4,423 by 2019. The 2015-2019 average work zone related crashes are 4,329.

Work zone safety continues to be a priority for traffic engineering professionals and highway agencies. Awareness of proper work zone setup, maintenance, personal protection, and driver negotiation are all factors to be considered in establishing a safe work zone. In 2022, DHTS will support ongoing work zone training activities and the annual Work Zone Conference through a comprehensive police training-funded grant.

Aside from a slight increase of 0.9 percent from 2017 to 2018, work zone related crashes have declined each year since 2014.

Social Media Engagements

The State met its goal of having at least 100 social media engagements in FY2020. More than 200 social media posts via Twitter, Facebook and Instagram were produced on a variety of subjects including winter driving, child passenger safety, and the “*Sticktolt*” GDL effort. Each post received hundreds of interactions and shares and reached a sizable audience of followers.

Public information is the cornerstone of our highway safety efforts. The primary function is to educate the public about traffic safety and to induce the public to change their attitudes and behaviors in a way that leads to greater safety on the roads. DHTS will look to expand its social media presence in FY2022 with an eye towards getting important traffic safety messages out to all segments of the community and furthering the division’s mission.



Twitter, Facebook and Instagram pages will be used in such a way that the public will be engaged and informed about the division's campaigns and programs including major events such as the *Click it or Ticket*, *U Drive U Text U Pay*, and *Drive Sober or Get Pulled Over* campaigns.

After an absence of several years, DHTS contracted for a statewide traffic safety attitudes and awareness survey in FY2021, the results of which should help tailor social media messaging moving forward.

Counties Supported in Community Traffic Safety Programs

New Jersey met its goal of supporting 21 counties with a Community Traffic Safety Program (CTSP). The CTSP members, under the leadership of a county, hospital, or TMA, share a vision of saving lives and preventing injuries caused by traffic related issues and their associated costs to society. Each CTSP establishes a management system which includes a coordinator and advisory group responsible for planning, directing and implementing its programs. Traffic Safety professionals from law enforcement agencies, educational institutions, community and emergency services organizations, injury prevention professionals, educational institutions, businesses, hospital and emergency medical systems, engineers, and other community stakeholders are brought together to develop regional traffic safety education programs based on analysis of their crash data.

DHTS will continue to provide resources to assist CTSPs in each of the 21 counties of New Jersey and will prioritize support based on analyses identifying those counties/communities with high crash and fatality rates and/or existence of traffic safety related challenges. CTSP's will be encouraged to target programming and resources into at-risk segments of their communities, and to expand their leadership coalitions to include these groups.

Police Crash Report Trainings

The State met its goal of conducting 12 Police Crash Report training events in FY2021, despite technical challenges created by the pandemic. Additional classes will be scheduled for FY2022. The State PCR (NJTR-1) collects a large volume of data for all reportable crashes (270K+/Year). It is critical that the reports be completed properly, so training and education is provided to law enforcement agencies on the proper methods of collecting data to ensure the most accurate and complete reports are submitted. A 5-hour training session on how to properly complete the NJTR-1 Crash Report is offered through the Comprehensive Police Training Grant.

Registered Crash Analysis Tool – Numeric Users

The State met its goal of reaching 250 unique users within the Crash Analysis Tool. At both the State and local level, the DHTS Crash Analysis Tool is used to analyze crash data. The Crash Analysis Tool is a support tool, maintained with the assistance of Rutgers University, which is used by county and local engineers, law enforcement agencies and other decision makers to help identify and assess the most cost-effective ways to improve safety on the State's roadways through a data driven approach. The Crash Analysis Tool constantly receives new requests for access and has been expanded recently to include new modes of functionality and analysis.

PERFORMANCE GOALS

It is the ultimate goal of the NJ Division of Highway Traffic Safety to reduce the number of fatalities and serious injuries occurring on New Jersey's roadways through enforcement, education and encouragement in a variety of safety strategies. In some cases, the performance goals shown are reflected as increases over the moving average cycle, namely motorcycle and unhelmeted motorcycle fatalities, pedestrian fatalities, older driver involved fatalities and drug involved crashes. The performance goals were driven on trend analysis and mirror the methodologies set forth in the Strategic Highway Safety Plan (SHSP) to establish realistic targets that can be achieved through safety programs.

CORE PERFORMANCE GOALS					
BASELINE VALUE	582	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	565	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Reduce total roadway fatalities by 3% from 582 (2015-2019 average) to 565 (2018-2022 average).				
JUSTIFICATION	As outlined in New Jersey's 2020 Strategic Highway Safety Plan, the State aims to reduce fatalities 3 percent annually, or 14 percent cumulatively over the next 5 years (2025). Using preliminary figures for 2020 as the baseline, 3 percent reductions were applied to determine 2021 and 2022 values.				

BASELINE VALUE	1,525	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	2,537.2	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Limit the forecasted increase of total serious traffic injuries to less than 66% from 1,525 (2015-2019 average) to 2,537.2 (2018-2022 Average).				
JUSTIFICATION	New Jersey projects a 19 percent reduction in total serious injuries in 2020. To account for the anomalous year, 2021 figures are projected from an aggregation of the last three quarters of 2019 and the first quarter of 2020. An annual reduction of 3% was applied to determine 2021 and 2022 estimates. Beginning in 2019, NJ updated the police accident report to reflect the federally required injury classifications (Killed, Suspected Serious Injuries, Suspected Minor Injuries, Possible Injury and No Apparent Injury). As a result of this change, NJ saw a 116% increase in reported serious injuries (1,284 to 2,678) due to the interpretation of the new definitions by the reporting officer. This large increase creates a challenge in predicting anticipated totals for future years. New Jersey expects the moving average to vary over the next few years as the regression model stabilizes.				

BASELINE VALUE	0.754	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	0.766	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Limit the estimated increase of total fatalities/VMT of 1.6% from .754 (2015-2019 Average) to .766 (2018-2022)				
JUSTIFICATION	VMTs for 2020, 2021 & 2022 are not available. 2020 is estimated based on FHWA Traffic Volume Trends. For 2021 and 2022, the team reviewed the INRIX volumetric factor trends (passenger VMT to historical passenger VMT) for 2020 to April 2021. It was decided, due to the anomalies in the data, to assign a weight to each quarter for 2021 (1st Quarter - 0.79, 2nd Quarter - 1.0, 3rd Quarter - 1.0, 4th Quarter - 1.0), for an overall VMT of 95% of 2019. CY 2022 VMTs to be the same as 2019. Note that 2012 & 2016 are adjusted for Leap Years (366 days).				

BASELINE VALUE	123	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	121.6	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Reduce unrestrained passenger fatalities by 1% from 123 (2015-2019 Average) to 121.6 (2018-2022)				
JUSTIFICATION	The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2021 and 2022 were calculated using this reduction rate to determine 5-year rolling averages for the target years. Preliminary totals were used in 2020. A decrease of 3 persons is forecasted for both 2020-2021, and 2021-2022.				

* These three performance measures are common in both the HSP and SHSP



CORE PERFORMANCE GOALS (Continued)

BASELINE VALUE	123.6	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	124.9	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Limit the total alcohol related fatalities to the forecasted increase of 1.1% from 123.6 (2015-2019 Average) to 124.9.				
JUSTIFICATION	The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2020, 2021 and 2022 were calculated using this rate to determine 5-year rolling averages for the target years. A decrease of 2 persons is forecasted from 2019-2020, a decrease of 3 is forecasted for 2020-2021, and a decrease of 7 is forecasted for 2021-2022.				

BASELINE VALUE	122	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	105.5	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Reduce the total speed related fatalities by 13% from 122 (2015-2019 Average) to 105.5 (2018-2022 Average)				
JUSTIFICATION	The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2020, 2021 and 2022 were calculated using this reduction rate to determine rolling averages for the target years. An increase of 1 person is forecasted for 2019-2020, a decrease of 3.7 is forecasted for 2020-2021, and a decrease of 7.7 is forecasted for 2021-2022.				

BASELINE VALUE	68.4	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	69.1	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Limit the total motorcycle fatalities to the forecasted increase of 1% from 68.4 (2015-2019 Average) to 69.1 (2018-2022 Average)				
JUSTIFICATION	The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2021 and 2022 were calculated using this rate to determine rolling averages for the target years. Preliminary figures were used in 2020. NJ experienced an increase of 30 motorcycle fatalities from 2018 to 2019, the largest increase since 2006. No change in motorcyclist fatalities is forecasted for 2020-2021 and a decrease of 2.3 is forecasted for 2021-2022.				

NUMBER OF UNHELMETED MOTORCYCLE FATALITIES

BASELINE VALUE	6.8	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	7	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Limit the total unhelmeted motorcyclist fatalities to the forecasted increase of 2.9% from 6.8 (2015-2019 Average) to 7 (2018-2022 Average)				
JUSTIFICATION	The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2021 and 2022 were calculated using this rate to determine rolling averages for the target years. Preliminary figures were used in 2020. A decrease of 0.4 persons is forecasted for 2020-2021, and a decrease of 0.34 is forecasted for 2021-2022. New Jersey experienced a large volume of unhelmeted motorcycle fatalities in 2019 (14), the highest volume since 2009. The number of unhelmeted motorcycle fatalities is forecasted to decline over the next two years; however, the moving average is expected to increase.				

CORE PERFORMANCE GOALS (CONTINUED)

BASELINE VALUE	55.2	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	50.4	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Reduce young driver involved fatalities 8.7% from 55.2 (2015-2019 Average) to 50.4 (2018-2022 Average)				
JUSTIFICATION	The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2020, 2021 and 2022 were calculated using this reduction rate to determine rolling averages for the target years. A decrease of 2.7 persons is forecasted for 2019-2020, a decrease of 1.9 is forecasted for 2020-2021 and a decrease of 4 is forecasted for 2021-2022. New Jersey has become a national model in the area of young driver education and safety. Young drivers are mandated to participate in a Graduated Driver's License period (probationary) that limits the number of occupants riding in the vehicle and the hours in which they can operate the vehicle. These efforts have led to the reduction in the number of younger driver involved fatalities, a trend that is forecasted to continue.				

BASELINE VALUE	173.2	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	179.8	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Limit the total pedestrian fatalities to the forecasted increase of 3.81% from 173.2 (2015-2019 Average) to 179.8 (2018-2022 Average)				
JUSTIFICATION	The change from year-to-year was evaluated and a 5-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2021 and 2022 were calculated using this rate to determine rolling averages for the target years. Preliminary figures were used for 2020. An increase of 4 persons is forecasted for 2020-2021, and an increase of 4.1 is forecasted for 2021-2022. Each year, pedestrian fatalities represent over 30 percent of total roadway fatalities in New Jersey and remain a traffic safety challenge.				

BASELINE VALUE	16.8	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	17.2	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Limit total bicyclist fatalities to the forecasted increase of 2.4% 16.8 (2015-2019 Average) to 17.2 (2018-2022 Average)				
JUSTIFICATION	The change from year-to-year was evaluated and a 5-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2021 and 2022 were calculated using this rate to determine rolling averages for the target years. Preliminary figures were used for 2020. A slight increase is forecasted for 2021 and 2022.				

BASELINE VALUE	0.9282	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	0.9068	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Obtain a seatbelt observational usage rate of no less than 90%.				
JUSTIFICATION	The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. A seatbelt Observational Study was not conducted during 2020 and an estimated value (89%) was used. The predicted figures for 2021 and 2022 were calculated using this rate to determine 5-year rolling averages for the target years. A decrease of .0037 is forecasted for 2020-2021, and a decrease of .0049 is forecasted for 2021-2022.				

SEAT BELT	2,023	IMPAIRED DRIVING	1,380	SPEEDING	4,960	CELL PHONE/TEXTING	1,023
SOCIAL MEDIA OUTREACH	200	CTSP SUPPORTED COUNTIES	21	PCR TRAININGS	12	REGISTERED CRASH ANALYSIS TOOL USERS	550

ADDITIONAL PERFORMANCE GOALS					
BASELINE VALUE	89	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	76.4	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Reduce total drug involved fatalities 14% from 89 (2015-2019 Average) to 76 (2018-2022 Average)				
JUSTIFICATION	The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2021 and 2022 were calculated using this rate to determine 5-year rolling averages for the target years. No change is forecasted for 2020 to 2021, and a decrease of 3 persons is forecasted for 2021-2022. New Jersey legalized the recreational use of cannabis in February 2021 which creates a new arena for drugged driving enforcement.				

BASELINE VALUE	1,458	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	1,834	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Limit the total drug involved crashes to the forecasted increase of 25.8% from 1,458 (2015-2019 Average) to 1,834 (2018-2022 Average)				
JUSTIFICATION	The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2020, 2021 and 2022 were calculated using this rate to determine 5-year rolling averages for the target years. An increase of 76 crashes is forecasted from 2019-2020, an increase of 73 is forecasted from 2020-2021, and an increase of 73 is forecasted from 2021-2022. New Jersey is actively training law enforcement personnel to better detect driver impairment through the DRE Program, and has resulted in higher accounts of drug use among drivers. NJ also modified its police accident report to include a second driver physical status field (in 2017). This allows reporting officers to indicate illicit drug or medication use in addition to other statuses. NJ expects to see an increase in detected impairment, therefore a slight increase in drug involved crashes are predicted.				

BASELINE VALUE	146	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	118.2	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Reduce distracted driving related fatalities by 19% 146 (2015-2019 Average) to 118.2 (2018-2022 Average)				
JUSTIFICATION	The change from year-to-year was evaluated and a 5-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2020, 2021 and 2022 were calculated using this reduction rate to determine rolling averages for the target years. A decrease of 11 persons is forecasted for 2019-2020, a decrease of 4 is forecasted for 2020-2021 and a decrease of 14 is forecasted for 2021-2022. Tracking distracted driving as a contributing circumstance in fatal crashes began in 2010 and remains a challenge in garnering accurate data subsequently. Large fluctuations in year-to-year totals make long term projects difficult to predict.				

ADDITIONAL PERFORMANCE GOALS (CONTINUED)

BASELINE VALUE	141,812	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	135,722	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Reduce total distracted driving related fatalities by 4.3% from 141,812 (2015-2019 Average) to 135,722 (2018-2022 Average)				
JUSTIFICATION	The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2020, 2021 and 2022 were calculated using this rate to determine rolling averages for the target years. A decrease of 1,505 crashes is forecasted for 2019-2020, a decrease of 1,917 is forecasted for 2020-2021, and a decrease of 1,710 is forecasted for 2021-2022.				

BASELINE VALUE	16,346	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	14,764	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Reduce total speed involved crashes by 9.7% from 16,345.8 (2015-2019 Average) to 14,764 (2018-2022 Average)				
JUSTIFICATION	The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2020, 2021 and 2022 were calculated using this rate to determine rolling averages for the target years. A decrease of 475 crashes is forecasted for 2019-2020, a decrease of 639 is forecasted for 2020-2021, and a decrease of 397 is forecasted for 2021-2022.				

BASELINE VALUE	65.8	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	74.3	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Limit older driver fatalities to the forecasted increase of 13% from 65.8 (2015-2019 Average) to 74.3 (2018-2022 Average)				
JUSTIFICATION	The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2021 and 2022 were calculated using this rate to determine rolling averages for the target years. An increase of 1.1 persons is forecasted for 2020-2021, and an increase of 1.5 is forecasted for 2021-2022. As New Jersey's population ages, the number and moving average of older driver fatalities is expected to rise.				

BASELINE VALUE	4,329	BASELINE START YEAR	2015	BASELINE END YEAR	2019
TARGET VALUE	3,560	TARGET START YEAR	2018	TARGET END YEAR	2022
GOAL STATEMENT	Reduce Work Zone related crashes by 17.8% from 4,329 (2015-2019 Average) to 3,560 (2018-2022 Average)				
JUSTIFICATION	The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2020, 2021 and 2022 were calculated using this rate to determine 5-year rolling averages for the target years. A decrease of 200 crashes is forecasted from 2019-2020, a decrease of 340 is forecasted for 2020-2021, and a decrease of 308 is forecasted for 2021-2022.				

PERFORMANCE PLAN

Planning and Administration

Project Name: **PLANNING AND ADMINISTRATION**
Sub-Recipient: **DIVISION OF HIGHWAY TRAFFIC SAFETY**
Total Project Amount: **\$897,000**
Project Description:

The DHTS is the lead agency tasked with the planning, development, administration, and coordination of an integrated framework for traffic safety planning and action among agencies and organizations in New Jersey. The successful implementation of traffic safety programs must involve the combined efforts of a number of organizations in order to be successful, as evidenced by the adoption of the 2020 SHSP.

Although the primary responsibility for managing traffic safety lies with the DHTS, a number of State and local government agencies and other organizations must also play a role if the entire traffic safety system is to be effective.

Funds from this task include the salaries of the management, fiscal and clerical support staffs and division operating costs. Funds will also be used for the maintenance of the eGrants system SAGE (System for Administering Grants Electronically). In addition, funds will be used by DHTS personnel for travel related expenses to attend traffic safety seminars, workshops, and conferences as well as for Federal or State training related costs along with equipment, supplies, rent, and utility expenses to carry out the functions of the States' Highway Safety Office.

DHTS was able to increase staffing within the program unit of the office in FY2021. Moving into FY2022, the goal is to address significant staffing issues in the fiscal and clerical sections of the office as the result of many years of attrition, in order to properly manage grant funds and office operations.

Funding Source: **SECTION 402** Local Benefit: **0**

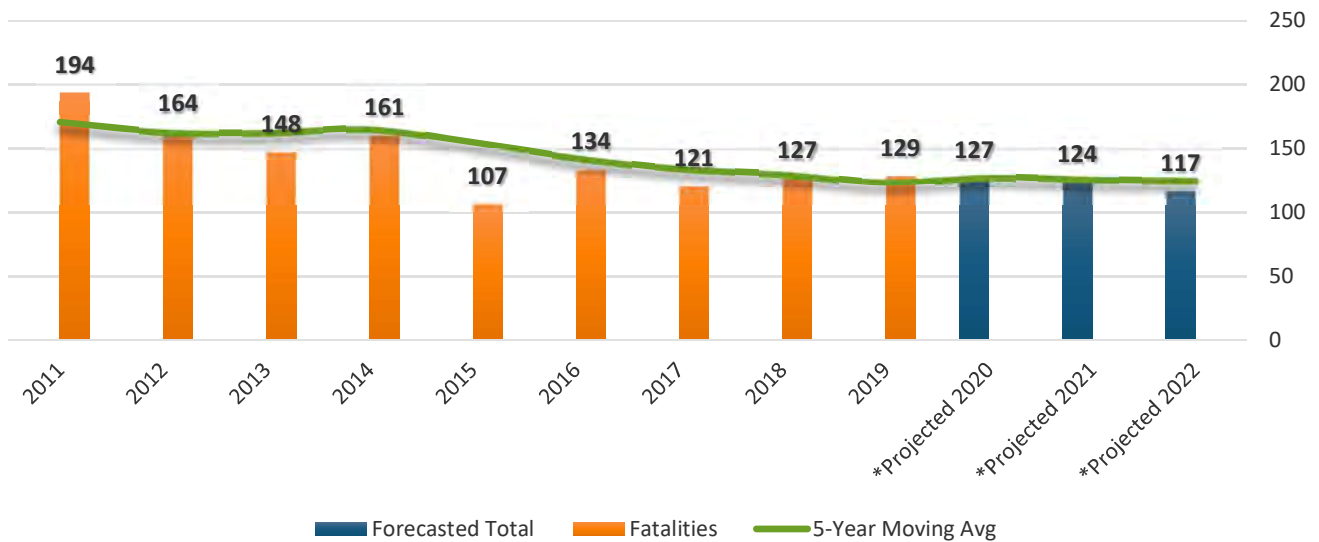
ALCOHOL AND OTHER DRUG COUNTERMEASURES

Alcohol Impaired • General Overview

Due to the large volume of alcohol related pending cases that remain open in 2020, the numbers analyzed in this area are based on 2019 fatal records and preliminary data from 2020. The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period (2019). Using this method, the predicted figures for 2020, 2021 and 2022 were calculated using this reduction rate to determine 5-year rolling averages for the target years.

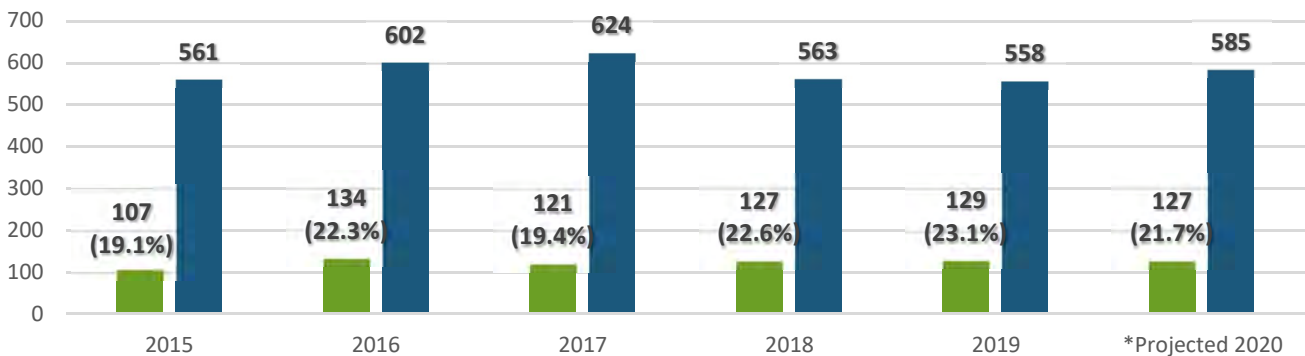
Alcohol involved crashes are defined as any crash where one or more drivers had a blood alcohol concentration level of 0.01 or greater, unless otherwise stated. **Alcohol impaired fatalities** are defined as any crash where one or more drivers had a blood alcohol concentration level of 0.08 or greater.

ALCOHOL IMPAIRED DRIVING FATALITIES (BAC OF .08 AND ABOVE), ANNUAL AND 5-YEAR MOVING AVERAGE



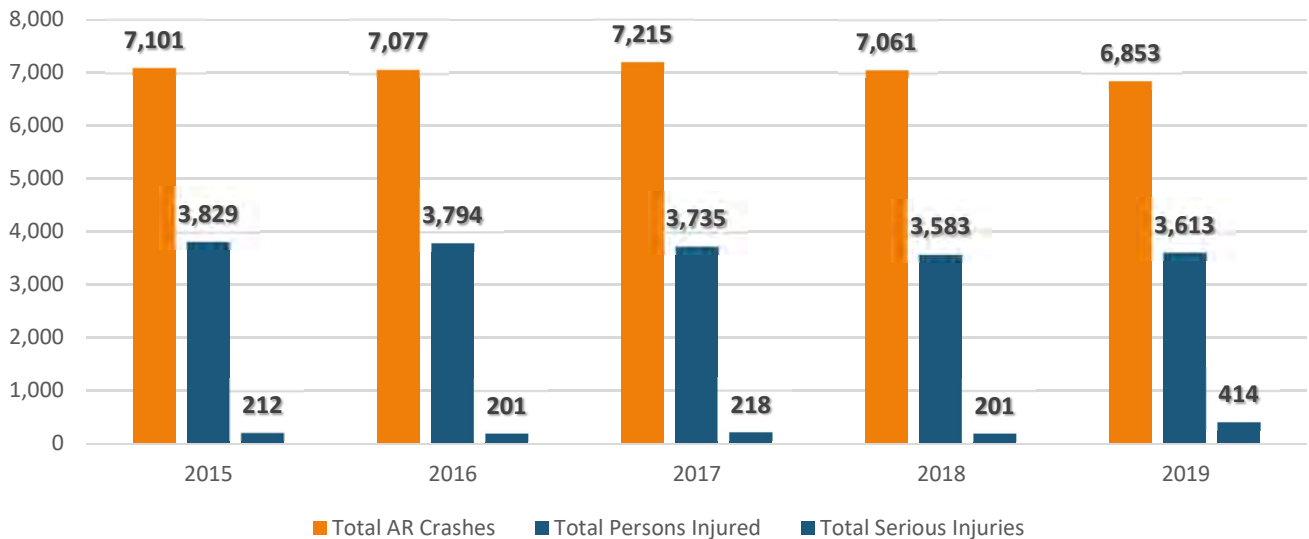
Over the past five years (2015-2019), New Jersey's roadways have experienced 35,307 alcohol involved crashes, resulting in 618 fatalities (2015-2019). Driving while intoxicated remains a major factor in contributing to fatalities, crashes and injuries on the State's roadways. Projected figures in 2020 show a decline in alcohol related fatalities statewide, however, there is still a lot to be learned regarding the specifics of traffic fatalities during the pandemic. In terms of overall alcohol related crashes, there was a 2.9 percent decrease from 2018 to 2019 and a 3.5 percent reduction from 2015 to 2019, although alcohol impaired driving accounts for a large portion of fatalities occurring on the roadways (22.6% in 2018 and 23.1% in 2019).

PROPORTION OF ALCOHOL IMPAIRED FATALITIES VERSUS TOTAL NEW JERSEY MV FATALITIES



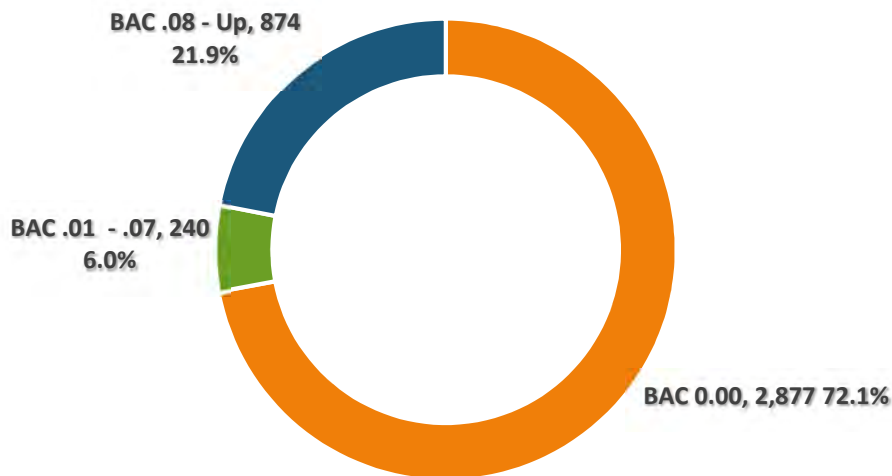
Over the past five years (2015-2019), alcohol contributed to roughly 2.5 percent of all crashes in New Jersey each year. Alcohol involvement in crashes contributed to 4.4 percent of all injured persons (motorists and non-motorists) and 13.7 percent of all seriously injured persons.

INJURY OUTCOME OF ALCOHOL RELATED CRASHES, 2015 – 2019



Nearly 4,000 drivers were involved in fatal motor vehicle crashes on New Jersey’s roadways between 2015 and 2019. Over 70 percent (2,877) had no alcohol in their system. Six percent (240) had a BAC between .01 - .07, below the legal limit, and approximately 22 percent (874) had a blood alcohol concentration of .08 or higher.

BLOOD ALCOHOL CONCENTRATIONS OF DRIVERS INVOLVED IN FATAL CRASHES, 2015 - 2019



* Excludes Unknowns

There are many other circumstances present in alcohol involved crashes. Many of these circumstances are overlapping and aid in New Jersey’s understanding of crash occurrences that have multiple causation factors. On the following page is a representation of crashes involving alcohol and how they combine with other performance areas. From 2015-2019, 20.5 percent of crashes involving alcohol also involved drug impairment. About 16 percent of crashes involving alcohol also involved speed, 7.6 percent involved an older driver, and 5.8 percent involved a younger driver.



ALCOHOL INVOLVED CRASHES AND OTHER PERFORMANCE AREAS, 2015 - 2019									
DRUGS (ILLICIT OR MEDICATION)	1,101	1,115	1,602	1,668	1,764		1,292	20.5%	
DISTRACTED DRIVING	4,741	4,732	4,693	4,556	4,365		4,745	65.4%	
UNSAFE SPEED	1,263	1,117	1,093	1,094	1,007		1,179	15.8%	
OLDER DRIVERS	505	480	544	630	539		535	7.6%	
YOUNG DRIVERS	504	457	396	333	355		443	5.8%	
UNRESTRAINED PASSENGER	372	379	344	317	423		372	5.2%	
PEDESTRIANS	260	273	301	240	252		275	3.8%	
MOTORCYCLES	83	73	90	71	80		79	1.1%	

Alcohol Impaired • Analysis of Age/Gender

The difference in age and gender was a factor in the likelihood of an individual being a part of an alcohol involved crash. In New Jersey, the age group that is the most susceptible to being involved in drug and alcohol related crashes are the 21-30-year-old drivers. This group represents 28.2 percent of all drivers involved in alcohol related crashes for both male and female drivers from 2015-2019. Male drivers account for nearly 70 percent of all alcohol related crashes that occurred from 2015-2019.

% OF ALCOHOL RELATED CRASHES BY AGE GROUP AND GENDER, 2015 - 2019					
% OF ALL AGE GROUPS	AGE GROUP	AGE % OF TOTAL		GENDER % OF AGE GROUP	
		MALE	FEMALE	MALE	FEMALE
0.01%	0-15	0.01%	0.00%	100.0%	0.0%
3.83%	16-20	3.42%	4.74%	62.1%	37.9%
13.29%	21-25	12.72%	14.57%	66.4%	33.6%
14.90%	26-30	14.93%	14.81%	69.5%	30.5%
13.06%	31-35	13.46%	12.15%	71.5%	28.5%
11.11%	36-40	11.34%	10.59%	70.8%	29.2%
9.29%	41-45	9.51%	8.81%	71.0%	29.0%
9.32%	46-50	9.16%	9.68%	68.2%	31.8%
8.42%	51-55	8.41%	8.45%	69.3%	30.7%
7.05%	56-60	7.06%	7.02%	69.5%	30.5%
4.73%	61-65	4.90%	4.35%	71.8%	28.2%
5.00%	66+	5.09%	4.82%	70.5%	29.5%
100.00%	TOTALS*			69.4%	30.6%

* Excludes undefined driver age or gender type.

Alcohol Impaired • Analysis of Occurrence

To assist in targeting the enforcement of drivers driving under the influence of alcohol, it is important to observe when alcohol involved crashes are most likely to occur. The graphic below shows the Time of Day and Time of Year distribution of alcohol involved crashes. Over the past 5 years (2015-2019) approximately 42 percent of alcohol involved crashes occur between 9:00PM and 2:59AM, with a majority occurring in December.



ALCOHOL INVOLVED CRASHES TIME OF DAY, TIME OF YEAR 2015 - 2019

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	
Midnight to 2:59AM													7,142	20%
3:00AM to 5:59AM													3,433	10%
6:00AM to 8:59AM													1,633	5%
9:00AM to 11:59AM													1,709	5%
Noon to 2:59PM													2,592	7%
3:00PM to 5:59PM													4,423	13%
6:00PM to 8:59PM													6,371	18%
9:00PM to 11:59PM													7,587	22%
TOTAL	2,642	2,616	2,897	2,747	3,063	2,864	3,072	2,971	2,869	2,991	2,889	3,269	34,890	100%
	8%	7%	8%	8%	9%	8%	9%	9%	8%	9%	8%	9%		

* Excludes Unknowns

An analysis of the Day of the Week where the most alcohol involved crashes occur also assists in the targeting of impaired driving enforcement. Over the past 5 years (2015-2019), 42 percent of all crashes in New Jersey took place on the weekend, nearly 6 percent occurring between midnight to 2:59AM on Sunday morning.

ALCOHOL INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2015-2019

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								7,142	20%
3:00AM to 5:59AM								3,433	10%
6:00AM to 8:59AM								1,633	5%
9:00AM to 11:59AM								1,709	5%
Noon to 2:59PM								2,592	7%
3:00PM to 5:59PM								4,423	13%
6:00PM to 8:59PM								6,371	18%
9:00PM to 11:59PM								7,587	22%
TOTAL	3,773	3,471	3,710	4,071	5,388	7,207	7,270	34,890	100%
	11%	10%	11%	12%	15%	21%	21%		

Alcohol Impaired • Analysis of Location

A breakdown of the year-to-year changes of total number of alcohol involved crashes by County reflects the percent change of alcohol involved crashes from the previous year, as well as a five-year cumulative trend. Comparing 2018 to 2019, despite a 2.9 percent decrease in alcohol involved crashes almost half of New Jersey's counties have experienced an increase from the previous year with Salem County with the largest increase (10.2%). Burlington, Hunterdon, and Monmouth Counties experienced the largest decrease in alcohol related crashes from 2018-2019 (-20.5%, -14.1% and -11.7% respectively).

ALCOHOL INVOLVED CRASHES COUNTY PERCENT CHANGE FROM PREVIOUS YEAR (BAC > 0.00)							
	COUNTY	2015	2016	2017	2018	2019	2015 2019 CHANGE
REGION I	ATLANTIC	-12.8%	-2.9%	14.3%	-17.6%	9.9%	0.1%
	BURLINGTON	-1.5%	-3.5%	1.1%	2.0%	-20.5%	-4.6%
	CAMDEN	-12.9%	-7.6%	23.2%	-11.3%	-3.3%	-0.5%
	CAPE MAY	-9.0%	-3.3%	28.0%	-23.8%	0.9%	-1.0%
	CUMBERLAND	4.5%	-22.4%	24.4%	-23.2%	1.2%	-5.6%
	GLOUCESTER	-1.4%	0.0%	5.5%	-9.7%	-9.6%	-3.0%
	SALEM	-22.3%	0.0%	17.8%	2.3%	10.2%	5.8%
REGION II	HUNTERDON	1.7%	0.8%	-4.1%	8.5%	-14.1%	-2.0%
	MERCER	-14.5%	13.7%	-12.4%	5.4%	9.9%	2.9%
	MIDDLESEX	-5.8%	13.4%	-8.8%	5.0%	6.1%	2.9%
	MONMOUTH	-6.2%	10.6%	-9.1%	2.2%	-11.7%	-1.9%
	OCEAN	-3.6%	-5.5%	2.5%	-5.7%	-4.7%	-2.7%
	SOMERSET	2.5%	-21.3%	5.2%	4.0%	-5.7%	-4.1%
	UNION	-7.5%	-1.4%	-11.6%	19.5%	4.7%	1.8%
REGION III	BERGEN	-15.7%	5.3%	-5.5%	6.2%	-6.8%	-0.3%
	ESSEX	1.8%	-0.4%	3.1%	-2.3%	0.4%	0.2%
	HUDSON	-7.6%	11.9%	8.2%	-1.0%	3.8%	4.4%
	MORRIS	-0.7%	-9.0%	10.1%	-7.7%	-8.6%	-3.3%
	PASSAIC	-14.1%	-1.1%	-5.9%	0.0%	-8.5%	-3.2%
	SUSSEX	-5.6%	1.5%	11.6%	-13.0%	-0.7%	-0.4%
	WARREN	25.8%	-6.0%	-3.6%	6.6%	8.0%	0.8%
TOTAL PERCENTAGE		-6.5%	-0.3%	1.9%	-2.1%	-2.9%	-0.7%

The chart below shows the Top 20 towns with the most alcohol involved crashes over the last 5 years (2015-2019). The City of Newark remains the number 1 location with 949 crashes, a 22 percent increase from 2015 to 2019. Camden City (-34%), Cherry Hill Township (-28%) and Middletown Township (-23%) saw the largest decreases from 2015-2019.



TOP 20 MUNICIPALITIES WITH CRASHES INVOLVING ALCOHOL, 2015 - 2019

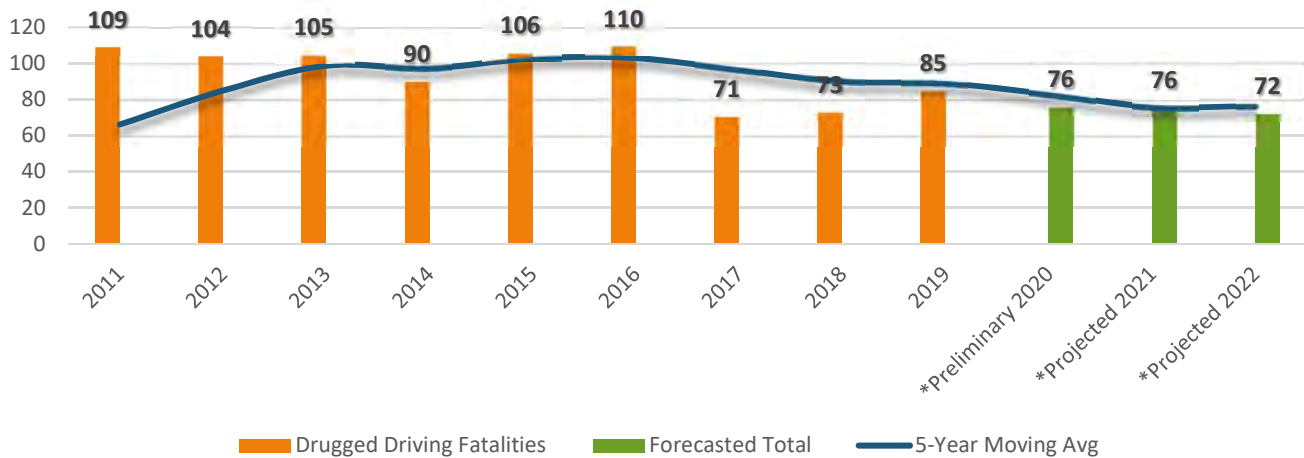
Newark City	167	201	182	195	204			22.16%
Jersey City	105	111	133	146	151			43.81%
Camden City	137	100	112	113	90			-34.31%
Toms River Township	112	109	105	123	90			-19.64%
Paterson City	83	110	76	93	86			3.61%
Vineland City	92	71	72	66	82			-10.87%
Lakewood Township	71	54	92	81	78			9.86%
Brick Township	74	85	65	73	73			-1.35%
Elizabeth City	52	72	66	87	81			55.77%
Clifton City	72	72	72	74	61			-15.28%
Egg Harbor Township	62	64	72	60	76			22.58%
Hamilton Township (Mercer)	71	65	64	63	59			-16.90%
Atlantic City	43	44	96	44	84			95.35%
Union Township (Union Co)	72	58	48	64	64			-11.11%
Cherry Hill Township	61	45	88	66	44			-27.87%
Edison Township	62	57	51	56	70			12.90%
Linden City	57	71	42	56	62			8.77%
Middletown Township	62	62	53	50	48			-22.58%
Trenton City	54	71	41	52	56			3.70%
Wall Township	52	58	63	42	54			3.85%

Drugged Driving • General Overview

Driving while impaired by any substance, legal or illegal, is a daily traffic safety challenge. Alcohol, Cannabis, and other drugs can impair one’s ability to drive. NHTSA’s Drug and Alcohol Crash Risk Study found that cannabis users are more likely to be involved in crashes, however, the increased risk may be due in part because cannabis users are more likely to be young men, who are generally at a higher risk of crashes. On February 22, 2021, NJ Governor Phil Murphy signed legislation legalizing adult use of cannabis, paving the way for a retail market. NJDHTS has initiated a Drugged Driving Task Force to address several areas:

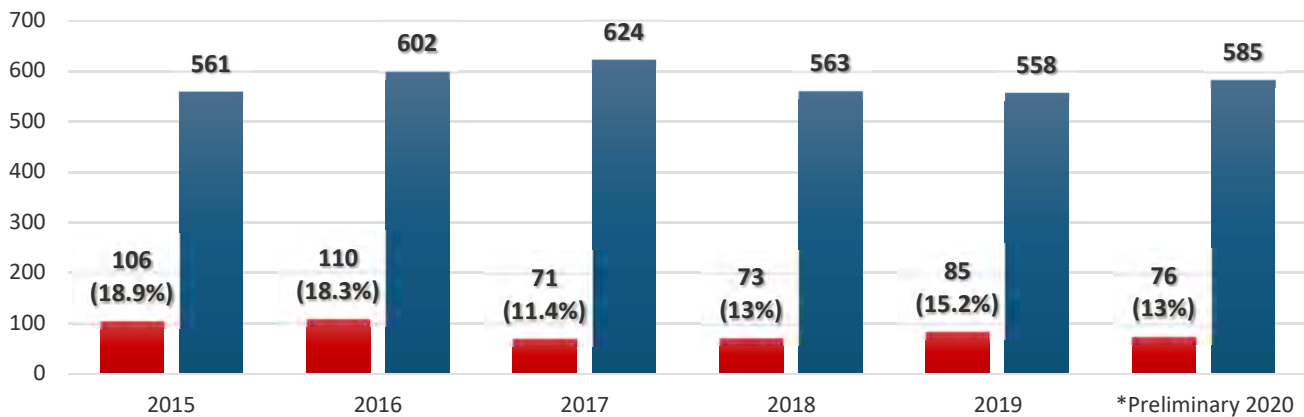
- To identify specific impaired-driving problems in the State (i.e., problem identification).
- To make recommendations to reduce impaired driving in the State. Example could include increasing the use of sobriety checkpoints accompanied by intensive publicity.
- To identify and overcome obstacles impeding effective countermeasures in the State.
- To identify and address any unintended consequences that may result from proposed actions.
- To provide a network of communication and cooperation among the various stakeholders.

DRUGGED DRIVING INVOLVED FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



Drugged driving (illicit and/or medication) contributed slightly over to 15 percent of motor vehicle fatalities in 2019, up from 13 percent in 2018. New Jersey has made great strides in bringing awareness to the dangers of impaired driving and aims to continue these educational efforts.

PROPORTION OF DRUGGED DRIVING INVOLVED FATALITIES VERSUS TOTAL NEW JERSEY MV FATALITIES

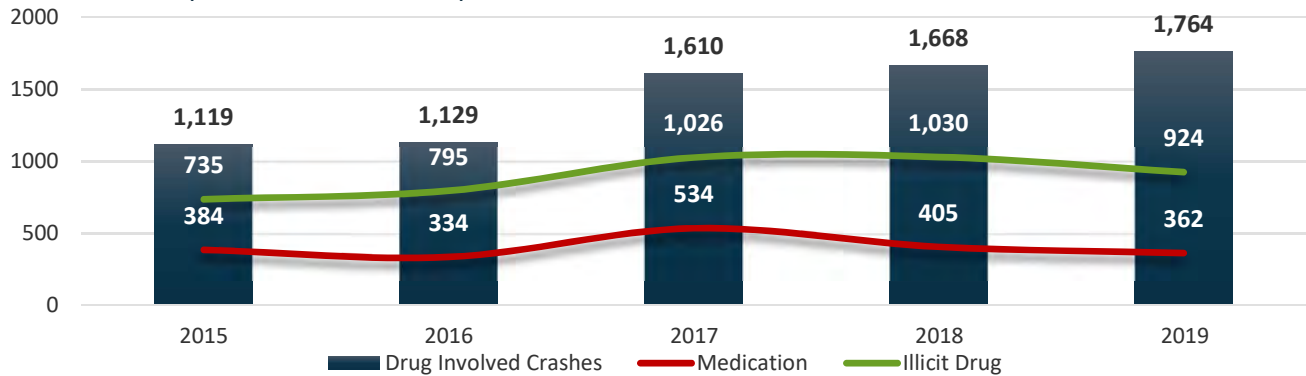


The State experienced its first decline of illicit drug related crashes, however it still accounted for about 70 percent of all drug impaired crashes (medication vs. illicit). As of 2020, New Jersey offers the reporting officer three options

to report drug involvement in crashes: *Drug Use – Medication*, *Drug Use – Illicit* and *Alcohol and Drug Use (Illicit or Medication)*. Drug use in conjunction with alcohol use does not specify the nature of the drug involved, therefore Illicit and Medication totals will not calculate to 100 percent.

The total number of illegal drug and medication related crashes increased in 2019, from 1,668 in 2018 to 1,764. One of the reasons for the large increase in drugged driving in New Jersey is due to the addition of a secondary Driver Physical Status field on the NJTR-1 Crash Report, which enables reporting officers to indicate more than one physical status for each driver at the time of the crash. New Jersey also has the second highest amount of certified Drug Recognition Experts (DREs) in the US, which in tandem with a robust county-wide call-out program in 11 counties led to increased detection capabilities.

DRUG RELATED (ILLICIT & MEDICATION) CRASHES, 2015 - 2019



*Illicit and Medication totals do not calculate to 100%

There are many other circumstances present in drug involved crashes. Many of these circumstances are overlapping and aid in New Jersey’s understanding of crash occurrences that have multiple causation factors. Below is a representation of crashes involving drugs and how they combine with other performance areas. From 2015-2019, 99.5 percent of crashes involving drugs also involved alcohol impairment. About 13 percent of crashes involving drugs also involved speed, 9.5 percent involved an older driver and 6.7 percent involved a younger driver.

DRUGGED DRIVING CRASHES AND OTHER PERFORMANCE AREAS, 2015 - 2019								
	2015	2016	2017	2018	2019	Total	Percentage	
ALCOHOL INVOLVEMENT	1,101	1,115	1,604	1,668	1,764	1,450	99.5%	
DISTRACTED DRIVING	744	761	1,052	1,099	1,139	959	65.8%	
UNSAFE SPEED	144	132	209	221	245	190	13.0%	
OLDER DRIVERS	107	87	180	164	152	138	9.5%	
YOUNG DRIVERS	91	94	103	99	104	98	6.7%	
UNRESTRAINED PASSENGERS	51	78	97	105	143	95	6.5%	
PEDESTRIANS	20	10	17	9	15	14	1.0%	
MOTORCYCLISTS	8	6	17	13	12	11	0.8%	

Drugged Driving • Analysis of Occurrence

To assist in targeting the enforcement of drivers driving under the influence of drugs, it is important to observe when drug involved crashes are most likely to occur. The graphic below shows the Time of Day and Time of Year



distribution of crashes involving a driver under the influence of drugs. Over the past 5 years (2015-2019) approximately 36 percent of drug-impaired driving crashes occurred between 12:00PM and 5:59PM, with a majority occurring in October. The data shows how drugged driving is mirrored in crash occurrences and is an inherent factor for crashes on the State’s roadways.

DRUGGED DRIVING INVOLVED CRASHES TIME OF DAY, TIME OF YEAR 2015 - 2019

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	
Midnight to 2:59AM													561	8%
3:00AM to 5:59AM													351	5%
6:00AM to 8:59AM													616	9%
9:00AM to 11:59AM													946	13%
Noon to 2:59PM													1,222	17%
3:00PM to 5:59PM													1,375	19%
6:00PM to 8:59PM													1,193	17%
9:00PM to 11:59PM													963	13%
TOTAL	502	505	575	581	634	632	631	658	636	668	580	625	7,227	100%
	7%	7%	8%	8%	9%	9%	9%	9%	9%	9%	8%	9%		

Day-of-week occurrences are one of the more important indicators to help shed light on the issue of drug impaired driving. As seen in the graph, crashes involving drivers under the influence of drugs are like the typical distribution of all crashes in New Jersey, with the majority taking place on Friday evening.

DRUGGED DRIVING INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2015-2019

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								626	9%
3:00AM to 5:59AM								351	5%
6:00AM to 8:59AM								616	8%
9:00AM to 11:59AM								946	13%
Noon to 2:59PM								1,222	17%
3:00PM to 5:59PM								1,375	19%
6:00PM to 8:59PM								1,193	16%
9:00PM to 11:59PM								963	13%
TOTAL	954	988	1,073	1,034	1,202	1,089	952	7,292	100%
	13%	14%	15%	14%	16%	15%	13%		

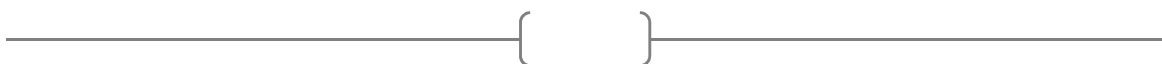


Drugged Driving • Analysis of Age/Gender

The difference in age and gender was a factor in the likelihood of an individual being involved in a crash where drugs are involved. The 21-35-year-old male driver accounted for over 43 percent of total drug-related crashes that occurred from 2015-2019, and male drivers overall accounted for 68 percent of all drugged driver involved crashes.

% OF DRUG INVOLVED CRASHES BY AGE GROUP AND GENDER, 2015 - 2019					
% OF ALL AGE GROUPS	AGE GROUP	AGE % OF GENDER		GENDER % OF AGE GROUP	
		MALE	FEMALE	MALE	FEMALE
0.02%	0-15	0.03%	0.00%	100.0%	0.0%
4.74%	16-20	4.63%	4.99%	67.1%	32.9%
12.33%	21-25	12.90%	11.09%	71.9%	28.1%
15.22%	26-30	15.86%	13.82%	71.6%	28.4%
14.02%	31-35	14.31%	13.38%	70.2%	29.8%
11.61%	36-40	11.72%	11.36%	69.4%	30.6%
8.76%	41-45	9.01%	8.22%	70.7%	29.3%
8.08%	46-50	7.38%	9.61%	62.8%	37.2%
7.88%	51-55	7.46%	8.80%	65.1%	34.9%
6.96%	56-60	6.70%	7.55%	66.1%	33.9%
4.62%	61-65	4.32%	5.29%	64.2%	35.8%
5.65%	66+	5.59%	5.76%	68.1%	31.9%
100.00%	TOTALS*	100.00%	100.00%	68.7%	31.3%

* Excludes undefined driver age or gender type.



Drugged Driving • Analysis of Location

The chart below shows the Top 20 towns with the most drugged driving crashes over the last 5 years (2015-2019). The City of Camden and the City of Newark are tied for the number 1 location with 174 crashes each, a 29 percent increase in Camden and 90 percent in Newark. Union Township (Union County -12.5%) and Woodbridge Township (-8%) were the only two towns that experienced a decrease in drugged driving involved crashes from 2015 to 2019.

TOP 20 MUNICIPALITIES WITH CRASHES INVOLVING DRUGS (ILLCIT & MEDICATION), 2015 - 2019								
	2015	2016	2017	2018	2019	2015	2019	% Change
Camden City	31	31	34	38	40	174	225	29.03%
Newark City	29	27	29	34	55	174	257	89.66%
Toms River Township	31	22	26	43	37	174	208	19.35%
Jersey City	23	21	24	39	46	174	208	100.00%
Paterson City	14	22	19	23	26	174	149	85.71%
Deptford Township	9	24	30	15	21	174	217	133.33%
Gloucester Township	9	3	27	17	27	174	342	200.00%
Brick Township	13	14	17	18	19	174	200	46.15%
Egg Harbor Township	6	8	23	12	28	174	342	366.67%
Cherry Hill Township	12	7	28	16	13	174	182	8.33%
Union Township (Union Co)	16	10	15	21	14	174	152	-12.50%
Wall Township	9	12	21	15	19	174	192	111.11%
Gloucester City	7	10	18	21	18	174	216	157.14%
Washington Township	6	6	20	17	21	174	225	250.00%
Hamilton Township (Atlantic)	9	15	16	13	12	174	183	33.33%
Woodbridge Township	13	14	11	15	12	174	160	-7.69%
Mount Laurel Township	8	9	15	18	14	174	130	75.00%
Parsippany-Troy Hills Township	11	6	14	21	12	174	156	9.09%
Galloway Township	11	12	17	11	12	174	156	9.09%
Hamilton Township (Mercer Co)	5	13	16	14	12	174	246	140.00%

Countermeasure Strategies in Program Area

Highway Safety Office Program Management
Law Enforcement Training
High Visibility Saturation Patrols
Underage Drinking Enforcement
Youth Programs

Coordination with goals in 2020 Strategic Highway Safety Plan

Objective: Reduce the five-year rolling average of impaired driving related fatalities by 27%, serious injuries by 18%, and total injuries by 18%, over the period from 2018 to 2023.

Recommend law enforcement training enhancements to strengthen driver behavior. Review police recruit training program for potential enhancements.
Initiate a study to evaluate the efficacy of various driver behavior modification approaches.
Discuss with Traffic Safety Resource Prosecutor opportunities to provide highway safety education to prosecutors.
Discuss opportunities with the Administrative Office of the Courts for increasing consistent, timely DUI adjudication.

Associated Performance Measures

Year	Measure	Year	Period	Value
2022	Number of Drug Involved Fatalities	2022	5 Year	76.4
2022	Number of Drug Involved Crashes	2022	5 Year	1,834
2022	Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	5 Year	124.9

Countermeasure Strategy: Highway Safety Office Program Management

Project Name: ALCOHOL AND OTHER DRUG COUNTERMEASURES PROGRAM MANAGEMENT

Sub-Recipient: DIVISION OF HIGHWAY TRAFFIC SAFETY

Total Project Amount: \$600,000

Project Description:

Funds will be provided for program managers to coordinate alcohol and drug countermeasure activities with local, State and community organizations. These include working with local, State and community organizations to develop awareness campaigns, supporting and assisting local, county and State task enforcement initiatives and providing technical assistance to project directors. Funds will be used for salaries, fringe benefits, travel and other administrative costs that may arise for program supervisors and their respective staff.

Salary distributions are calculated by determining the percentage of grants program staff are responsible for administering in each program area. This is accomplished by comparing the total number of grants by program area to the total number of all approved grants. This percentage is then used to determine the distribution of salaries for each supervisor and their staff both in this program management area and those that follow. In all, eight current program staff members are provided partial salary funding in this grant, as well as a public information assistant who carries out media activities relating to impaired driving.

Activities carried out by the staff members funded through this grant include all of the countermeasures in the alcohol program area, with the majority of work hours taking place in the following areas: DRE Callout and DWI Enforcement (high visibility saturation patrols, both sustained and national mobilizations).

Salaries and fringe benefits account for \$550,000 of the budgeted amount in the alcohol and other drug countermeasures program area. Additionally, another \$50,000 is budgeted for travel and other miscellaneous expenditures such as equipment, supplies, rent, and utility expenses necessary to carry out the alcohol and other drug countermeasures functions of the States' Highway Safety Office.

Funding Source: SECTION 402 Local Benefit: 0

Countermeasure Strategy: Law Enforcement Training

Effectiveness of Countermeasure

For more than two decades, officers have used Standardized Field Sobriety Tests (SFST) to identify impaired drivers. The SFST is a test battery that includes the horizontal gaze nystagmus test, the walk-and-turn test, and the one leg stand test. Research shows the combined components of the SFST are 91 percent accurate in identifying drivers with BACs above the legal limit of .08 (Stuster & Burns, 1998).

As of August 2014, all 50 States and the District of Columbia had Drug Recognition and Classification programs, which are designed to train officers to become DREs. These programs have prepared approximately 1,500 instructors and trained more than 8,000 officers (National Sobriety Testing Resource Center, 2016). Several studies have shown DRE judgments of drug impairment are corroborated by toxicological analysis in 85 percent or more of cases (NHTSA, 1996).

In addition, NHTSA has developed the Advanced Roadside Impaired Driving Enforcement (ARIDE) Training. ARIDE training provides law enforcement officers with the knowledge and skills to detect drug impairment caused by drugs outside of alcohol or in combination with alcohol. It is designed to bridge the training gap between SFST and DRE by providing the officer with additional roadside tests and a broader knowledge of drug impairment indicators. The program is available to those officers already certified in SFST and requires 16 hours of training (International Association of Chiefs of Police, 2017).

Assessment of Safety Impacts

Providing SFST, DRE, ARIDE, and D.I.D. (Drug Impaired Driver) training to members of the law enforcement community to detect alcohol and drug impairment will ensure that officers possess the skills necessary to identify and apprehend impaired drivers and reduce impaired driving crashes. Furthermore, providing training and guidance to prosecutors who oversee court related prosecutions will also assist in increasing drunk driving conviction rates. Training law enforcement officers to identify drug related drivers and to categorize the type of impairing substance greatly assists in prosecuting cases of suspected drugged driving and makes up for gaps in the availability and reliability of toxicology testing.

Driving under the influence of alcohol has been known to cause thousands of crashes, injuries and fatalities each year. Recently the magnitude of this problem has been complicated by drug impaired drivers. The increase of cases involving drug impaired drivers has created issues in several counties. Furthermore, the recent enactment of legalized marijuana in the state sets the stage for serious challenges relating to drug impaired driving, as evidenced by the experience of states that have previously undergone legalization.

In Washington state, which legalized recreational marijuana in 2012, the proportion of fatal-crash-involved drivers who were THC-positive doubled in the ensuing five years (from 9.4 to 21.4 percent), while fatal motor vehicle crashes overall increased by 28%. (Tefft, B.C. & Arnold, L.S. (2020). *Cannabis Use Among Drivers in Fatal Crashes in Washington State Before and After Legalization (Research Brief)*. Washington, D.C.: AAA Foundation for Traffic Safety.)

Meanwhile in Colorado, which enacted legalized marijuana in 2013, the number of fatalities with cannabinoid-only or cannabinoid-in-combination positive drivers increased 153%, from 55 in 2013 to 139 in 2017. During that same four-year period, overall motor vehicle fatalities in the state increased by 39%. (*Impacts of Marijuana*

Legalization in Colorado. A Report Pursuant to Senate Bill 13-283. October 2018. Colorado Department of Public Safety, Division of Criminal Justice, Office of Research and Statistics).

In light of these precedents, there is a clear need for an educational program to train local officers on drug related DWI investigations, the focus of which is a DRE program and systematic call list for certified DRE's. The call-out program provides law enforcement officers in the field at the municipal and county level the opportunity to contact a certified DRE when needed to gather evidence that is necessary to substantiate or strengthen charges of drug influence in DWI cases. The DRE officers called out will be available to process individual offenders and follow through with the case and testify in court.

Linkage between Problem Identification and Performance Targets

Standardized field sobriety testing (SFST), Alcotest Operator Training, and Drug Recognition Expert (DRE) training are the cornerstones to DWI enforcement. Giving officers the skills and proven methodologies are a critical investment in any DWI enforcement program. Officers who can follow a prescribed protocol and clearly describe an arrest are a critical element in obtaining DWI convictions.

In New Jersey, a significant number of impaired driving arrests are dismissed during the adjudication process. Outreach that was begun in FY2021 to traffic safety partners to ascertain why this is occurring and what can be done to address any deficiencies in the process will continue in FY2022.

Effective January 1, 2020, DHTS and Rutgers University launched a web-based DRE evaluation program to capture more and better data from DRE's in the field, in real time. The data captured through this effort should provide a more accurate picture of DRE activity and drug trends of impaired drivers on our roadways, which becomes all the more critical with the advent of legalized marijuana use.

The five-year average (2015-2019) for drugged driving related crashes was 1,458. In 2019, approximately 15 percent of all fatalities were drug related, up from 13 percent in 2018. The DRE call-out program, increased drugged driving impairment training for law enforcement, and a comprehensive drug impaired driving statewide awareness campaign will help identify and reduce impairment in drivers under the influence of drugs other than alcohol.

Driver Behavior is one of the six Emphasis Areas of the 2020 Strategic Highway Safety Plan, and the issue of impaired driving falls within this area. DHTS will make it a priority to assist in implementing the strategies of the plan in which it can play a role, such as facilitating enhanced training opportunities for law enforcement and working with the Traffic Safety Resource Prosecutor and Administrative Office of the Courts to improve driver behavior and adjudication of DUI cases. The goal of the SHSP in the Driver Behavior area is to reduce fatalities and serious injuries by 14% during the next five years.

Project Name: DWI TRAINING, DRUG RECOGNITION EXPERT PROGRAM & ADVANCED ROADSIDE IMPAIRED DRIVING ENFORCEMENT (ARIDE) TRAINING

Sub-Recipients: DIVISION OF STATE POLICE AND NEW JERSEY ASSOCIATION OF DRUG RECOGNITION EXPERTS

Total Project Amount: \$1,500,000

Project Description:

The Alcohol Drug Testing Unit (A/DTU) at the Division of State Police is the lead agency in the State that oversees the coordination and administration of the Drug Recognition Expert training program, along with issuing field certifications and validations to officers. In addition to DRE, state and municipal police officers will also be trained in DWI/Standardized Field Sobriety Testing. The course includes instruction in the detection, apprehension, processing, and prosecution of DWI offenders as well as standardized field sobriety testing and horizontal gaze nystagmus. Thirty DWI/SFST classes are planned. In addition, after a one year hiatus due to the public health crisis, forty DWI/SFST refresher courses are anticipated in FY2022. Additionally, three DRE regional courses (60-65 new DRE's to be trained in total) and two DRE Instructor courses (20 instructors to be trained in total) are expected to be conducted. The NJ Association of Drug Recognition Experts will be tasked with enhancing and streamlining the process by which field evaluations are

reported by DRE's. If funding allows, the establishment of a dedicated DRE Unit within NJSP will also be investigated.

The ARIDE program was created to address the gap in training between the SFST and DRE program by providing officers with general knowledge related to drug impairment and by promoting the use of DRE's. It is anticipated that more than 1,200 officers will be trained in ARIDE in FY2022. The New Jersey Association of Drug Recognition Experts will also receive funds for training purposes.

The New Jersey Prevention Network coordinates an annual addiction conference that, in normal years, is attended by 800 to 1,000 professionals. These professionals include individuals working predominantly in substance abuse prevention agencies, schools, law enforcement and health care. Funds will be used to create a highway traffic safety track for the annual conference that will focus on reducing traffic fatalities by reducing drug and alcohol use. Providing this specialized track will allow professionals from a wide range of professions to gain new information on alcohol and drugs and how they relate to and impact driver safety. The conference was conducted virtually in 2020 and 2021 and hopes are for a live, in-person conference in 2022.

The New Jersey Chapter of Mothers Against Drunk Driving (MADD) will receive money for year two of a grant to carry out its work in victim advocacy and public awareness relating to impaired driving. MADD Victim Service Specialists work to mitigate the devastating effects of impaired driving crashes by helping the family members of crash victims navigate the criminal justice system and beyond from both practical and support standpoints. Another critical part of the project will be the ongoing work that MADD does to raise awareness about alcohol and impaired driving both in NJ and nationally, including providing information on New Jersey's new ignition interlock and recreational marijuana laws. MADD will fill a gap that currently exists in the impaired driving spectrum and will work collaboratively with the enforcement and judicial communities to provide community-based information, support, and referral services.

Funds will also be used to obtain training in the latest trends in drug use and abuse, litigation and new resources. Under the authority of the Attorney General, the A/DTU also spearheads the on-going training and re-certification of police officers to operate approved chemical breath test instruments that recognize alcohol indicators present in suspects. Funds will be used to maintain existing breathalyzer related instruments used for training and testing. It is expected that a major focus and expense in this area in FY2022 will be the long awaited and cumbersome statewide roll out and reliability validation of a new version of the Alcotest breathalyzer unit.

Within this project area the majority of the funding (\$1.375 million) will go to NJ State Police for DWI, ARIDE, DRE and Alcotest training. MADD is slated to receive \$75,000 for year two of its project and the prevention conference will receive \$25,000. The NJ DRE Association grant will be for \$50,000.

Funding Source: **SECTION 405(d)** Local Benefit: **\$150,000**

Project Name: DRE CALL-OUT PROGRAM
Sub-Recipients: COUNTY PROSECUTOR OFFICES
Total Project Amount: \$1,000,000
Project Description:

The DRE call-out program, currently operational in eleven counties (Bergen, Atlantic/Cape May, Hudson, Monmouth, Morris, Ocean, Somerset/Hunterdon, Middlesex, and Union) will be expanded to fifteen counties in FY2022. Potential new target counties include: Essex, Gloucester/Salem/Cumberland, Burlington, and Passaic/Sussex. This expansion demonstrates the robust DRE Call-out program that exists in New Jersey along with the recognition of the critical role this program will play in dealing with the effects on traffic safety of the new recreational marijuana use law in the state. The DRE program is a coordinated effort involving all levels of law enforcement, beginning with the Division of State Police, which will provide DRE training to law enforcement officers as well as program oversight. County prosecutors are critical in the implementation and expansion of the program as they are tasked with developing countywide callout protocols in their jurisdictions that will allow for efficient project operations and successful prosecutions. Local Chiefs of Police also need to understand the importance of the program and the training involved, as their officers will make up the bulk of

county DRE callout efforts. Funds will be used to pay for the overtime services provided by the DRE at the time of the call-out, as well as subsequent court related costs and report review by certified DRE instructors.

County agencies that receive funding for this program will be urged to make plans to continue the program with their own resources following the initial three-year period of grant-funded support.

Funding Source: **SECTION 405(d)** Local Benefit: **\$1,000,000**

Countermeasure Strategy: High Visibility Saturation Patrols

Effectiveness of Countermeasure

At a sobriety checkpoint, law enforcement officers stop vehicles at a predetermined location to check whether the drivers are impaired. The purpose of a checkpoint is to deter driving after drinking or using drugs by increasing the perceived risk of arrest. Checkpoints should be highly visible, publicized extensively, and conducted regularly, as part of a publicized sobriety checkpoint program.

The Centers for Disease Control and Prevention systematic review of 15 high-quality studies found that checkpoints reduce alcohol-related fatal crashes by 9 percent (Guide to Community Preventive Services, 2012). Publicized sobriety checkpoint programs are proven effective in reducing alcohol-related crashes among high risk populations including males and drivers 21 to 34 (Bergen et al., 2014).

A saturation patrol (also called a blanket patrol or dedicated DWI patrol) consists of a large number of law enforcement officers patrolling a specific area to look for drivers who may be impaired. These patrols usually take place at times and locations where impaired driving crashes commonly occur and have been proven effective. A demonstration program in Michigan, where sobriety checkpoints are prohibited by State law, revealed that saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by extensive publicity (Fell, Langston, Lacey, & Tippetts, 2008).

Assessment of Safety Impacts

Within the realm of traffic safety countermeasures, enforcement is the most critical tool for controlling impaired drivers. Highly visible patrols resulting in arrests for driving while intoxicated by alcohol or drugs, coupled with an effective public information campaign, can reduce the incidence of alcohol related crashes by increasing the perceived risk of arrest.

Linkage between Problem Identification and Performance Targets

A review of alcohol related crashes by county over a five-year period (2015-2019) reveals an overall decrease in crashes. However, during that period, there was an increase in alcohol involved crashes in 8 of New Jersey's 21 counties, with the greatest annual increases occurring in Salem, Hudson, Mercer, and Middlesex counties (5.8%, 4.4%, 2.9% and 2.9% respectively). The primary focus of impaired driving enforcement activities will be on utilizing available grant funding to increase the overall level of enforcement in the towns and counties that are identified as high-risk based on available data. DHTS will utilize a data-driven approach in its funding allocations. The towns and/or counties with the highest numbers of impaired driving-related crashes will be offered grant funding, both year-round sustained enforcement and mobilizations, on a scaled basis relating directly to data. Other agencies with historically high enforcement efforts will be included in the grant-funded program, as well. Note that an offer of grant funding to an agency by DHTS does not guarantee the funding will be accepted, but efforts will continue to include as many statistically deserving agencies in grant funded programs as possible.

Project Name: **DWI ENFORCEMENT**

Sub-Recipients: **STATE, COUNTY AND MUNICIPAL LAW ENFORCEMENT AGENCIES**

Total Project Amount: **\$2,450,000**

Project Description:

For FY2022, DHTS will fine tune and expand the comprehensive data-driven approach to impaired driving enforcement begun in FY2021, utilizing a combination of sustained and targeted mobilization enforcement.



DHTS also hopes to launch a statewide Impaired Driving Task Force in FY2022, which will further assist in the development and coordination of the state’s impaired driving program.

The preceding tables show a five-year analysis of alcohol related crashes by county. These rankings, along with a statewide top to bottom ranking of municipalities for alcohol-related crashes represent the starting point for these efforts. Based on this data, local and county agencies are selected and offered sustained impaired driving grants, as well as grants for the scheduled national mobilizations. Every effort is made to engage police agencies in these high crash areas in our grant programs, but there is no guarantee that all agencies will be willing or able to participate. Nonetheless, DHTS will make every effort to engage these agencies to carry forward the most data driven enforcement efforts possible. Those agencies that are interested and able will receive funds to conduct sustained enforcement efforts through impaired driving checkpoint programs, saturation patrols, and the national mobilizations. In FY2021, six of the Top Ten counties in the state for impaired driving crashes, and eight of the Top 25 municipalities received grant funding for sustained impaired driving enforcement. Plans are to increase the number of agencies receiving these funds in FY2022, being mindful of limited resources and other traffic safety priorities for many of these agencies.

The national drunk driving campaign, *Drive Sober or Get Pulled Over*, is a comprehensive impaired driving prevention program that combines high-visibility enforcement and public awareness. Nearly 300 State, county and local police agencies will partner with DHTS during each of the two statewide enforcement campaigns that will be conducted from December 3, 2021 – January 1, 2022 and from August 19 - September 5, 2022.

To help spread the *Drive Sober or Get Pulled Over* message, a variety of public awareness techniques are utilized, including a statewide press release issued prior to the start of each crackdown, variable message board messaging, and targeted social media. Police agencies also engage their communities through the dissemination of local press releases and public service announcements. For FY2022, messaging related to driving while under the influence of marijuana will be prioritized, to the fullest extent possible.

The State’s Drunk Driving Enforcement Fund (DDEF) provides support from a surcharge collected on each drunk driving conviction. Monies in this Fund are distributed to municipal, county, State, and interstate police agencies to increase enforcement of impaired driving laws. Every law enforcement agency whose officers make arrests leading to DWI convictions and imposition of the surcharge are entitled to grants representing its proportionate contribution to the Fund. At least 50 percent of the monies collected must be used on enforcement. There exists the option to use some of the funding for alcohol enforcement related equipment, as well. The monies from this Fund are used on a statewide basis as a supplement to the federal funds as another means of providing sustained enforcement throughout the year.

In addition to Federal and DDEF resources being used in this area, the Alcohol Education, Rehabilitation and Enforcement Fund receives monies from a tax imposed on the sale of liquors. The Fund receives approximately \$11 million in annual deposits from alcohol beverage tax collections. 75 percent of the fund is allocated for alcohol rehabilitation initiatives, 15 percent on enforcement initiatives, and 10 percent on education initiatives.

It is anticipated that approximately \$600,000 in Sec. 405e funding will be flexed into this Alcohol Enforcement program area for FY2022 to support one of the two national enforcement mobilizations. The other mobilization will be funded through 405d allocations.

Within this planned activity, the approximate breakdown for FY2022 funding will be: \$1,200,000 for the two DSOGPO crackdowns (Municipalities will be offered funding based upon a data-driven determination) and \$1,250,000 for sustained enforcement (\$250,000 to New Jersey State Police, \$1,000,000 to municipal agencies).

Funding Source: SECTION 405(d) \$1,850,000 SECTION 405(e) flexed \$600,000 Local Benefit: \$2,200,000

Countermeasure Strategy: Underage Drinking Enforcement

Effectiveness of Countermeasure

In all 50 states, alcohol vendors are required to verify the age of young customers to be sure they are at least 21 years of age. However, several studies indicate that underage persons can obtain alcohol without much difficulty. Across several studies, young purchasers obtained alcohol without presenting identification in 44%-97% of cases (Goodwin, et al, 2005). Other studies document that well-publicized and vigorous compliance checks, in which law enforcement officers watch as underage people attempt to purchase alcohol and then cite the vendor for a violation if a sale is made, do in fact reduce alcohol sales to youth; as an example, a review of eight high quality studies found that compliance checks reduced sales to underage people by an average of 42 percent (Elder et al., 2007).

Assessment of Safety Impacts

Compliance checks are most effective when they are frequent, well publicized and well designed; solicit community support and impose penalties on the licensed establishment. Frequent use of compliance checks can potentially decrease alcohol sales to minors and decrease alcohol availability and lead to a reduction in alcohol related problems and crashes in young drivers. An effective compliance check program works primarily through deterrence.

Linkage between Problem Identification and Performance Targets

Underage alcohol use remains a persistent problem with serious health and safety consequences. In addition to the age 21 minimum legal drinking age, zero-tolerance laws make it illegal for individuals under age 21 to drive after drinking with any alcohol in their system. Teenagers brains are still developing, and this, in conjunction with inexperienced driving skills make the potential for crashes all the worse when alcohol is added to the mix. Despite underage drinking laws and prevention programs, underage alcohol consumption remains prevalent in our society. According to the National Institute on Alcohol Abuse and Alcoholism, as adolescents get older, they tend to drink more. About 18 percent of both males and females consumed alcohol within a month of the survey conducted by the University of Michigan in 2019.

Drivers in New Jersey under the age of 21 are involved in 3.8 percent of all alcohol-involved crashes while drivers under age 25 account for 17 percent of the crashes. Teen drivers are nearly three times likely as drivers 21 and older to be involved in a fatal crash. During the last ten years (2010-2019), there were 603 total fatalities in crashes that involved a younger driver behind the wheel. Alcohol involved young driver crashes in the state have decreased 29 percent during the last five year period, pointing to the general effectiveness of ongoing engagement efforts in this program area.

Project Name: UNDERAGE ENFORCEMENT

Sub-Recipients: DIVISION OF ALCOHOLIC BEVERAGE CONTROL, DIVISION OF STATE POLICE, MUNICIPAL AGENCIES

Total Project Amount: \$450,000

Project Description:

The purchase and consumption of alcohol by underage persons, as well as the over-consumption of alcohol by patrons in licensed beverage establishments has been a long-standing problem. Using the resources provided by this task, the Division of Alcoholic Beverage Control has historically undertaken efforts intended to result in administrative disciplinary charges against the offending license-holders as well as criminal charges against those who purchase and/or provide alcoholic beverages to underage persons. Under the new Marijuana decriminalization law (P.L.2021, c.19). (Feb. 22, 2021), officers may no longer arrest individuals under the age of 21 for underage possession of alcohol or a small amount of marijuana.

The recent enactment of a law legalizing recreational marijuana use in the state will likely have significant impacts on underage alcohol consumption, as the new law eliminates any substantive penalties for alcohol possession or use by individuals under the age of 21, setting up a tiered warning system instead. The ultimate implementation of the new law will need to be closely monitored entering FY2022 and will necessitate new direction in this program area.



Funds in FY2022 will again be used to continue the *Cops In Shops* program, though at a smaller level than previous years, at targeted young driver impaired driving crash locations in Atlantic, Bergen, Camden, Essex, Gloucester, Mercer, Middlesex, Monmouth, Morris, Ocean, Union and Warren Counties. The program will be conducted in partnership with municipal police agencies in these communities.

Alcoholic Beverage Control acts and current laws pertaining to underage alcohol use and/or intoxicated patrons will be enforced. The use of undercover State and local police are intended to identify underage persons who order and/or consume alcoholic beverages as well as those who serve them. Appropriate criminal and/or administrative charges, and in some cases warnings as per the new law, will be initiated against underage persons, those providing alcoholic beverages to underage persons, as well as liquor licenses that allow this activity on their premises. This project reduces the purchase and consumption of alcohol by underage persons, while sending a strong deterrence message to the owners of licensed beverage establishments. A key ingredient for success of the program is public awareness. Signage and brochures are provided to promote the program.

It is the strong belief of the Division of ABC that, in light of the new law lessening the penalty structure against underage alcohol users, that a heavy focus must be placed on liquor establishments to send a message that regardless of the law changes, there is zero tolerance for selling alcohol to those under the age of 21.

Much of the focus of this project will shift in FY2022 into more of an educational and awareness-raising effort on the part of ABC. A survey of university and municipal police departments will be carried out to better understand the magnitude of the underage drinking problem as well as current levels of enforcement resulting from the new laws. College students themselves will also be surveyed to learn their alcohol drinking habits and to help tailor an educational program to young people and licensed liquor establishments based on the findings. Another new initiative would involve ABC investigators attending large alcohol-related events which are now popular in the state, to monitor and enforce underage drinking and to promote designated driving and other impaired driving messaging.

Within the two primary grants in this project area, *ABC Underage Alcohol Awareness/Cops In Shops*, and the *NJ State Police Underage Enforcement initiative*, grant funding goes for salaries and overtime enforcement operations (as well as fringe benefits in some cases) for the Division of ABC, municipal police, and NJSP personnel involved in the projects, as well as supporting educational materials.

Funding Source: SECTION 405(d) Local Benefit: \$50,000

Countermeasure Strategy: Youth Programs

Effectiveness of Countermeasure

Alcohol use on college campuses has an impact on virtually all of the students at the particular institution, whether they drink or not (National Institute on Alcohol Abuse and Alcoholism, 2013). In light of this, it is important to address dangerous drinking behaviors and other cultural expectations, behaviors, and pressures that impact college students. Studies reveal that over 1,800 college student deaths each year are linked to alcohol, with a majority due to automobile crashes. Also, each year, researchers estimate that 696,000 students are physically assaulted and 97,000 sexually assaulted relating to alcohol.

Binge drinking, and alcohol consumption in general, are concerns within the campus community. The 2018 National Survey of Drug Use and Health found the following: 54.9% of full-time college students ages 18-22 drank alcohol in the previous month, compared to 44.6% of other persons in that age group. 36.9% of college students ages 18-22 reported binge drinking in the previous month, compared to 27.9% of other persons in that age group. And 9.6% of college students ages 18-22 reported heavy alcohol use in the previous month, compared to 6.9% of other persons in the same age group.

The recent legalization of recreational marijuana and decriminalization of marijuana possession in NJ is also a source of concern. According to a 2017 report from the U.S. Drug Enforcement Administration, daily or near daily marijuana use by students on college campuses increased from 3.5 percent in 2007 to 4.6 percent in 2015. Almost

38 percent of college students said they used marijuana in 2015, compared with 30 percent in 2006. Since 2003, 19-22 year olds seeing regular marijuana use as “dangerous” to the user has declined sharply, from 58 percent in 2003 to 33 percent by 2015. (*Preventing Marijuana Use among Youth and Young Adults*, 2017).

Marijuana use affects the skills required for safe driving, including alertness, concentration, coordination, and reaction time.

Assessment of Safety Impacts

General alcohol and drug awareness programs are a good starting point to remind students about the risks of driving while impaired, but the message requires constant reinforcement in new and creative ways. These general awareness programs work best when combined with other programs that focus on individual behavioral change from a peer-to-peer perspective, and enhanced enforcement.

Linkage between Problem Identification and Performance Targets

The 16-25 year old age group in the State represents 17 percent of drivers involved in alcohol related crashes and 17 percent of drugged driving crashes. According to an American College Health Association, National College Health Assessment conducted at several New Jersey colleges and universities, nearly two-thirds of college students consume alcohol and 19 percent drive after drinking.

Project Name: COLLEGE CAMPUS INITIATIVES
Sub-Recipients: COLLEGES AND UNIVERSITIES
Total Project Amount: \$175,000
Project Description:

Stockton University will sponsor alcohol/drug education workshops and awareness programs on campus emphasizing the risks associated with alcohol/drug abuse and driving. Special campus events and training sessions will be offered utilizing impaired driving simulators and goggles as well as on-line training resources. In addition, peer educators from the university will present alcohol and drunk driving awareness programs to local high school students on the consequences of intoxicated driving, peer pressure and decision-making.

William Paterson University will creatively educate students about the negative consequences of drinking and driving, and encourage the use of designated drivers, through its Peer Health Advocates (PHA) program. A multi-dimensional health educational effort will promote positive, safe and healthy choices for William Paterson University students. The use of innovative technology, such as social media, will promote and guide these educational awareness programs throughout the grant period. Funds will be allocated to strengthen partnerships with existing university Clubs, Greeks, Peer Health Advocates, Residence Life, Athletics, Administration, Faculty and Staff to continue to help promote the campaign.

The College of New Jersey (CNJ) will hold statewide events such as the Peer Institute to share ideas, methods, and strategies to create substance-free events on college campuses. The event trains students from New Jersey colleges and the tri-state area to become peer educators on their respective campuses. In 2020, 217 students from eleven colleges were certified. Programs will also be developed with the CNJ campus police force and Ewing Township Police Department to address alcohol and other drug-related issues. Police from both agencies will work collaboratively to patrol off-campus housing and popular student gathering spots. The College will also expand the Hero Campaign for Designated Driver program and messaging on campus.

In general, funds in this program area will be used for educational materials to be distributed at campus events, peer education trainings, and large on-campus special events regarding impaired driving.

Funding Source: SECTION 405(d) Local Benefit: \$175,000

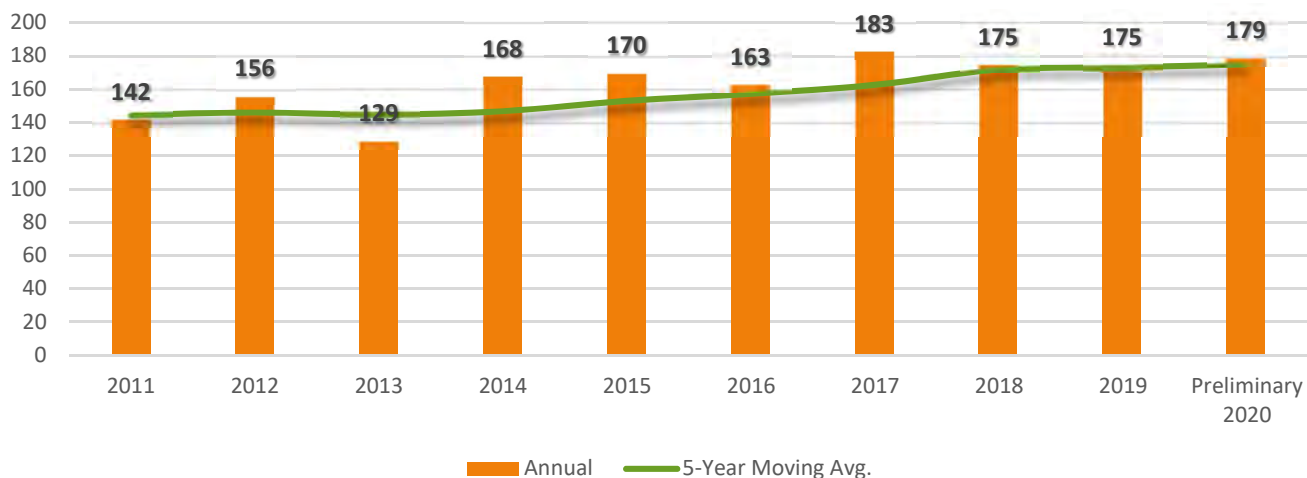


PEDESTRIAN AND BICYCLE SAFETY

Pedestrian Safety • General Overview

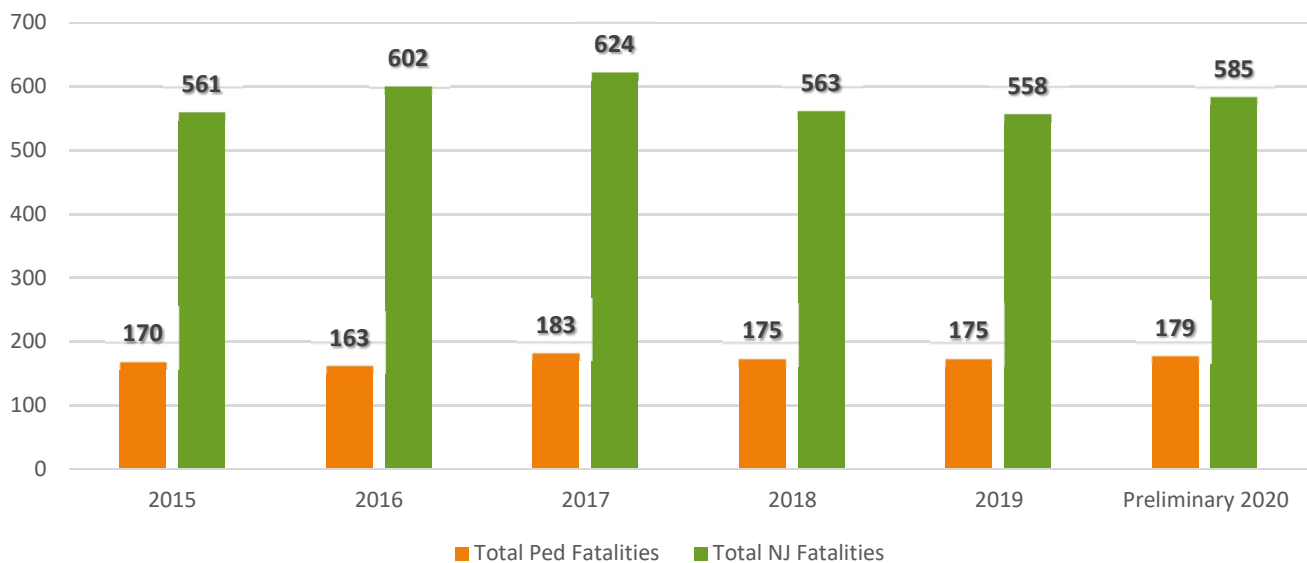
At some point, every person is a pedestrian. Over the past ten years, from 2011-2020, there have been a total of 1,640 people killed while walking on and across New Jersey’s roadways. In 2019, 175 pedestrian fatalities occurred, representing no change from the previous year. However, in 2020, a preliminary total of 179 pedestrians were killed on New Jersey’s roadways, resulting in a 2.3 percent increase from 2019. Projected estimates based on trends indicate an expected increase in both 2021 and 2022.

PEDESTRIAN FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



Pedestrian safety remains a major focus of educational and enforcement programs in New Jersey. Pedestrian fatalities accounted for over 29 percent of total roadway fatalities in 2017, 31 percent in 2018, and 31 percent in 2019 and 31.6 percent in 2020.

PROPORTION OF PEDESTRIAN FATALITIES VERSUS TOTAL NEW JERSEY FATALITIES, 2015 – 2020



In 2019, the number of crashes between motor vehicles and pedestrians increased nearly 7 percent from the previous year (2018). Pedestrian crashes remain a traffic safety concern in New Jersey and thorough outreach and education efforts have been made to enhance the awareness of pedestrians in roadways and the visibility of the most dangerous



intersections as well as improvements to pedestrian infrastructure in “hot-spot” locations. This emphasized effort in outreach and education helped New Jersey share messaging to increase awareness to both pedestrians and motorists.

PEDESTRIAN INJURIES BY SEVERITY, 2015 - 2019					
KILLED	170	162	183	175	175
TOTAL INJURED	3,948	4,090	4,085	3,985	4,145
SUSPECTED SERIOUS INJURY (A)	175	171	164	188	502
SUSPECTED MINOR INJURY (B)	1,214	1,220	1,152	1,164	1,607
POSSIBLE INJURY (C)	2,559	2,699	2,769	2,633	2,036
FATALITY RATE PER 100,000 POPULATION	1.92	1.83	2.06	1.97	1.97
NON-FATAL INJURY RATE PER 100,000 POPULATION	44.52	46.11	45.97	44.85	46.67

Most pedestrians involved in crashes had one or more contributing factors reported. Approximately 48 percent of crashes with pedestrians occurred at an intersection. The most common factor for pedestrians was *Crossing Where Prohibited* (2,110 or 15%), followed by *Running/Darting Across Traffic* (1,854 or 13%).

PEDESTRIAN CRASH CONTRIBUTING CIRCUMSTANCES BY INTERSECTION INVOLVEMENT, 2015 - 2019				
Crossing Where Prohibited	0	1,686	424	
Running/Darting Across Traffic	1	1,316	537	
Dark Clothing/Low Visibility to Driver	0	903	662	
Pedestrian Inattentive	3	992	533	
Walking in Road When Sidewalk Present	0	348	95	
Walking on Wrong Side of Road	0	96	16	
Failed to Obey Traffic Control Device	0	12	29	
None (Pedestrian)	2	1,269	1,913	
Other Pedestrian Factors	1	1,575	863	

There are many other circumstances present in pedestrian involved crashes. Many of these circumstances are overlapping and aid in New Jersey’s understanding of crash occurrences that have multiple causation factors. On the following page is a representation of crashes involving pedestrians and how they combine with other performance areas. From 2015-2019, 5.9 percent of crashes involved drugs or alcohol impairment. About 14 percent of crashes involving pedestrians also involved older drivers, 4 percent involved a younger driver and 2.6 percent involved unsafe speed.

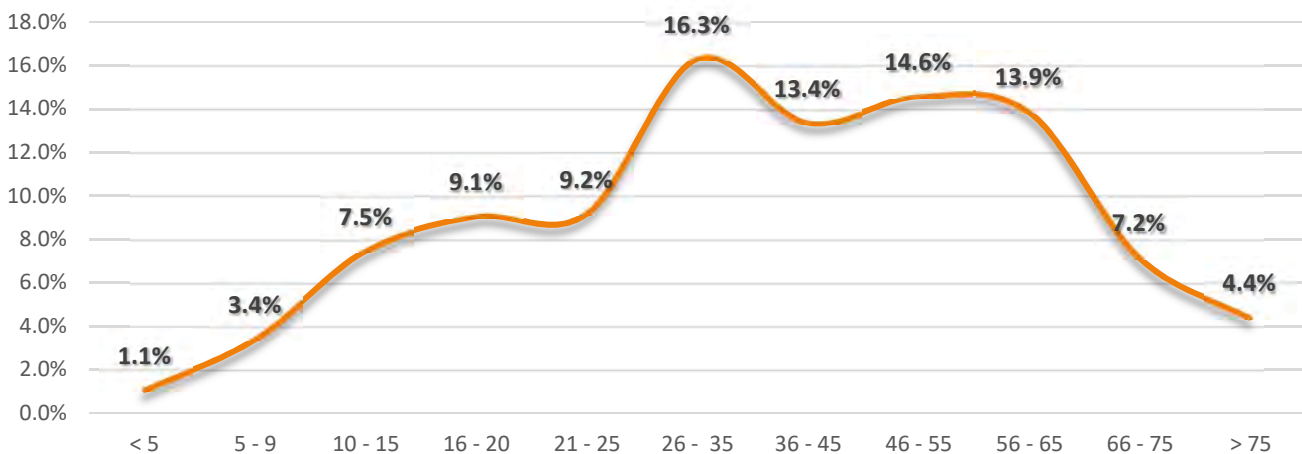
PEDESTRIAN CRASHES AND OTHER PERFORMANCE AREAS, 2015 – 2019								
ALCOHOL INVOLVEMENT	260	273	301	240	252		265	5.6%
DRUG INVOLVEMENT	20	10	17	9	15		14	0.3%
DISTRACTED DRIVING	2,018	2,107	2,208	1,812	1,987		2,026	42.9%
UNSAFE SPEED	141	122	173	79	99		123	2.6%
YOUNG DRIVERS	201	186	229	164	176		191	4.0%
OLDER DRIVERS	643	705	691	629	680		670	14.2%
MOTORCYCLES	23	18	13	10	6		14	0.3%

Pedestrian Safety • Analysis of Age

Pedestrian related crashes continue to be a concern for younger travelers, specifically the 0-15-year-old age group, representing 12 percent of total pedestrians involved in motor vehicle crashes up from 11.9 percent (2014-2018). The age group of 16–20 represented 9 percent of total pedestrians involved in crashes over the past five years (2015-2019). Pedestrian safety education is an important component for all genders and all age groups. Pedestrian safety is a concern for younger populations due to their lack of access to driving as a mobility option and inability of the youngest pedestrians to cognitively negotiate road traffic situations. Pedestrian safety is also a concern for older populations due to issues such as difficulty crossing at intersections with brief pedestrian signal intervals and being required to travel by foot in non-pedestrian friendly locations.

Over the past five years (2015-2019), despite making up 13 percent of the total population, the 26-35-year-old age group has represented the largest proportion of pedestrians being involved in crashes (16.3%) in the State.

PEDESTRIAN CRASH % BY AGE GROUP, 2015 - 2019



*Excludes NULL/Unknown values

Pedestrian Safety • Analysis of Occurrence

The time-of-day occurrence of pedestrian related crashes provides insight as to when crashes between motor vehicles and pedestrians occur. The graphic below shows the Time of Day and Time of Year distribution of crashes involving one or more pedestrians. Over the past 5 years (2015-2019) approximately 45 percent of pedestrian involved crashes occurred between 3:00PM and 8:59PM, with a majority occurring in December. The data shows that although pedestrian activity increases during the warmer months, it is the months with the least amount of daylight where pedestrian crashes occur most on the State’s roadways.

PEDESTRIAN INVOLVED CRASHES TIME OF DAY, TIME OF YEAR 2015 - 2019

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	
Midnight to 2:59AM	[Green]												814	3%
3:00AM to 5:59AM	[Green]												519	2%
6:00AM to 8:59AM	[Yellow]												3,012	13%
9:00AM to 11:59AM	[Yellow]												2,712	12%
Noon to 2:59PM	[Yellow]												3,308	14%
3:00PM to 5:59PM	[Orange]												5,292	22%
6:00PM to 8:59PM	[Red]												5,334	23%
9:00PM to 11:59PM	[Yellow]												2,572	11%
TOTAL	2,184	1,727	1,885	1,665	1,793	1,828	1,571	1,623	1,997	2,330	2,406	2,554	23,563	100%
	9%	7%	8%	7%	8%	8%	7%	7%	8%	10%	10%	11%		

Day-of-week occurrences are one of the more important indicators to help shed light on the issue of pedestrian involved crashes. As seen in the graph, crashes involving pedestrians mirror the typical distribution of all crashes in New Jersey.

PEDESTRIAN INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2015-2019

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM	[Green]							814	3%
3:00AM to 5:59AM	[Green]							519	2%
6:00AM to 8:59AM	[Yellow]							3,012	13%
9:00AM to 11:59AM	[Yellow]							2,712	12%
Noon to 2:59PM	[Yellow]							3,308	14%
3:00PM to 5:59PM	[Orange]							5,292	22%
6:00PM to 8:59PM	[Red]							5,334	23%
9:00PM to 11:59PM	[Yellow]							2,572	11%
TOTAL	3,410	3,765	3,602	3,656	3,956	2,951	2,223	23,563	100%
	14%	16%	15%	16%	17%	13%	9%		



Pedestrian Safety • Analysis of Location

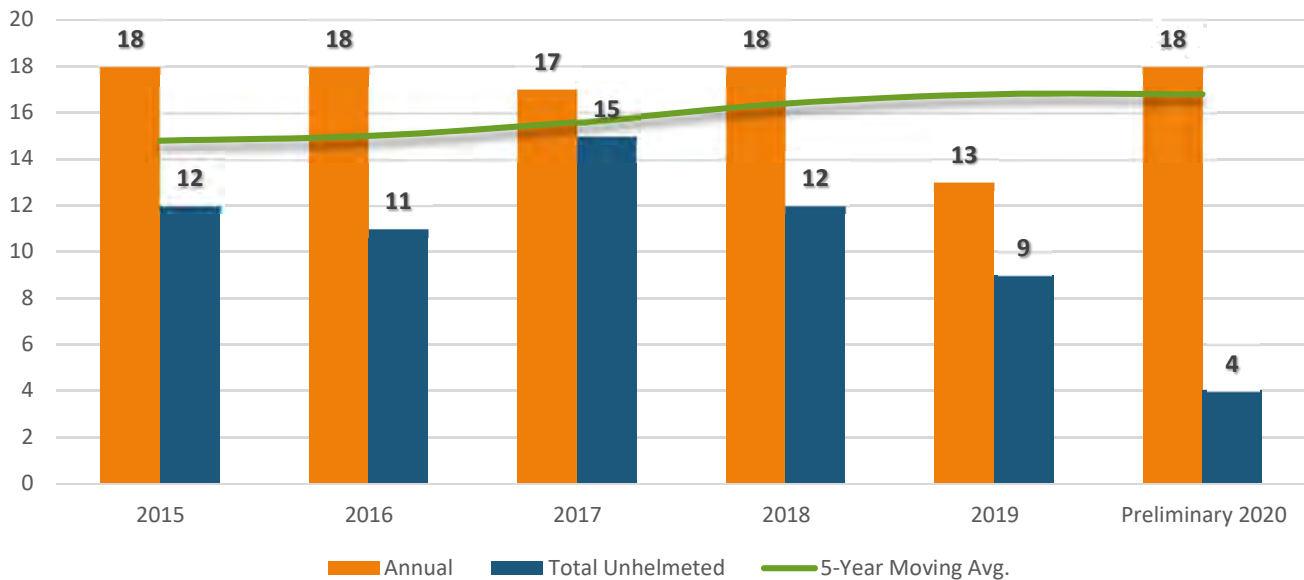
A table that represents the Top 21 municipalities and counties where pedestrian crashes have occurred over the last five years is seen below. The municipalities in which pedestrian crashes are the highest are some of the heaviest populated areas in New Jersey. These municipalities typically experience the highest annual totals of pedestrian crashes and injuries, mostly due to their urban environs, traffic volumes, volume of transient populations commuting, and abundance of high-volume intersections. Over the last five years, 11 percent of all pedestrian crashes in the State occurred in Newark, followed by Jersey City (6.6%) and Paterson (5.1%).

PEDESTRIAN INVOLVED CRASHES, TOP 21 MUNICIPALITIES AND COUNTIES BY RANK, 2015 - 2019						
1	Newark City	2,593	11.0%	Essex	4,807	20.3%
3	Paterson City	1,212	5.1%	Bergen	2,908	12.3%
5	Irvington Township	588	2.5%	Union	1,743	7.4%
7	Passaic City	438	1.9%	Camden	1,115	4.7%
9	East Orange City	400	1.7%	Mercer	811	3.4%
11	Bayonne City	359	1.5%	Atlantic	674	2.9%
13	New Brunswick City	342	1.4%	Burlington	498	2.1%
15	North Bergen	336	1.4%	Gloucester	314	1.3%
17	Perth Amboy City	292	1.2%	Cape May	199	0.8%
19	West New York Town	257	1.1%	Hunterdon	76	0.3%
21	Woodbridge Township	216	0.9%	Salem	50	0.2%

Bicycle Safety • General Overview

Bicycling activity has been increasing in New Jersey in recent years, and especially during the pandemic. Bicycle use includes many purposes such as commuting to work, running errands, or riding for leisure and fitness. Over the last 5 years (2016-2020), there have been a total of 84 bicyclist fatalities in the State. Bicycle fatalities represented 3 percent of total roadway fatalities in 2020. As indicated in the chart, the number of bicyclist fatalities has remained rather consistent over the last several years, despite there being a concerted effort throughout New Jersey to enhance bicycle safety and awareness. New Jersey has identified helmet use as an important factor, as each year the majority of bicyclists fatally injured were not wearing a helmet during the crash.

BICYCLIST FATALITIES AND UNHELMETED FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



In 2019, bicycles were involved in 0.7 percent of all crashes in the State. Outreach and education efforts have been made throughout the state to enhance the awareness of cyclists riding in roadways. In 2019, the non-fatal injury rate increased to 18.1 (18.1 non-fatal injuries per 100,000 population).

BICYCLIST INJURIES BY SEVERITY, 2015 - 2019						
	2015	2016	2017	2018	2019	
KILLED	18	18	18	13	18	
TOTAL INJURED	1,372	1,469	1,501	1,287	1,608	
SUSPECTED SERIOUS INJURY (A)	33	38	27	47	120	
SUSPECTED MINOR INJURY (B)	499	554	515	471	779	
POSSIBLE INJURY (C)	840	877	959	769	709	
NO APPARENT INJURY	565	483	481	480	545	
FATALITY RATE PER 100,000 POPULATION	0.20	0.20	0.20	0.15	0.20	
NON-FATAL INJURY RATE PER 100,000 POPULATION	15.48	16.57	16.92	14.48	18.10	

Many crashes with bicyclists had one or more contributing factors reported for each cyclist involved. The most common contributing factor for cyclists involved in crashes from 2015-2019 was *None (Pedalcyclist)* (3,397 or 36.9%) followed by *Driver Inattention* (1,752 or 17.5%). *Failed to Yield Right of Way to Vehicle* was cited next most frequently (682 or 6.8%), followed by *Wrong Way riding* (549 or 5.5%).

BICYCLIST CONTRIBUTING CIRCUMSTANCES, 2015 - 2019		
DRIVER INATTENTION	1,752	17.5%
FAILED TO YIELD RIGHT OF WAY TO VEHICLE	682	6.8%
WRONG WAY	549	5.5%
FAILURE TO KEEP RIGHT	294	2.9%
FAILED TO OBEY TRAFFIC SIGNAL	274	2.7%
FAILED TO OBEY TRAFFIC CONTROL DEVICE	232	2.3%
BRAKES	115	1.1%
IMPROPER PASSING	105	1.0%
FAILED TO OBEY STOP SIGN	104	1.0%
IMPROPER USE/NO LIGHTS	92	0.9%
UNSAFE SPEED	90	0.9%
IMPROPER TURNING	83	0.8%
IMPROPER LANE CHANGE	62	0.6%

There are many other circumstances present in bicyclist involved crashes. Many of these circumstances are overlapping and aid in New Jersey’s understanding of crash occurrences that have multiple causation factors. A representation of crashes involving bicyclists and how they combine with other performance areas can be found below. From 2015-2019, 3.3 percent of bicyclist involved crashes also involved drugs or alcohol impairment. Older drivers were involved in 14 percent of crashes involving bicyclists, 5 percent involved a younger driver and 34 percent involved a distracted driver.

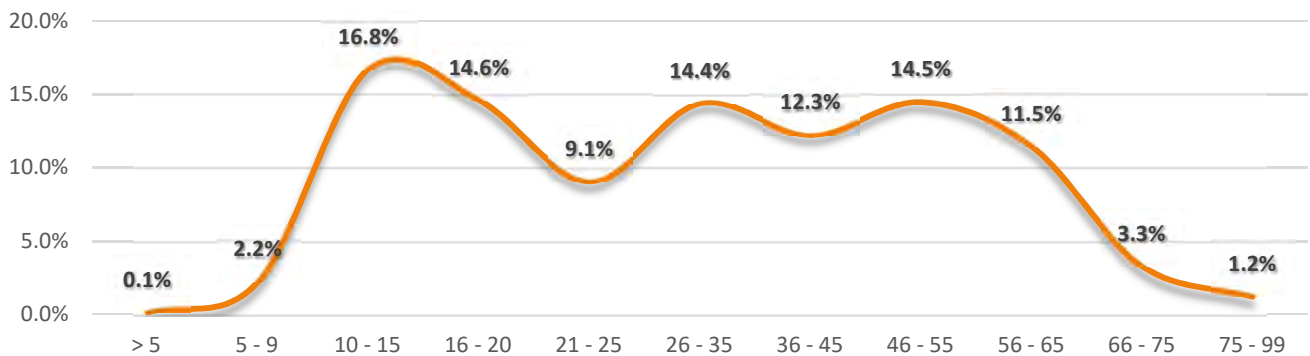
BICYCLE CRASHES BY PERFORMANCE AREA, 2015 – 2019								
ALCOHOL INVOLVEMENT	73	67	70	49	48		61	3.2%
DRUG INVOLVEMENT	3	1	2	2	2		2	0.1%
DISTRACTED DRIVING	706	650	665	580	697		660	34.4%
UNSAFE SPEED	13	22	14	21	14		17	0.9%
YOUNG DRIVERS	90	90	110	78	120		98	5.1%
OLDER DRIVERS	273	273	253	245	308		270	14.1%
MOTORCYCLES	9	8	6	5	9		7	0.4%

Bicycle Safety • Analysis of Age

Crashes involving bicycles continue to be a concern for riders between the ages of 10 to 15. Over the past five years (2015-2019) riders between 10 and 15 made up nearly 17 percent of all riders involved in crashes. Meanwhile, the 16-20-year-old rider accounted for the second largest age group, at 14.6 percent. A breakdown of bicyclists by age group as a percent of total involved is depicted below.

DHTS will continue to partner with law enforcement and transportation management agencies to promote safe and lawful riding practices, including the use of bicycle helmets (mandatory for all riders under 17 years of age), the importance of being highly visible while riding, and the need to share the road with all users.

BICYCLIST CRASH % BY AGE GROUP, 2015 - 2019



*Excludes NULL/Unknown values

Bicycle Safety • Analysis of Occurrence

During the period from 2015-2019, the months that experienced the highest volume of bicycle crashes were August and July with 1,349 and 1,330 crashes, respectively. July and August respectively accounted for 14 percent of all crashes involving bicycles over the past five years. As expected, the warmer months accounted for the highest rates of occurrence, with May through September making up 64 percent of all crashes that occurred.

BICYCLIST INVOLVED CRASHES TIME OF DAY, TIME OF YEAR 2015 - 2019

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	
Midnight to 2:59AM													169	2%
3:00AM to 5:59AM													103	1%
6:00AM to 8:59AM													1,014	11%
9:00AM to 11:59AM													1,274	13%
Noon to 2:59PM													1,602	17%
3:00PM to 5:59PM													2,679	28%
6:00PM to 8:59PM													1,949	20%
9:00PM to 11:59PM													766	8%
TOTAL	284	265	367	615	982	1,162	1,330	1,349	1,195	923	624	460	9,556	100%
	3%	3%	4%	6%	10%	12%	14%	14%	13%	10%	7%	5%		

The occurrence of crashes involving bicycles by season and Day of Week provide insight as to when crashes involving cyclists is most likely to happen. During the period from 2015-2019, according to the data, the majority of bicyclist involved crashes take place during the evening rush hour M-F interval

BICYCLIST INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2015-2019

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								814	3%
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Noon to 2:59PM								3,308	14%
3:00PM to 5:59PM								5,292	22%
6:00PM to 8:59PM								5,334	23%
9:00PM to 11:59PM								2,572	11%
TOTAL	3,410	3,765	3,602	3,656	3,956	2,951	2,223	23,563	100%
	14%	16%	15%	16%	17%	13%	9%		

Bicycle Safety • Analysis of Location

A table that represents the Top 21 municipalities and counties where bicyclist crashes have occurred over the last five years is seen below. The municipalities in which bicyclist crashes are the highest are some of the heaviest populated areas in New Jersey. These municipalities typically experience the highest annual totals of cyclist crashes and injuries, mostly due to their urban environs, traffic volumes, volume of transient populations commuting, and abundance of high-volume intersections. Over the last five years, 6 percent of all bicycle crashes in the State occurred in Jersey City, followed by Newark (4.4%) and Paterson (2.2%).

BICYCLIST INVOLVED CRASHES, TOP 21 MUNICIPALITIES AND COUNTIES BY RANK, 2015 - 2019						
1	Jersey City	603	6.3%	Hudson	1,301	13.6%
3	Paterson City	211	2.2%	Essex	882	9.2%
5	Elizabeth City	202	2.1%	Union	680	7.1%
7	Union City	154	1.6%	Middlesex	610	6.4%
9	Hoboken City	129	1.3%	Camden	556	5.8%
11	Bayonne City	108	1.1%	Mercer	358	3.7%
13	Clifton City	96	1.0%	Morris	292	3.0%
15	Toms River Township	92	1.0%	Somerset	241	2.5%
17	Fort Lee Borough	86	0.9%	Cumberland	156	1.6%
19	New Brunswick City	85	0.9%	Warren	55	0.6%
21	Woodbridge Township	79	0.8%	Sussex	36	0.4%

Countermeasure Strategies in Program Area

Highway Safety Office Program Management
Targeted Enforcement and Education
Elementary-age Child Bicyclist Training

Coordination with goals in 2020 Strategic Highway Safety Plan

Objective: Reduce the five-year rolling average of pedestrian and bicyclist fatalities by 10%, serious injuries by 5%, and total injuries by 5%, over the period from 2018 to 2023.

Provide recommendations to enhance or expand the “Street Smart NJ” program to additional municipalities in the state.
Provide recommendations for a program to perform quick response Road Safety Audits immediately following pedestrian and bicycle crashes.
Develop a plan to improve integration of pedestrian and bicyclist safety concerns in the DHTS HSP.
Increase pedestrian and bicyclist safety enforcement in school zones and high-volume crosswalk locations with recurring crash trends.

Associated Performance Measures

2022	Number of pedestrian fatalities (FARS)	2022	5 Year	179.8
2022	Number of bicyclists fatalities (FARS)	2022	5 Year	17.2

Countermeasure Strategy: Highway Safety Office Program Management

Project Name: **PEDESTRIAN/BICYCLE SAFETY PROGRAM MANAGEMENT**

Sub-Recipient: **DIVISION OF HIGHWAY TRAFFIC SAFETY**

Total Project Amount: **\$500,000**

Project Description:

Funds will be provided for program managers to coordinate, monitor and evaluate projects focused on the critical pedestrian and bicycle safety program area at the local, county and State level. Funds will be used for salaries, fringe benefits, travel and other administrative costs that may arise for program supervisors and their respective staff. Salaries and fringe benefits represent \$400,000 of the budgeted amount and another \$100,000 is budgeted for travel and other miscellaneous expenditures.

Funding Source: **SECTION 402** Local Benefit: **0**

Countermeasure Strategy: Targeted Enforcement/Education

Effectiveness of Countermeasure

A coordinated program of targeted enforcement should involve a range of support activities and partners, such as communication and outreach to notify the public of the campaign, training law enforcement officers on enforcement procedures and pedestrian and crosswalk laws and educating prosecutors and judges so they understand the purpose of the campaign and are prepared for the increase in citations that the campaign will produce (NHTSA, 2014).

A carefully done before/after study with a comparison group examined the effects of sustained, enhanced high-visibility enforcement of motorist yielding to pedestrians, combined with publicity and other community outreach in Gainesville, FL (e.g., flyers given to stopped drivers, information sent home with school children, roadside feedback signs, and earned and paid media) (Van Houten, Malenfant, Blomberg, Huitema, & Casella, 2013; Van

Houten, Malenfant, Huitema, & Blomberg, 2013). Driver yielding rose throughout the 1-year study period, which included four, two-week waves of enforcement, along with the other activities. Four of the six enforcement sites observed significant increases in yielding at the end of the period with a fifth experiencing a positive trend. Yielding also increased at the comparison sites, although not by the same degree. Driver awareness of the enforcement, especially awareness of the enforcement-related feedback signs, also increased to a high level (from 13% at baseline to 78% at the end of the year).

A follow up study, four years after the high-visibility enforcement program ended, found that yielding behavior actually increased at both the enforcement and comparison sites after the program had ceased despite there being no additional enforcement efforts (Van Houten, Malenfant, Blomberg, & Huitema, 2017). This suggests that there was a sustained change in the driving culture of the area.

In a NHTSA study by Savolainen, Gates, and Datta (2011), law enforcement officials in Detroit, MI implemented two pedestrian-oriented enforcement campaigns at Wayne State University aiming to educate campus pedestrians on proper use of crosswalks and the importance of obeying signals through the issuance of warnings. The study saw pedestrian violations (walking outside the crosswalk or against the signal) reduced 17% to 27% immediately after the campaign, with sustained reductions of 8% to 10% several weeks after active enforcement ceased. (Countermeasures That Work, 9th Edition, 2017).

Enhanced police enforcement at high-risk pedestrian crash locations also serves the benefit of reducing overall motor vehicle speeds, which is critical to pedestrian safety. At 40 mph, 85 percent of crashes involving a person walking are fatal. (*Reducing speed-related crashes involving passenger vehicles*. National Traffic Safety Board, 2017).

In terms of bicycle riding, the State Highway Safety Office can help ensure safe bicycle operations through communications and outreach campaigns and through training law enforcement officers about the laws, the safety benefits of obeying the laws and how to enforce bicycle safety-related laws. Law enforcement can also reinforce active lighting and helmet use laws in effect by stopping and educating offending bicyclists as well as writing citations if appropriate. (Countermeasures That Work, 9th Edition, 2017).

Assessment of Safety Impacts

Reducing pedestrian crashes, fatalities and injuries continues to be a challenge, as there are many side issues that have an impact. Older pedestrians face increased risk due to age-related physical changes that may lead to walking more slowly, difficulty in crossing curbs, difficulty judging the speed of oncoming vehicles, and possible confusion about pedestrian signals (Dommes, Cavallo, Vienne, & Aillerie, 2012; Holland and Hill, 2010, Coffan & Morrall, 1995). Some studies attribute higher pedestrian crashes among minorities to potential inequities in how pedestrian facilities are distributed (Kravetz & Noland, 2012) while others show that elevated crash figures for more recent immigrants may relate to differing social-behavior mechanisms and “safety cultures” (Chen, Lin, & Loo, 2011).

Efforts to promote pedestrian friendly safe driving as well as the use and practice of safe walking in and around the State will be continued, with a special emphasis on the more at-risk segments of the population. We know that these efforts can be effective. Police agencies in New Jersey that have conducted comprehensive pedestrian safety programs have seen reductions in pedestrian crashes. In Jersey City, which has been conducting targeted grant funded pedestrian enforcement for 15 years, pedestrian crashes declined to an all-time recorded low (264) in 2017.

The “Street Smart NJ” comprehensive pedestrian safety educational and awareness program, adopted by DHTS in partnership with the North Jersey TPA, has been proven effective, as well. Pre- and post-campaign surveys were conducted in seven New Jersey communities that piloted the “Street Smart NJ” program. The study found statistically significant improvements in terms of self-reported pedestrian behaviors (i.e., crossing against the signal or outside the crosswalk), driver behaviors (e.g., drivers not stopping for pedestrians in crosswalk), pedestrian safety messaging, and “Street Smart NJ” campaign signs awareness (i.e., Wait for the Walk, Obey Speed Limits, Heads

Up Phones Down, Stop for Pedestrians, and Use Crosswalk) following the “Street Smart NJ” campaign (Street Smart New Jersey Behavioral Pedestrian Safety Survey: Final Report. June, 2019).

Within the context of the SHSP, it would be beneficial to take a fresh look at pedestrian safety efforts in the state relating to design and infrastructure improvements. According to the authors of a 2021 study *Dangerous by Design*, “Our current approach to addressing the rising number of people killed by walking (I.E. enforcement and education) has been a total failure. It needs to be reconsidered or dropped altogether.” (*Dangerous by Design*. (2021). Smart Growth America. The National Complete Streets Coalition).

As per the report, the number of people struck and killed each year in the U.S. rose 45 percent between 2010 and 2019. The report also highlights ongoing disparities in which groups of people are at the greatest risk of dying while walking. Older adults, Black or African Americans, American Indians, Alaskan Native people, and people in low-income communities continue to be disproportionately represented in pedestrian fatal crashes. The report calls for an all-out focus on pedestrian friendly roadway design, theorizing that better designed roads will make dangerous driving behavior difficult and safe driving easier, thus reducing the need for police enforcement.

Linkage between Problem Identification and Performance Targets

The State’s pedestrian fatality rate consistently exceeds the national average. Although this number fluctuates, in a typical year approximately 30 percent of fatalities are pedestrian related. Pedestrian crashes represent the second largest category of motor vehicle fatalities and injuries in the State. Pedestrian fatalities remained unchanged from 2018 to 2019 (175) and rose in 2020 (179). In FY2022, DHTS will work with new and existing safety partners on countermeasures involving the three E’ at identified pedestrian safety problem areas throughout the State. DHTS recognizes the need to find new partners to champion these effort at the local level as well as new, integrated data sources to better target our efforts into underserved communities.

Enforcement of laws related to bicycling is also an important, but often overlooked task as it relates to police departments. A one-day training program has been developed in NJ (“Title 39: A Bike Eye’s View”) that instructs law enforcement in ways to enhance the safety of bicyclists, and feedback to this program has been positive.

Project Name: PEDESTRIAN ENFORCEMENT/EDUCATION PROGRAMS

Sub-Recipients: MUNICIPAL LAW ENFORCEMENT AGENCIES

Total Project Amount: \$1,375,000

Project Description:

Pedestrian crashes occur for a variety of reasons, including errors in judgment by pedestrians and drivers, excessive motor vehicle speed, and shortcomings in traffic engineering. Funds will be provided to develop and implement pedestrian safety campaigns in communities that have a high incidence of pedestrian crashes, injuries and fatalities. Emphasis will be placed on citing those motorists who fail to stop for pedestrians in the crosswalk. Funds will be used for overtime enforcement and for printed materials to reinforce safety messages and campaign themes.

DHTS will utilize a data driven approach to allocate its pedestrian safety related funding. The Crash Analysis Tool is utilized to develop a list of the top 100 municipalities in NJ that experienced the highest number of pedestrian crashes over the last five-year period. Pedestrian crash weighting factors, as well as demographic and equity-related considerations when possible, will also be considered to target pedestrian safety enforcement and educational grant programs.

Grant funds will be targeted into appropriate municipalities, in a team approach leveraging other programmatic resources, local champions, and statewide partners who can assist in the effort. For FY2022 renewed outreach will be made to Top 10 pedestrian crash agencies that have either not participated or participated with poor performance in recent years. It is also the plan of DHTS in FY2022 to mobilize several of the largest pedestrian safety grantee cities into a targeted enforcement blitz using the HVE model, to maximize our efforts and raise as much awareness as possible.



Many of the grant funded law enforcement agencies will continue to utilize the Pedestrian Decoy enforcement program to apprehend drivers who fail to stop for pedestrians at intersections and crosswalks. Police officers in plain clothes will pose as pedestrians in marked crosswalks, while other officers watch for violations. Drivers failing to stop will be issued a citation. Officers involved in the enforcement effort will also educate drivers about current pedestrian laws, requiring drivers to stop and remain stopped, and emphasize to pedestrians the need to use due care and not jaywalk or step into traffic outside the required crossing points. This program will be expanded and refined in FY2022 with revised and updated training tools for our enforcement partners.

In terms of partnerships, many statewide agencies have a stake in the pedestrian safety issue. DHTS will partner with the North Jersey Transportation Planning Authority, NJ Department of Transportation, Federal Highway Administration and the Transportation Management Associations in implementing the “Street Smart NJ” awareness program in communities that receive funding. The “Street Smart NJ” educational campaign will be the primary messaging to raise awareness for both pedestrians and motorists of the major rules for pedestrian safety. Grantees will also use earned and social media to promote the program.

In addition, DHTS will receive assistance in project selection from the New Jersey Bicycle and Pedestrian Advisory Council (BPAC), which is coordinated by the Voorhees Transportation Center, in conjunction with the New Jersey Department of Transportation. The BPAC advises on policies, programs, research, and priorities to advance bicycling and walking as safe and viable forms of transportation and recreation. Members of the Council include bicycle and pedestrian advocates, engineering and planning professionals, and members from local, county and State agencies representing the transportation, health, environmental, and enforcement fields. The Voorhees Transportation Center itself will receive a grant to continue its web-based crossing guard training initiative while the Brain Injury Alliance of New Jersey will also again receive funding from DHTS for its statewide pedestrian safety awareness campaigns.

Other resources include the NJ Department of Transportation’s Pedestrian Safety Improvement, Complete Streets, Local Aid, and Safe Routes to Schools programs that also identify and provide support to high risk locations. These programs provide for the development and implementation of pedestrian safety elements at locations based on the frequency and severity of crashes. The safety improvements include engineering countermeasures such as crosswalks, sidewalks, and high intensity activated crosswalk beacons. It is critical that the DHTS coordinate with DOT on these efforts by offering assistance to implement enforcement and education countermeasures in concert with the DOT projects.

DHTS is fortunate to be able to utilize the State Pedestrian Safety Enforcement and Education Fund to supplement its pedestrian safety grant funding efforts. Under the statute enabling the fund, a motorist must stop for a pedestrian crossing in the roadway in a marked crosswalk. Failure to stop may result in a fine not to exceed \$200. A total of \$100 of such fine is dedicated to the Fund to be used to award grants to municipalities and counties with pedestrian safety problems. The State Pedestrian Safety Enforcement and Education Fund monies are an important matching component of the DHTS pedestrian safety program efforts. In recent years the Fund has provided vital grants to agencies in the Central and South Regions of the state, while grants to the North Region of the state are awarded with federal funds. This approach will continue in FY2022.

Pedestrian and Bicycle Safety is one of the six Emphasis Areas of the 2020 Strategic Highway Safety Plan. Many of the goals enumerated in the plan fall under the purview of NJDOT such as enhancing land use legislation, improving design guidance, and updated trail plans and access. DHTS will make it a priority to assist in implementing the strategies of the plan in which it can play a role, such as coordinating more effectively with DOT in the HSP relating to bicycle and pedestrian safety.

Funding Source: **SECTION 405(h)** Local Benefit: **\$1,375,000**
Additional Funding Source: **\$ 550,000** (Pedestrian Safety, Enforcement and Education Fund)



Countermeasure Strategy: Elementary age - Child Bicyclist Training

Effectiveness of Countermeasure

As with pedestrians, bicyclists come in all ages with many levels of knowledge, skill, perception, and judgement. Thus, educational and enforcement programs must take these factors into account and be designed to target age specific and socio-economic considerations. Several studies have identified demographic differences in injury risk, amount of bicycle riding, and helmet use. Davidson et al. (2013) found that being male and being a recent immigrant were both associated with increased bicycle injury risk among Canadian youth.

Wearing a helmet while riding has a proven effect on safety. In a study by Bambach et al. (2013) the protective benefit of helmet use was found to be 50% for moderate injury, 62% for serious injury and 75% for severe head injury.

A Canadian program, *Operation Headway*, involving enforcement of bike helmet legislation, education, rewards for wearing and economic penalties for non-wearing, and provision of helmets to low-income groups was evaluated by Lockhart, Fenerty, and Walling (2010). The researchers found the program increased wearing rates (based on observations pre- and post-intervention), increased knowledge and commitment to wearing a helmet, saw greater public awareness of the law through media tracking, and improved relationships between police and the public (based on anecdotal evidence).

To that end, a Cochrane systematic review and meta-analysis of twenty-two studies evaluating non-legislative helmet promotion programs aimed at children under 18 years found the odds of observed helmet wearing were significantly greater among those receiving the interventions (Owen, Kendrick, Mulvaney, Coleman, & Royal, 2011). One program of comprehensive education for preschool children and their parents, that included a skills and safety rodeo, led to a doubling of helmet use (Britt, Silver, & Rivara, 1998; Rivara & Metrik, 1998).

A school-based injury-reduction program targeting 13- and 14-year-olds incorporating opportunities for instruction, demonstration, rehearsal, feedback, social reinforcement and practice was associated with a 20% increase in observed rate of helmet use among this challenging target age group at 6 months follow-up (Buckley et al., 2009). In France, voluntary helmet use increased from 7.3% in 2000 to 22% in 2010. During that time period, national public awareness and informational campaigns were initiated and carried out promoting helmet use among youth, adults with children, and the general population (Richard, Thélot, & Beck, 2013).

A Cochrane review of studies of pedestrian and bicycle conspicuity aids concluded that “fluorescent materials in yellow, red, and orange improved driver detection during the day...” (Kwan & Mapstone, 2004). Even low beam headlights can illuminate figures wearing florescent materials hundreds of feet away, much farther than figures wearing normal clothing (NCHRP, 2004, Strategy B5; NCHRP, 2008, Strategy F2). One study among a cohort of riders who had participated in a large mass bicycle event found results suggesting that consistent use of fluorescent colors provides a protective effect against crashes and injuries (Thornley, Woodward, Langley, Ameratunga, & Rodgers, 2008). Furthermore, bicycle safety general education programs, bike rodeos, and special events have proven successful in increasing children’s knowledge of laws and safe behaviors, however a direct link to crash reduction is inconclusive.

An emerging issue is the increasing presence in urban areas of micromobility modes of transportation, which include electric scooters and skateboards, as well as shared bicycle services. In 2018, people took 84 million shared micromobility trips in the U.S., more than double the number of trips taken in 2017 (National Association of City Transportation Officials). Safety challenges relating to this issue include a lack of training by many riders, little to no local, state, or federal oversight, and minimal crash data. Two of the leading e-scooter companies, Bird and Lime, reported 470 injury crashes involving it’s devices as of July, 2018, but only following a public records request from the magazine Consumer Reports (<https://www.consumerreports.org/product-safety/national-crash-data-from-e-scooter-ride-share-companies-revealed-for-first-time/>).

Assessment of Safety Impacts

Properly wearing a helmet significantly reduces the risk of head and brain injury for bicyclists of all ages. This makes helmets the most effective way to reduce head injuries and fatalities resulting from bicycle crashes. Education is most effective when supported by other interventions such as parental role modeling and social media. Bike fairs, rodeos and skills training will make riders more aware of safe cycling behavior and encourage helmet usage.

Improving bicyclist conspicuity is intended to make bicyclists more visible to motorists and to allow motorists more opportunity to see and avoid collisions with bicyclists. A common contributing factor for crashes involving bicyclists in the roadway is the failure of the driver to notice the bicyclist, particularly at night.

Many resources have provided evidence of the role of the transportation environment in bicycle safety. Adopting and implementing *Complete Streets* policies have been identified as a lower cost and effective strategy for improving the condition for bicyclists. (Countermeasures That Work, 9th Edition, 2017).

Linkage between Problem Identification and Performance Targets

The 2015-2019 average of bicyclist fatalities per year was 16.8. The overall number of bicycle fatalities decreased 28 percent from 18 in 2018 to 13 in 2019, however a 38 percent increase is preliminarily noted for 2020 (18 bicyclists killed). Over the past five years (2015-2019) riders between 10 and 15 made up nearly 17 percent of all riders involved in crashes. Meanwhile, 16-20 year-old riders accounted for the second largest age group, at 14.6 percent. The number of fatally injured bicyclists not wearing a helmet steadily declined during the period 2018-2020 with 12, 9, and 4 cases respectively.

Project Name: BICYCLE ENFORCEMENT/EDUCATION LOCAL PROGRAMS

Sub-Recipients: MUNICIPAL AND STATE LAW ENFORCEMENT AGENCIES

Total Project Amount: \$200,000

Project Description:

Funds will be provided to educate bicyclists about the dangers associated with not wearing a helmet while riding. Those under the age of 17 will be targeted through community wide education programs. Education and information will also be provided to bicyclists riding between the hours of sunset and sunrise when they are not conspicuous to motorists, as well as to at-risk new immigrant populations in certain communities.

NJ State Police, AAA, and the state's TMA's will carry out bicycle safety programs and messaging targeting the youth cycling age group. Social media and public information campaigns will coincide with bicycle safety events and clinics in which properly sized and fitted bicycle helmets will be promoted. Education will also be provided on the importance of increasing the visibility of night-time bicyclists in an effort to increase the safety for this group of high-risk cyclists. Funds will be used to pay for officer overtime, materials for use at safety talks, and printed material that will be handed out to participants at various training programs.

In addition, the Voorhees Transportation Center will receive a grant to develop video resources to enhance bicycle and pedestrian safety curriculum for grades Kindergarten through 8th grade. Short topical videos will be developed to be used by teachers and police officers during safety education programming.

Funding Source: SECTION 405(h) Local Benefit: \$100,000

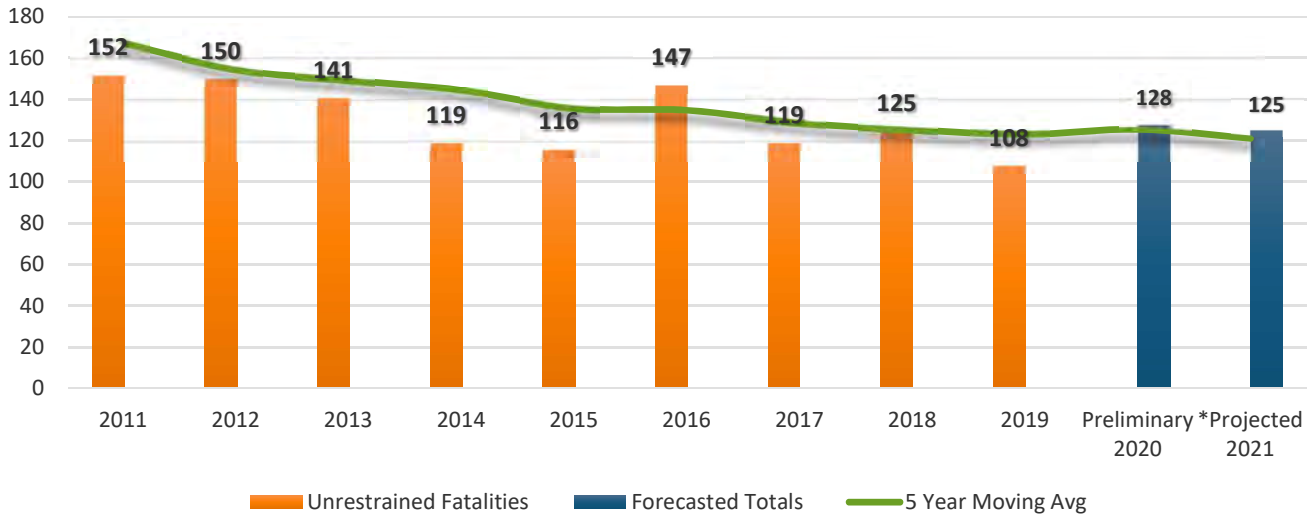


OCCUPANT PROTECTION

General Overview

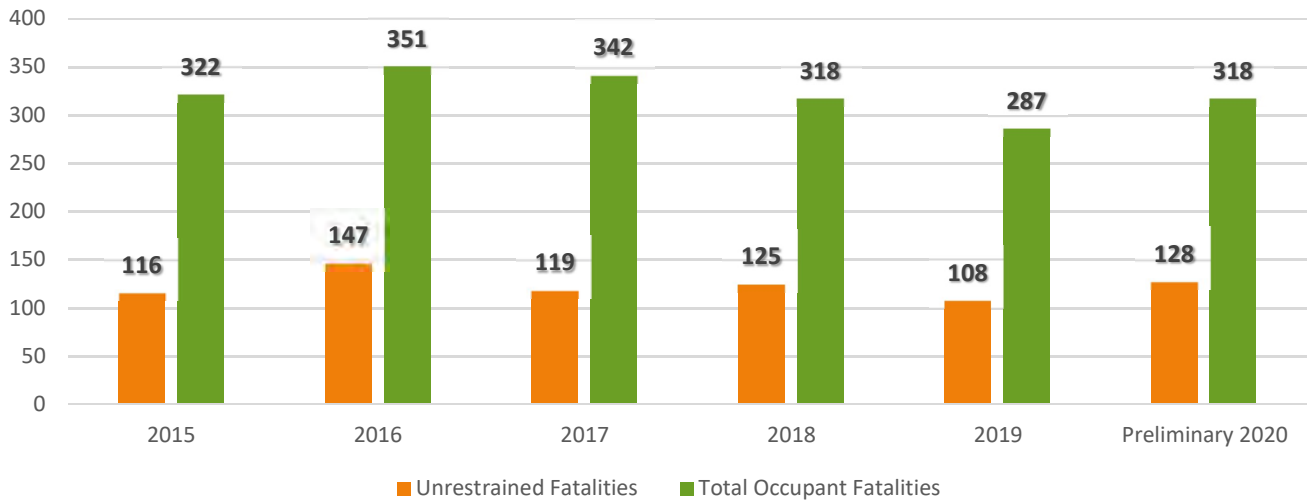
In the instant you buckle up when driving or riding in the front seat of a car or truck, you cut your risk of a fatal injury in a crash nearly in half. That is a massive return on the investment of the brief moment it takes to put on a seat belt. According to NHTSA, approximately 15,000 lives are saved annually in the United States because an occupant was wearing their seatbelt at the time of the crash. Not wearing a seatbelt in motor vehicle crashes not only poses an enormous threat to one’s own life, but to all other occupants within the vehicle. In 2019, New Jersey experienced nearly 4,000 crashes where an occupant was not wearing his or her seat belt, resulting in 108 fatalities.

UNRESTRAINED MOTOR VEHICLE OCCUPANT FATALITIES - ALL SEAT POSITIONS, ANNUAL AND 5-YEAR MOVING AVERAGE



Although final fatal counts are not available at this time, preliminary totals estimate 128 people died in motor vehicle crashes that were not wearing their seat belt in 2020, 40 percent of all motor vehicle occupant fatalities that occurred in the State. This represents an 18 percent increase of unrestrained fatalities from 2019 and nearly 11 percent increase in overall motor vehicle occupant fatalities.

PROPORTION OF UNRESTRAINED OCCUPANT FATALITIES VERSUS TOTAL OCCUPANT FATALITIES



Analysis of Usage

A 2020 Seat Belt Usage Study was not conducted due to the pandemic. The last survey was carried out in 2019. The results of that survey and preceding years is summarized below.

FRONT-SEAT SAFETY BELT USAGE RATE, 2007 - 2020						
YEAR	NEW JERSEY			UNITED STATES		
	Front Seat Usage Rate	Percentage Change	Reduction in Non Use	Front Seat Usage Rate	Percentage Change	Reduction in Non Use
2007	91.36%	+ 1.39%	13.9%	82%	1%	5%
2008	91.75%	+ 0.39%	4.5%	83%	1%	6%
2009	92.67%	+ 0.92%	11.2%	84%	1%	6%
2010	93.73%	+ 1.06%	14.4%	85%	1%	6%
2011	94.51%	+ 0.78%	12.5%	84%	-1%	-7%
2012	88.29%	- 6.22%	-113.3%	86%	2%	13%
2013	91.00%	+ 2.71%	23.1%	87%	1%	7%
2014	87.59%	- 3.41%	-37.9%	87%	0%	0%
2015	91.36%	+ 3.77%	30.4%	89%	2%	15%
2016	93.35%	+ 1.99%	23.0%	90%	1%	9%
2017	94.07%	+ 0.72%	10.9%	90%	0%	-4%
2018	94.46%	+ 0.39%	6.6%	90%	0%	-1%
2019	90.23%	- 4.23%	-76.4%	91%	1%	--
2020	SURVEY WAS NOT CONDUCTED					

According to the American Association of Pediatrics (AAP), infants and toddlers should ride in a rear-facing car safety seat as long as possible, until they reach the highest weight or height allowed by their seat. Most convertible seats have limits that will allow children to ride rear facing for 2 years or more.

Once they are facing forward, children should use a forward-facing car safety seat with a harness for as long as possible, until they reach the height and weight limits for their seats. Many seats can accommodate children up to 65 pounds or more. When children exceed these limits, they should use a belt-positioning booster seat until the vehicle's lap and shoulder seat belt fits properly. This is often when they have reached at least 4 feet 9 inches in height and are 8 to 12 years old.

In 2017, New Jersey updated its Police Accident Report (PAR) per MMUCC recommendations to identify specific child restraint systems being used by our younger passengers. As indicated in the chart below, from 2015-2016, the PAR only had one safety equipment field dedicated to young passengers which was updated to three – Rear Facing, Forward Facing and Booster Seat. Over the next few years, NJDHTS hopes to better understand the usage statistics for one of our most vulnerable passengers with the continued use of these new fields.

CHILD RESTRAINT USE IN CRASHES 2015 – 2019, GROUPED BY AGE

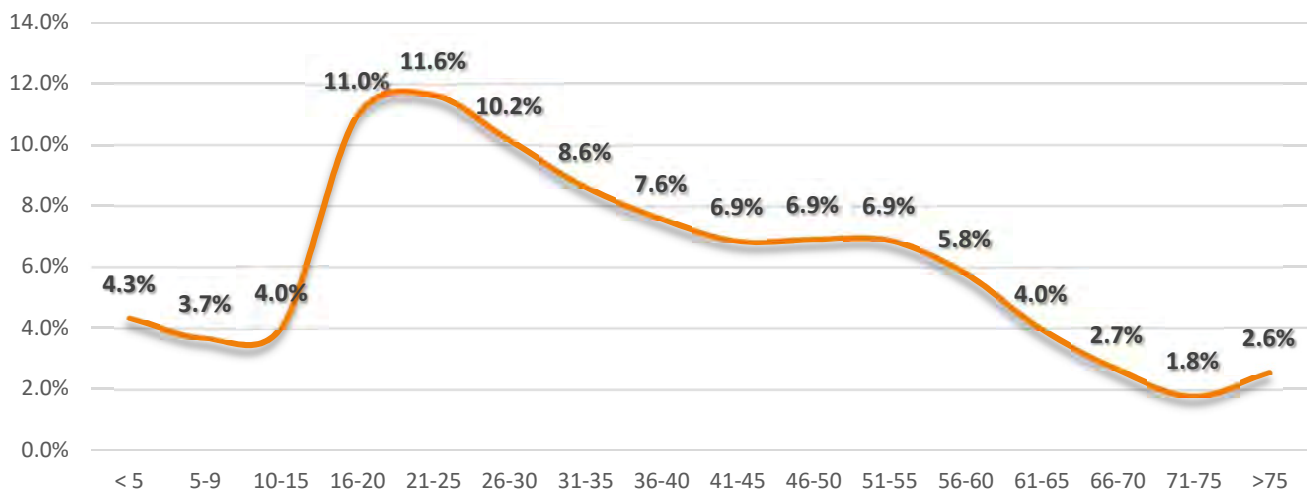
> 1	2,296	2,277	-	-	-
Age 1-4	10,057	10,331	-	-	-
Age 5-8	5,423	5,530	-	-	-
Age 9-12	423	489	-	-	-
> 1	-	-	1,113	1,078	1,168
Age 1-4	-	-	2,219	2,189	2,195
Age 5-8	-	-	99	71	89
Age 9-12	-	-	20	11	15
> 1	-	-	266	191	186
Age 1-4	-	-	7,061	7,096	6,900
Age 5-8	-	-	3,047	3,010	2,913
Age 9-12	-	-	223	210	212
> 1	-	-	21	18	15
Age 1-4	-	-	834	805	748
Age 5-8	-	-	2,461	2,289	2,289
Age 9-12	-	-	243	242	268

Analysis of Age/Gender

An analysis of age and gender reveals the 21 – 25-year-old age group made up over 11.6 percent of all individuals not wearing a seatbelt at the time of a crash. As individuals age, their decision to wear a seatbelt increases and the volume of injuries sustained in motor vehicle crashes decreases simultaneously.

Males are the most likely to not wear a seatbelt while driving or riding as a passenger in a motor vehicle. Approximately 63 percent of those unbelted in a motor vehicle crash over the past five years were male.

PROPORTION OF UNRESTRAINED OCCUPANTS BY AGE GROUP 2015-2019



Analysis of Occurrence

During the period from 2015-2019, the months that experienced the highest volume of crashes involving unrestrained passengers were the summer months of May, June, July, and August. Those four months accounted for 35 percent of all crashes involving and unrestrained passenger.

UNRESTRAINED OCCUPANT INVOLVED CRASHES TIME OF DAY, TIME OF YEAR 2015 - 2019

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	
Midnight to 2:59AM													1,198	7%
3:00AM to 5:59AM													803	4%
6:00AM to 8:59AM													2,144	12%
9:00AM to 11:59AM													2,498	14%
Noon to 2:59PM													3,343	18%
3:00PM to 5:59PM													3,774	21%
6:00PM to 8:59PM													2,698	15%
9:00PM to 11:59PM													1,757	10%
TOTAL	1,436	1,241	1,455	1,445	1,631	1,615	1,612	1,598	1,531	1,632	1,563	1,456	18,215	100%
	8%	7%	8%	8%	9%	9%	9%	9%	8%	9%	9%	8%		

Crashes involving an unrestrained occupant are relatively evenly distributed by weekday. Over the past five years (2015-2019), 16 percent of total unrestrained crashes occurred on a Friday, followed by Thursday with 14.6 percent.

UNRESTRAINED OCCUPANT INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2015-2019

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								1,198	7%
3:00AM to 5:59AM								803	4%
6:00AM to 8:59AM								2,144	12%
9:00AM to 11:59AM								2,498	14%
Noon to 2:59PM								3,343	18%
3:00PM to 5:59PM								3,774	21%
6:00PM to 8:59PM								2,698	15%
9:00PM to 11:59PM								1,757	10%
TOTAL	2,631	2,630	2,587	2,664	2,852	2,544	2,307	18,215	100%
	14%	14%	14%	15%	16%	14%	13%		

Analysis of Location

The table below shows the Top 20 municipalities where unrestrained occupants were involved in crashes compared to the Top 20 municipalities where the driver was from. Slightly over 5 percent of the unrestrained involved crashes took place in Newark, while 3.7% of the drivers involved were also from Newark. Nearly 15 percent of drivers involved were from out of State.

UNRESTRAINED OCCUPANT INVOLVED CRASHES, TOP 20 MUNICIPALITIES WHERE CRASH OCCURRED VERSUS WHERE DRIVER WAS FROM AND COUNTIES BY RANK, 2015 - 2019						
1	NEWARK	931	5.1%	NEWARK	1,166	3.7%
3	CAMDEN	458	2.5%	PATERSON	702	2.2%
5	TRENTON	437	1.5%	CAMDEN	446	1.4%
7	CLIFTON	254	1.3%	CLIFTON	330	1.0%
9	ELIZABETH	230	1.2%	EAST ORANGE	313	1.0%
11	VINELAND	215	1.2%	IRVINGTON	301	0.9%
13	WOODBIDGE	187	1.0%	BAYONNE	229	0.7%
15	TOMS RIVER	172	0.9%	LAKESWOOD	221	0.7%
17	EDISON	162	0.9%	NORTH BERGEN	190	0.6%
19	WINSLOW	146	0.8%	EDISON	170	0.5%

*Excludes Null/Unknown Values

Over the past 5-years (2015-2019), Essex County had the highest volume of crashes where one or more of the passengers involved were not wearing a seatbelt during the crash (2,281 or 12.5%).

UNRESTRAINED OCCUPANT INVOLVED CRASHES RANKED BY COUNTY, 2015-2019									
1	ESSEX	2,281	12.46%	10.60%	12	ATLANTIC	859	4.69%	2.88%
3	HUDSON	1,600	8.74%	7.24%	14	MORRIS	725	3.96%	5.31%
5	MIDDLESEX	1,339	7.31%	10.20%	16	CUMBERLAND	409	2.23%	1.50%
7	UNION	952	5.20%	7.38%	18	CAPE MAY	233	1.27%	0.98%
9	MERCER	904	4.94%	4.16%	20	SUSSEX	178	0.97%	1.15%
11	BURLINGTON	861	4.70%	4.42%					

Countermeasure Strategies in Program Area

Highway Safety Office Program Management
Observational Survey
Supporting Enforcement
Child Restraint System Inspection Station(s)

Coordination with goals in 2020 Strategic Highway Safety Plan

Objective: Reduce the five-year rolling average of unbelted driver and occupant fatalities by 23%, serious injuries by 18%, and total injuries by 18%, over the period from 2018 to 2023.

Review rear occupant seat belt compliance education and enforcement efforts and make recommendations for improvements.
Review NJ Title 39 and recommend changes to strengthen language related to driver behavior.
Create a safety culture in NJ by reviewing existing educational programs led by government, schools, insurance industry, health industry, and non-profit advocacy organizations. Make recommendations to strengthen partnerships and messaging to reach target audiences.
Initiate a study to evaluate the efficacy of various driver behavior modification approaches.

Associated Performance Measures

Year	Measure	Year	Period	Value
2022	Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2022	5 Year	121.6
2022	Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2022	5 Year	90.68

Countermeasure Strategy: Highway Safety Office Program Management

Project Name: OCCUPANT PROTECTION PROGRAM MANAGEMENT

Sub-Recipient: DIVISION OF HIGHWAY TRAFFIC SAFETY

Total Project Amount: \$500,000

Project Description:

Funds will be provided for program managers to coordinate and monitor projects addressing occupant protection with an emphasis on seat belt and child safety seat projects delivered by law enforcement agencies and other safety partners. Funds will be used for salaries, fringe benefits, travel and other administrative costs that may arise for program supervisors and their respective staff. Salaries and fringe benefits represent \$400,000 of the budgeted amount and another \$100,000 is budgeted for travel and other miscellaneous expenditures.

Funding Source: SECTION 402 **Local Benefit:** 0

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Countermeasure Strategy: Observational Survey

Effectiveness of Countermeasure

Under the Occupant Protection Grant program (Section 405b), an eligible State can qualify for grant funds as either a high seat belt use rate State or a lower seat belt use rate State. A high seat belt use rate State is a State that has an observed seat belt use rate of 90 percent or higher; a lower seat belt use rate State is a State that has an observed seat belt use rate lower than 90 percent. (U.S. DOT/NHTSA – Uniform Procedures for State Highway Safety Grant Program). New Jersey’s seat belt use rate (based on the most recent approved survey, 2019) is 90.23%. For the five-year period 2015-2019, the state’s average annual belt usage rate was 92.69%. In FY2020, no statewide survey was conducted pursuant to a NHTSA waiver of the requirement relating to the public health crisis.

Assessment of Safety Impacts

In addition to determining how a State will qualify for Section 405 grant funds, the observational survey provides critical data driven information on seat belt compliance within the State and reveals locations in the State where funds should be directed to increase usage rates.

Linkage between Problem Identification and Performance Targets

The State’s front-seat belt usage rate in 2019 was observed at 90.23 percent compared to 94.46 percent in 2018. For the five-year period 2015-2019, the state’s average annual belt usage rate was 92.69%. For 2019, Morris County had the highest front-seat belt usage rate at 94.02 percent while Somerset County had the lowest rate at 85.50 percent. Due to the challenging nature of collecting rear seat belt usage data and the resultant unreliability of the data, rear seat belt usage was not surveyed in 2019.

Project Name: **SEAT BELT OBSERVATIONAL SURVEY**

Sub-Recipients: **NEW JERSEY INSTITUTE OF TECHNOLOGY**

Total Project Amount: **\$175,000**

Project Description:

Funds will be provided to perform the annual statewide seat belt observation survey to determine the front seat occupant seat belt usage rate for the State, as per the approved methodology contained in the survey protocol. The survey will be conducted by researchers from the New Jersey Institute of Technology during the spring and summer of calendar year 2022. Section 402 funds will be used to pay salaries and wages to conduct the survey and prepare the report for submittal to NHTSA. As per the SHSP, the possibility of reinstating the rear seat belt survey will be investigated in the context of new methodologies that might be available using enhanced technology to capture the data.

Funding Source: **SECTION 402** Local Benefit: **\$175,000**

Countermeasure Strategy: Enforcement and Education

Effectiveness of Countermeasure

The Center for Disease Control’s systematic review of 15 high-quality studies (Dinh-Zarr et al., 2001; Shults et al., 2004) found that short-term, high-visibility enforcement programs increased belt use by about 16 percentage points, with greater gains when pre-program belt use was lower. Because many of the studies were conducted when belt use rates were considerably lower than at present, new and/or ongoing programs likely will not have as large an effect. Following the enforcement program, belt use often dropped by about 6 percentage points demonstrating the ratchet effect typical of these programs (belt use increases during and immediately after the program and then decreases somewhat but remains at a level higher than the pre-program belt use).

It has been shown the strong messaging in support of seat belt enforcement is critical. Between 2002 and 2005, NHTSA evaluated the effects of *Click It or Ticket* campaigns on belt use in the United States. In 2002, belt use increased by 8.6 percentage points across 10 States that used paid advertising extensively in their campaigns. Belt use increased by 2.7 percentage points across 4 States that used limited paid advertising and increased by 0.5 percentage points across 4 States that used no paid advertising (Solomon, Ulmer & Preusser, 2002).



The most important factor though, remains strong, dedicated enforcement. Hedlund et al. (2008) compared 16 States with high seat belt rates and 15 States with low seat belt rates. The single most important difference between the two groups was the level of enforcement, rather than demographic characteristics or the amount spent on media. High-belt use States issued twice as many citations per capita during their *Click It or Ticket* campaigns as low-belt-use States. CDC's systematic review observed that short-term, high-visibility enforcement campaigns also increased belt use more among traditionally lower-belt-use groups, including young drivers, rural drivers, males, African Americans, and Hispanics (Shults et al., 2004).

Seat belt enforcement efforts should not be mobilization “blitz” efforts only. Nichols and Ledingham (2008) conducted a review of the impact of enforcement, as well as legislation and sanctions, on seat belt use over the past two decades and concluded that sustained enforcement is as effective as “blitz” enforcement (short-term, high-visibility enforcement) and unlike blitz campaigns, is not usually associated with abrupt drops in belt use after program completion. California, Oregon, and Washington State, which all utilize sustained seat belt enforcement, have recorded statewide belt use well above national belt use rates since 2002 (California: 91 to 97 percent; Oregon: 88 to 98 percent; Washington: 93 to 98 percent) (Chen, 2014).

The effectiveness of high visibility enforcement has been demonstrated repeatedly both in the United States and abroad. The strategy's three components: laws, enforcement, and publicity cannot be separated. Effectiveness decreases if one of the components is weak or missing (Nichols & Ledingham, 2008; Tison & Williams, 2010).

Nationally, and in New Jersey, seat belt use rates have plateaued in recent years in the 90% range. Reaching the final stubborn 10% of the population that refuses to buckle up has proven difficult. A recent study took a deep dive into some of the demographic and psychological issues that may be behind this. The results of the research confirmed previously observed associations between demographic factors and seat belt use and demonstrated that psychological constructs like impulsivity and risk aversion can be useful for predicting seat belt use.

Being younger, male, and not married decreased the likelihood of reporting full-time seat belt use, while being non-Hispanic White increased this likelihood. Seat belt use differed significantly across geographic regions of the United States. Furthermore, people were less likely to wear a seat belt in the rear seat, in a taxi or rideshare, or in a work vehicle relative to when driving.

The results of the study may be useful for both identifying people at higher risk of seat belt non-use and for developing countermeasures targeted at high-risk occupants. As an example, education programs or messaging campaigns aimed at males may benefit from incorporating content designed to increase their perception of the risk of seat belt non-use. *Psychological Constructs Related to Belt Use*. (NHTSA Traffic Tech. Technology Transfer Series. December, 2020).

Assessment of Safety Impacts

The seat belt is an effective safety tool that not only saves lives, but also significantly reduces the severity of the injury that a vehicle occupant may sustain if they are not wearing the device. Lap and shoulder combination seat belts, when used, reduce the risk of fatal injury to front seat car occupants by 45% and the risk of moderate to critical injury by 50%. (Countermeasures That Work, 9th Edition, 2017). Although the State's seat belt usage rate is 92.69% over the last five-year average, additional rounds of sustained high visibility enforcement backed up by public education are needed to increase seat belt use awareness and compliance.

Linkage between Problem Identification and Performance Targets

In 2019, New Jersey experienced nearly 4,000 crashes where an occupant was not wearing his or her seat belt, resulting in 108 fatalities. Although final fatal counts for 2020 are not available at this time, preliminary totals estimate 128 people died in motor vehicle crashes that were not wearing their seat belt that year, which represents 40 percent of all motor vehicle occupant fatalities that occurred in the State. This demonstrates an 18 percent

increase in unrestrained fatalities from 2019 and a nearly 11 percent increase in the number of unrestrained deaths within overall motor vehicle occupant fatalities.

Project Name: SEAT BELT ENFORCEMENT/EDUCATION

Sub-Recipients: STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES

Total Project Amount: \$1,250,000

Project Description:

For FY2022, a comprehensive and data-driven approach to seat belt enforcement will be undertaken utilizing a combination of sustained enforcement and mobilization crackdowns. Based on a systematic review of unrestrained crashes in the state for the years 2015-2019, a ranking list of high crash municipalities and counties was developed. During FY2022 as many of the Top 25 municipal agencies and Top 5 counties as possible from the list will receive grant funding for sustained seat belt enforcement efforts. In the effort to develop and fund these programs there must also be the realization of the challenges involved, which begin with the willingness or ability of the particular agency to participate. In addition, many of the agencies with high rates of unrestrained crashes also show up on other priority area lists such as pedestrian safety, impaired driving, and distracted driving. It is unrealistic to expect ongoing sustained enforcement in all of these areas within these agencies, so priorities will have to be set.

In terms of sustained seat belt enforcement for FY2022, many of the high-ranking municipal and county agencies for unrestrained crashes will be offered multi-faceted enforcement grants that will include funding for seat belt enforcement and one or more additional priority areas such as distracted driving or impaired driving. The Division of State Police will also receive grant funding to allow it, on an ongoing basis, to schedule personnel to patrol major New Jersey highways as well as service areas and toll plazas. The purpose of these patrols will be to place an emphasis on the enforcement of the primary seat belt law, the secondary rear passenger law and the child passenger safety law.

For the seat belt mobilization in the upcoming year, the *Click It or Ticket* campaign will be conducted from May 23-June 5, 2022 to increase seat belt use and educate the public about the impact belt use has on reducing injuries and fatalities in motor vehicle crashes. Approximately 125 state, county and municipal police departments will receive funds to participate in the spring 2022 enforcement effort. The list of municipalities throughout the State that have a high percentage of unrestrained motor vehicle crashes will be utilized to select grant participants during the *Click It or Ticket* mobilization. The results of the annual seat belt survey are also used to target those counties that have the lowest occupant usage rates. DHTS will rank and prioritize potential grantees based on the above-mentioned criteria (ex. Unrestrained crashes, low surveyed belt use, etc.) and will target these agencies, by invitation, to participate in the campaign.

All education-related occupant protection initiatives conducted at the local level will utilize DHTS' *Buckle Up — Everyone, Every Ride* material. Grant funded agencies will be asked to put special emphasis on rear seat belt usage and nighttime seat belt usage, whenever possible.

New Jersey will also join peers in other States in a coordinated *Border-to-Border* seat belt enforcement campaign that will kick off the annual *Click It or Ticket* campaign. Law enforcement officers in New Jersey will join with colleagues from other States to set up checkpoints and roving patrols near border crossings to enforce seat belt usage. Media activities will also be conducted specific to this program.

Awareness about the importance of wearing a seat belt will be enhanced by the distribution of education materials, social and earned media efforts, paid media conducted by NHTSA, and *Click It or Ticket* banners and displays on dynamic message signs on major highways. Visibility will also be heightened when local and state law enforcement agencies undertake their own earned media efforts and when they join forces with police departments from other states participating in the *Border-to-Border* initiative.

Driver Behavior is one of the six Emphasis Areas of the 2020 Strategic Highway Safety Plan, and the issues relating to occupant protection fall within this area. DHTS will make it a priority to assist in implementing the strategies of the plan in which it can play a role, such as enhancing enforcement and educational efforts relating to rear seat belt use and educating young drivers on the importance of buckling up.



Within this planned activity, the approximate breakdown for FY2022 funding will be:

\$750,000 for the 2022 *Click It or Ticket* mobilization utilizing \$500,000 in flexed Sec. 405(e) funds and \$250,000 in Sec. 405(b) funds (Municipalities will be offered funding based upon data driven considerations). \$150,000 to New Jersey State Police for *Click It or Ticket* through Sec. 405(b) funding.

\$150,000 to New Jersey State Police for Sustained Seat Belt Enforcement also through Sec. 405(b) funding.

\$200,000 to select counties for *Click It or Ticket* flow through grants to municipal agencies through Sec. 402 funds.

(NOTE: Sustained seat belt enforcement grants to Top 25 municipal and Top 5 county agencies will also be carried out utilizing a combination of Sec. 402 funds and flexed Sec. 405(e) funds in the Police Traffic Services area as they will include additional enforcement in other priority program areas such as alcohol, distractions, and speed).

Funding Source: SECTION 402 - \$200,000 SECTION 405(b) - \$550,000 SECTION 405(e) flexed - \$500,000

Local Benefit: \$950,000

Countermeasure Strategy: Child Passenger Safety Education and Enforcement

Effectiveness of Countermeasure

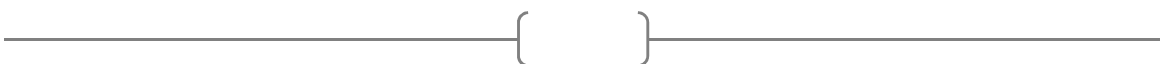
Improved vehicle crashworthiness and greater use of child restraint systems have significantly affected the safety of children in automobiles. Major shifts in child restraint use, particularly the use of booster seats among older children, have occurred in response to public education programs and enhancements to child restraint laws in nearly every state. In addition, there has been a substantial increase in scientific evidence on which to base recommendations for best practices in child passenger safety. Despite this progress, each year, nearly 1000 children younger than 16 years die in motor vehicle crashes in the United States (*Child Passenger Safety*. Dennis R. Durbin, Benjamin D. Hoffman and COUNCIL ON INJURY, VIOLENCE, AND POISON PREVENTION. Pediatrics, November 2018, 142 (5)).

The American Academy of Pediatrics (AAP) strongly supports optimal safety for children and adolescents of all ages during all forms of travel, which includes five evidence-based recommendations for best practices to optimize safety in passenger vehicles for all children, from birth through adolescence:

- All infants and toddlers should ride in a rear-facing car safety seat (CSS) as long as possible, until they reach the highest weight or height allowed by their CSS's manufacturer. Most convertible seats have limits that will permit children to ride rear-facing for 2 years or more.
- All children who have outgrown the rear-facing weight or height limit for their CSS should use a forward-facing CSS with a harness for as long as possible, up to the highest weight or height allowed by their CSS's manufacturer.
- All children whose weight or height is above the forward-facing limit for their CSS should use a belt-positioning booster seat until the vehicle lap and shoulder seat belt fits properly, typically when they have reached 4 ft 9 inches in height and are between 8 and 12 years of age.
- When children are old enough and large enough to use the vehicle seat belt alone, they should always use lap and shoulder seat belts for optimal protection.
- All children younger than 13 years should be restrained in the rear seats of vehicles for optimal protection.

Imparting this critical information to parents and caregivers is the key.

One study evaluated Safe Kids child restraint inspection events held at car dealerships, hospitals, retail outlets and other community locations (to provide as much local exposure as possible). The objective of the study was to



measure parent confidence levels, skill development and safe behavior over a 6-week interval using checklists and a matching behavioral survey. Results showed that within the 6-week time period, the child passenger safety checkup events successfully and positively changed parents' behavior and increased their knowledge: children arriving at the second event were restrained more safely and more appropriately than they were at the first (Dukehart, Walker, Lococo, Decina, & Staplin, 2007).

Another study evaluated whether a "hands-on" educational intervention makes a difference in whether or not parents correctly use their child restraints. All study participants received a free child restraint and education, but the experimental group also received a hands-on demonstration of correct installation and use of the child restraint in their own vehicles. Parents who received this demonstration were also required to demonstrate in return that they could correctly install the restraint. Follow-up observations found that the intervention group was four times more likely to correctly use their child restraints than was the control group (Tessier, 2010).

Inspection stations in urban communities may be effective in reaching households that improperly use child restraints. One study conducted in Los Angeles that reached out to parents and caregivers using advertisements found that vehicles visiting the inspection stations had a rate of child restraint misuse of 96.2% (Bachman et al., 2016). The Los Angeles inspection station study found that factors such as child age, child weight, and vehicle year led to systematic instances of child restraint misuse and should be considered when conducting inspections and addressing deficiencies in restraint use.

Assessment of Safety Impacts

Current estimates of child restraint effectiveness indicate that child safety seats reduce the risk of injury by 71% to 82% and reduce the risk of death by 28% when compared with children of similar ages in seat belts. Booster seats reduce the risk of nonfatal injury among 4- to 8-year-olds by 45% compared with seat belts. (*Child Passenger Safety*. Dennis R. Durbin, Benjamin D. Hoffman and COUNCIL ON INJURY, VIOLENCE, AND POISON PREVENTION. Pediatrics, November 2018, 142 (5)).

The challenge is to ensure that these restraints, whether a car seat or booster seat, are installed in a proper manner. Misuse is a chronic issue. Overall misuse nationally was estimated at 46% in one study. Misuse varied by seat type and position, with the highest misuse rate being 61% for forward facing child seats. In order to combat this misuse, programs have been implemented to provide hands on assistance to parents and caregivers in proper child restraint use. Currently there are more than 43,000 certified Child Passenger Safety technicians and instructors nationally (Safe Kids Worldwide, 2021) and 4,900 inspection stations registered with NHTSA.

Linkage between Problem Identification and Performance Targets

Car crashes are the leading cause of death for children from 1-13 years of age (Source: NHTSA). The estimated rate of car seat misuse observed at fitting stations in New Jersey is as high as 80 percent. Occupants required to be secured in car or booster seats have a non-compliance rate of approximately 10 percent based on recent observational surveys.

Project Name: CHILD PASSENGER SAFETY ENFORCEMENT/EDUCATION/TRAINING

**Sub-Recipients: STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES, STATE AGENCIES
AND NON-PROFIT ORGANIZATIONS**

Total Project Amount: \$950,000

Project Description:

The Child Passenger Safety (CPS) program, funded through the Division of Highway Traffic Safety (DHTS), will continue its efforts at reducing child traffic injury and fatality rates through coordinated enforcement and education programs regarding the proper use of child restraints in motor vehicles. Child safety seat check events have been at the core of the CPS program. This effort will continue to be supported and will include work with the New Jersey Department of Children and Families (DCF) in an effort to reach a greater portion of the urban and disadvantaged population. The combined efforts are focused on several strategies and are designed to meet the National Highway Traffic Safety Administration (NHTSA) goal of reaching at least 70 percent of the state's population of children under age 15.



During Fiscal Year 2021, grants were provided directly to agencies for CPS programs, technician training, re-training and program development. These grantees have directly worked one-on-one with over 28,000 parents and children and reached another several hundred children with the booster seat education program. Grants will continue to be awarded in FY2022 to approximately 20 state, county, and local entities to conduct child passenger safety programs and to conduct technician training and re-training classes.

The grant programs are focused on two major areas: Education programs targeting parents and students, and technician training and re-certification. Parent (or caregiver) education programs are typically conducted at a community event or fixed, regularly-scheduled location, where a parent or caregiver works in a one-on-one situation with a trained technician and is instructed on how to properly install child safety seats. These events are usually attended by individuals with children age 4 and under with either rear facing (infant) or forward facing (toddler) seats. There are also various educational seminars provided at the municipal and county level.

Enhancing the number and quality of trained New Jersey CPS Technicians begins with offering initial certification courses. FY2020 and FY2021 training efforts were severely hampered by the public health emergency. The goal for FY2022 is to conduct 10 child passenger safety technician courses to certify 200 new technicians. As of April 2021, there were 1,235 total technicians in the state working in the law enforcement, medical, and injury prevention realms, as well as 38 instructors.

Continuing education for existing technicians is critical. Ongoing (CEU's) for recertification as well as LATCH manual updates (Lower Anchors and Tethers for Children) and regular opportunities for instructors to evaluate the skills of technicians are all part of this effort. In addition, after being postponed for two years as the result of the recent public health crisis, a one-day Child Passenger Safety conference for New Jersey technicians is in the planning stages for April, 2022.

Public Information

DHTS assists in providing safety messages and information to the motoring public. The *100%, Everyone, Every Ride* message is publicized at child passenger safety programs around the State and through social media. DHTS also promotes National Child Passenger Safety Week each September by calling attention to the importance of safely transporting children and promoting NHTSA's "4 Steps for Kids" campaign. Child Passenger Safety Weeks activities generally include ten special seat check events or programs. The most up to date standards, issued by NHTSA and based on the American Academy of Pediatrics Child Passenger Safety Technical Report and Policy Statement, are incorporated into all of the support materials. The DHTS website, which can be found at www.njsaferoads.com, educates New Jersey motorists about numerous highway traffic safety priority areas. The following child passenger safety information is available:

- New Jersey's Child Passenger Safety Law
- Child Passenger Safety County Contacts
- Regularly Scheduled CPS Inspection and Education Stations
- Child Restraint Product Recalls
- Child Passenger Safety Training and Technical Resources

Child Passenger Safety County Contacts

Child Passenger Safety Coordinators exist for each county in New Jersey. They are listed on the DHTS website. Coordinators help the public locate technicians, assist technicians with re-certification needs and provide information on child passenger safety programs in their respective counties. The public may contact these county coordinators directly and arrange for child safety seat program presentations or receive information and guidance on proper installation techniques. In addition, these contacts are tasked to keep DHTS advised of the trends and needs for services within their respective areas.

Child Safety Seat Check Schedule

The DHTS website provides a routinely updated list of regularly scheduled Child Safety Seat Inspection and Education activities listed by region and county. There are also three regional Child Passenger Safety Stations



which are operated by the New Jersey State Police. The sites are located in Passaic (North Region), Neptune (Central Region), and Camden (South Region). Each operates at least once per month. CPS providers report activity conducted directly to NHTSA. This information is included on a searchable map of all CPS permanent stations and is located on the national NHTSA website at [NHTSA.gov](https://www.nhtsa.gov). The public is able to search by zip code or by state to find the nearest provider.

Permanent Child Safety Seat Inspection and Education Stations

There are permanent Child Passenger Safety Inspection and Education programs operating throughout the state covering all 21 counties. This includes the three Regional State Police stations. All are tasked with expanding their CPS educational outreach to include community education programs for all children age 15 and under in their respective areas. The current safety seat inspection and education stations can be found on the DHTS website.

Funds for personal services will be used to conduct child safety seat checks at these state, county and municipal programs. Child safety seat technicians will perform safety seat checks and conduct educational seminars to reduce the misuse and/or non-use of child safety seats and to provide correct information regarding child passenger safety. Funds will also be used to purchase a small number of child safety seats for distribution at seat check events and fitting stations.

In FY2020, DHTS for the first time hosted “pop-up” child safety seat check events in five previously underserved communities in the state: Irvington, Paterson, Trenton, Bridgeton, and Vineland. NJ State Police CPS technicians at these events provided much needed education and outreach relating to child passenger safety and the events were well received. These targeted events will continue in FY2022 and beyond. Also in the planning stages for FY2022 is the opening of a new permanent child seat fitting station at University Hospital (UMDNJ) in Newark, Essex County. Staff members from the hospital are scheduled for CPS certification training in FY2021. When this new station comes to fruition it will provide much needed CPS education within New Jersey’s largest urban community.

NHTSA Standardized Child Passenger Safety Training Program

DHTS is the state training contact for CPS training and information and also supports the national child passenger safety certification program which provides a national certification to those that are successfully trained. There are now 1,235 individuals trained as certified technicians in the State working in public safety, health and injury prevention programs that remain certified. 38 of the technicians are certified as CPS instructors. In FY2022, ten CPS training courses are planned.

The Department of Children and Families (DCF) and its Division of Youth and Family Services (DYFS) will conduct CPS training for staff whose assigned duties include the transportation of children. Staff will be instructed on how to select the correct car seat and provide hands-on practice on installing child restraints into vehicles utilized within the DCF fleet so that children under the Department’s supervision, custody or guardianship are safely secured. An additional benefit of this program is that the local offices of the DCF/DYFS will be open and available to provide CPS education and awareness programs to the residents within those respective communities, thereby, enhancing efforts to reach underserved and urban communities.

Check to Protect

As an added benefit to the public, attendees at some New Jersey Child Passenger Safety permanent fitting stations receive important vehicle recall information as part of the *Check to Protect* program. The program was developed by the Governor’s Highway Safety Association (GHSA) to help address the more than 63 million unreported vehicle recalls in the United States. The initiative calls for CPS technicians to carry out vehicle recall checks at child passenger safety stations and for police officers to do the checks during routine traffic stops.

Check to Protect kits were provided to nine New Jersey agencies for a spring 2020 pilot program. The rollout, though slowed by the 2020/2021 public health emergency, will continue and be monitored for effectiveness in FY2022.

Within the CPS planned activity, the approximate breakdown for FY2022 funding will be:

\$750,000 for seat check events and fitting station operational grants directly to State, County, and Municipal agencies. (Note: Some CPS activities are also integrated into County CTSP grants utilizing Sec. 402 funds, as outlined in the Community Traffic Safety Programs area).

\$200,000 for primarily education-related CPS grants such as the Central Jersey Family Health Consortium (Safe Kids) and the New Jersey Dept. of Child and Family Services.

Funding Source: **SECTION 405(b)** Local Benefit: **\$650,000**

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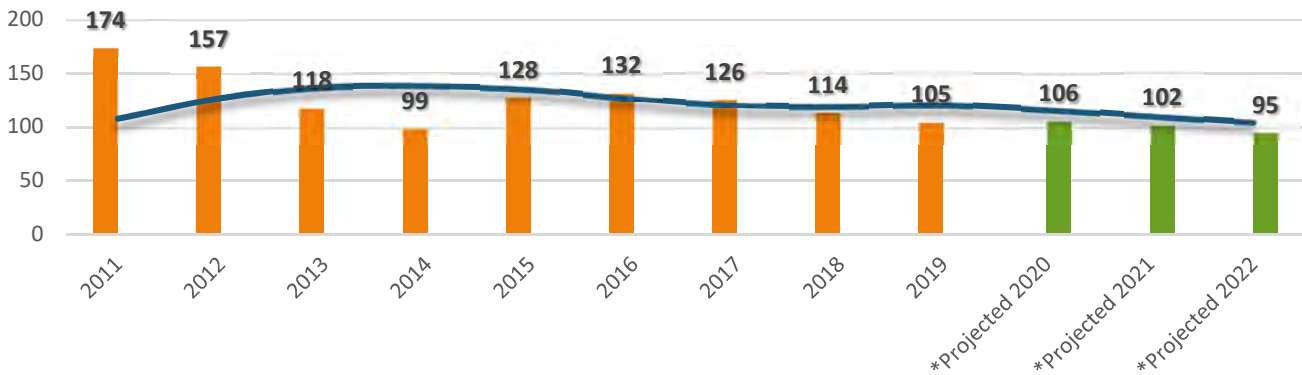
POLICE TRAFFIC SERVICES (SPEEDING AND DISTRACTED DRIVING)

General Overview

Most know that speed and distractions are the two most lethal contributing factors in motor vehicle crashes. Traffic law enforcement plays a critical role in deterring many contributing factors such as impaired driving, increasing seat belt usage, encouraging compliance with speed laws and reducing unsafe driving actions. While some traffic laws are mainly supportive to the traffic system, several are directly and specifically tailored to prevent unsafe acts or to reduce conditions which may cause crashes. These are generally referred to as hazardous moving violations. Hazardous moving violations are identified as a contributing factor in fatal as well as non-fatal crashes. Two of the moving violations that contribute significantly to both fatal and non-fatal crashes and therefore require increased attention are speed and distracted driving infractions.

Speed is a major factor in fatal crashes regardless of road type or functional class. New Jersey experienced a significant decrease in speed related fatalities from 2011-2014. The State experienced its third consecutive year decrease in speed involved fatalities in 2019.

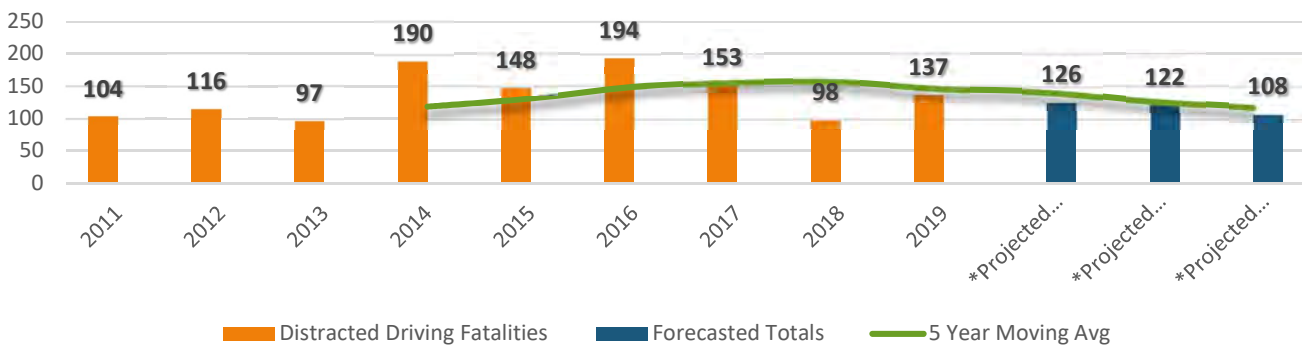
SPEED RELATED FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



Driver inattention has remained the most frequently cited cause of fatal and incapacitating crashes, over seven times higher than the total crashes cited for unsafe speed over the past five years (2015-2019). Unsafe speed was the contributing circumstance in 5.4 percent of all crashes in 2019, a decrease from 6 percent in 2018. Driver inattention was a contributing circumstance in nearly 49 percent of crashes in 2019, down from 50 percent in 2018.

Recent groundbreaking research performed by Rowan University further demonstrates the extent of the driver distraction problem in New Jersey. A pilot observational driver distraction survey was conducted in 2021 along ten high crash highway corridors, using video camera technology. The preliminary findings are being analyzed at the time of this writing, however the average rate of distraction for drivers in the survey came in at an eye-opening **20.4%**.

DISTRACTED DRIVING RELATED FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



Note: Distracted driving fatalities not reported in FARS prior to 2010; five year moving averages not available prior to 2014.

There are many other circumstances present in distracted driving and unsafe speed involved crashes. Many of these circumstances are overlapping and aid in New Jersey’s understanding of crash occurrences that have multiple causation factors. Distracted driving and unsafe speed crashes and how they combine with other performance areas are represented in the next two tables.

Between 2015 and 2019, overall distracted driving crashes decreased 3.5 percent with the biggest decrease seen in combination with unsafe speed crashes (-15%). Overall crashes involving speeding decreased 14 percent with a large decrease (-30%) in pedestrian involved as a combining factor.

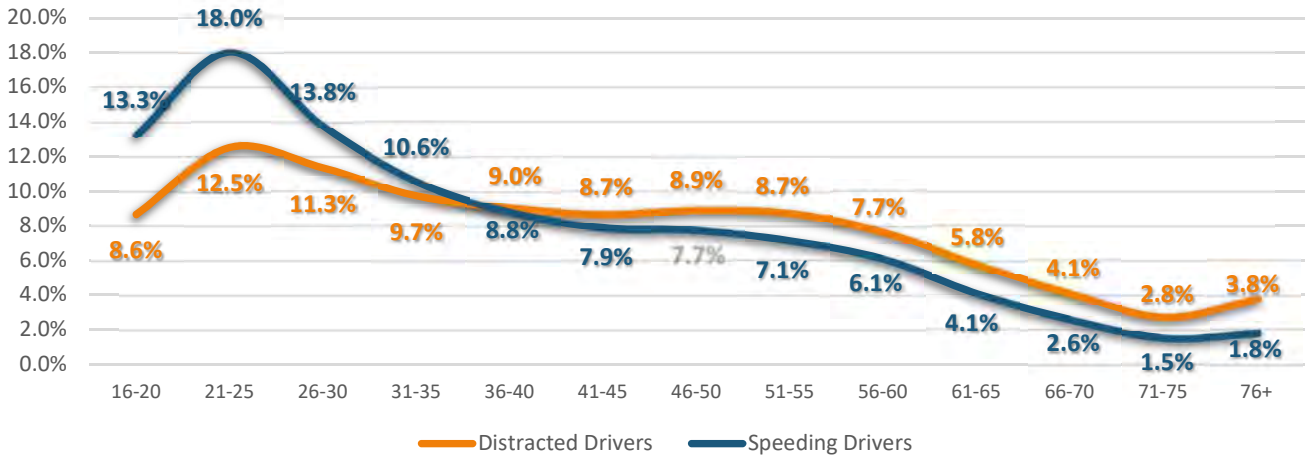
DISTRACTED DRIVING CRASHES BY PERFORMANCE AREA, 2015 – 2019								
	2015	2016	2017	2018	2019	2015-2019	2019	% Change
ALCOHOL INVOLVEMENT	4,741	4,732	4,693	4,556	4,365	4,617	4,617	3.3%
DRUG INVOLVEMENT	744	761	1,052	1,099	1,139	959	959	0.7%
PEDESTRIANS	2,018	2,107	2,208	1,812	1,987	2,026	2,026	1.4%
UNSAFE SPEED	4,892	5,145	4,673	4,441	4,154	4,661	4,661	3.3%
YOUNG DRIVERS	20,313	20,818	19,094	18,648	17,823	19,339	19,339	13.6%
OLDER DRIVERS	24,811	26,141	25,783	26,345	25,790	25,774	25,774	18.2%
MOTORCYCLES	985	945	939	840	857	913	913	0.6%

UNSAFE SPEED CRASHES BY PERFORMANCE AREA, 2015 – 2019								
	2015	2016	2017	2018	2019	2015-2019	2019	% Change
ALCOHOL INVOLVEMENT	1,263	1,117	1,079	1,094	1,007	1,112	1,112	6.8%
DRUG INVOLVEMENT	144	132	183	221	245	185	185	1.1%
DISTRACTED DRIVING	4,892	5,145	4,647	4,441	4,154	4,656	4,656	28.5%
PEDESTRIANS	141	122	178	79	99	124	124	0.8%
YOUNG DRIVERS	3,137	2,911	2,822	2,682	2,595	2,829	2,829	17.3%
OLDER DRIVERS	1,322	1,314	1,390	1,563	1,395	1,397	1,397	8.6%
MOTORCYCLES	320	330	294	273	252	294	294	1.8%

Analysis of Age

The most prominent age group that operated a vehicle at unsafe speed and/or while distracted was 21-30 years of age. A 10-year sliding analysis of age finds drivers between the ages of 18 and 27 made up the largest group of distracted drivers (23%) and speeders (35%) over the last 5 years (2015-2019).

DISTRACTED AND SPEEDING DRIVERS % BY AGE GROUP, 2015 – 2019



Analysis of Occurrence

The occurrence of crashes involving unsafe speed and distracted driving aids decision makers in addressing the specific patterns that may be taking place on New Jersey’s roadways. Being able to identify the time-of-day, day-of-week and month of the year occurrences helps narrow the window where enforcement efforts would become the most effective. Over the last 5 years, distracted driving was a contributing circumstance in a similar pattern to that of all crashes in New Jersey. Weekdays, especially Friday (16.6%), had the higher occurrences of distracted behavior in crashes.

DISTRACTED DRIVING INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2015 - 2019

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								22,626	3%
3:00AM to 5:59AM								17,228	2%
6:00AM to 8:59AM								95,417	13%
9:00AM to 11:59AM								107,321	15%
Noon to 2:59PM								140,463	20%
3:00PM to 5:59PM								176,637	25%
6:00PM to 8:59PM								100,298	14%
9:00PM to 11:59PM								46,843	7%
TOTAL	103,739	109,474	108,359	108,173	117,320	89,033	70,735	706,833	100%
	15%	15%	15%	15%	17%	13%	10%		



During that same period, most of the crashes where unsafe speed was a contributing circumstance occurred on weekends (31%).

UNSAFE SPEED INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2015 - 2019

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								6,087	8%
3:00AM to 5:59AM								4,976	6%
6:00AM to 8:59AM								11,920	15%
9:00AM to 11:59AM								10,554	13%
Noon to 2:59PM								13,224	16%
3:00PM to 5:59PM								14,934	18%
6:00PM to 8:59PM								10,874	13%
9:00PM to 11:59PM								8,540	11%
TOTAL	10,934 13%	11,644 14%	10,671 13%	10,974 14%	11,708 14%	12,889 16%	12,289 15%	81,109	100%

During the period from 2015-2019, the months that experienced the highest volume of crashes involving a distracted driver were May and October. For unsafe speed, the most prevalent months were January and February.

DISTRACTED DRIVING INVOLVED CRASHES TIME OF DAY, TIME OF YEAR 2015 - 2019

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	
Midnight to 2:59AM													22,626	3%
3:00AM to 5:59AM													17,228	2%
6:00AM to 8:59AM													95,417	13%
9:00AM to 11:59AM													107,321	15%
Noon to 2:59PM													140,463	20%
3:00PM to 5:59PM													176,637	25%
6:00PM to 8:59PM													100,298	14%
9:00PM to 11:59PM													46,843	7%
TOTAL	52,855 7%	49,761 7%	55,937 8%	54,891 8%	63,184 9%	63,178 9%	61,909 9%	59,642 8%	58,916 8%	63,760 9%	60,452 9%	62,348 9%	706,833	100%

UNSAFE SPEED INVOLVED CRASHES TIME OF DAY, TIME OF YEAR 2015 - 2019

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	
Midnight to 2:59AM													6,087	8%
3:00AM to 5:59AM													4,976	6%
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Noon to 2:59PM													13,224	16%
3:00PM to 5:59PM													14,934	18%
6:00PM to 8:59PM													10,874	13%
9:00PM to 11:59PM													8,540	11%
TOTAL	8466	8384	7968	5097	6347	5736	6036	5475	6072	6629	6579	8320	81,109	100%
	10%	10%	10%	6%	8%	7%	7%	7%	7%	8%	8%	10%		

Analysis of Location

Over the last 5 years (2015-2019), Bergen and Middlesex County each shared 10.8% of the distracted driving crashes in New Jersey. Essex County (64,139, 9.0%) had the next highest frequency of distracted driving crashes by county. During that same period, Essex County experienced the highest number of unsafe speed related crashes with 8,403 crashes or 10.3 percent of the total.

DISTRACTED DRIVING AND UNSAFE SPEED CRASHES BY COUNTY, 2015 – 2019				
COUNTY	2015 2019 DISTRACTED DRIVING CRASHES		2015 2019 UNSAFE SPEED CRASHES	
	Total	% of Total	Total	% of Total
ATLANTIC	21,667	3.1%	3,931	4.8%
BERGEN	76,749	10.8%	5,116	6.3%
BURLINGTON	31,144	4.4%	5,475	6.7%
CAMDEN	37,946	5.4%	6,097	7.5%
CAPE MAY	6,793	1.0%	765	0.9%
CUMBERLAND	8,642	1.2%	1,820	2.2%
ESSEX	64,139	9.0%	8,403	10.3%
GLOUCESTER	18,954	2.7%	3,146	3.8%
HUDSON	56,011	7.9%	2,607	3.2%
HUNTERDON	8,963	1.3%	1,316	1.6%
MERCER	27,214	3.8%	5,452	6.7%
MIDDLESEX	76,775	10.8%	8,191	10.0%
MONMOUTH	50,077	7.1%	6,931	8.5%
MORRIS	35,226	5.0%	3,865	4.7%
OCEAN	37,450	5.3%	4,461	5.5%
PASSAIC	56,455	8.0%	4,055	5.0%
SALEM	3,409	0.5%	993	1.2%
SOMERSET	23,719	3.3%	2,412	3.0%
SUSSEX	7,649	1.1%	1,282	1.6%
UNION	51,761	7.3%	4,137	5.1%
WARREN	8,316	1.2%	1,274	1.6%

**DISTRACTED DRIVING AND UNSAFE SPEED INVOLVED CRASHES, TOP 20 MUNICIPALITIES WHERE CRASH OCCURRED
2015 - 2019**

1	Paterson City	23,321	3.29%	Newark City	4,041	4.94%
3	Newark City	17,033	2.40%	Trenton City	1741	2.13%
5	Clifton City	13,266	1.87%	Paterson City	1307	1.60%
7	Union Township (Union	10,092	1.42%	Hamilton Township	1177	1.44%
9	Lakewood Township	8,395	1.18%	Pennsauken Township	1042	1.27%
11	Toms River Township	7,955	1.12%	Middletown Township	1006	1.23%
13	Irvington Township	7,573	1.07%	Union Township (Union	917	1.12%
15	East Orange City	6,044	0.85%	Atlantic City	894	1.09%
17	New Brunswick City	5,951	0.84%	Irvington Township	850	1.04%
19	Cherry Hill Township	5,665	0.80%	Cherry Hill Township	822	1.01%

Countermeasure Strategies in Program Area

Highway Safety Office Program Management
Speed and Distracted Driving Enforcement
Equipment
Traffic Safety Resource Prosecutor
Law Enforcement Training
Data Driven Approaches to Crime and Traffic Safety (DDACTS)
Law Enforcement Liaison (LEL)

Coordination with goals in 2020 Strategic Highway Safety Plan

Objective: Reduce the five-year rolling average of drowsy/distracted driving and aggressive driving related fatalities by 10%, serious injuries by 5%, and total injuries by 5%, over the period from 2018 to 2023.

Review the Safe Corridors Program and make recommendations to improve efficiency. Monitor aggressive and distracted driving of commercial vehicles in high risk locations.
Discuss opportunities with the Administrative Office of the Courts and OAG to limit plea bargaining for aggressive, drowsy and distracted driving.
Create a safety culture in NJ by reviewing existing educational programs led by government, schools, insurance industry, health industry, and non-profit advocacy organizations. Make recommendations to strengthen partnering and messaging to reach target audiences.
Initiate a study to evaluate the efficacy of various driver behavior modification approaches.

Associated Performance Measures

2022	Number of Distracted Driving Related Fatalities	2022	5 Year	118.2
2022	Number of Distracted Driving Related Crashes	2022	5 Year	135,722
2022	Number of Speed Related Crashes	2022	5 Year	14,674
2022	Number of Speed Related fatalities (FARS)	2022	5 Year	105.5

Project Name: POLICE TRAFFIC SERVICES PROGRAM MANAGEMENT

Sub-Recipient: DIVISION OF HIGHWAY TRAFFIC SAFETY

Total Project Amount: \$500,000

Project Description:

Funds will be provided for program manager expenses related to planning, developing, coordinating, monitoring and evaluating projects within the police traffic services program area. Funds will be used for salaries, fringe benefits, travel and other administrative costs that may arise for program supervisors and their respective staff. Salaries and fringe benefits represent \$400,000 of the budgeted amount and another \$100,000 is budgeted for travel and other miscellaneous expenditures.

In all, eight current program staff members are provided partial salary funding in this grant, as well as a public information assistant who carries out media activities relating to speed and distracted driving. Activities carried out by the staff members funded through this grant include all of the countermeasures in the police traffic services program area, with the majority of work hours taking place managing new and continuation sustained enforcement grants as well as large enforcement mobilizations relating to driver distraction.

Funding Source: SECTION 402 **Local Benefit:** 0



Countermeasure Strategy: Speeding and Distracted Driving Enforcement

Effectiveness of Countermeasure

High-visibility enforcement campaigns have been used to deter speeding, aggressive driving, and driver inattention through specific and general deterrence. In the high-visibility enforcement model, law enforcement target certain high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols. The objective is to convince the public that speeding, aggressive driving, and distracted driving actions are likely to be detected and that offenders will be arrested and fined (Countermeasures that Work, 9th Edition., 2017).

Several studies have reported reductions in crashes or reductions in speeding or other violations attributed to both general and targeted high-visibility enforcement campaigns. Although the evidence is not conclusive, the trends are promising. These efforts have included a substantial increase in general traffic enforcement in Fresno, California (Davis et al., 2006), and a neighborhood high-visibility speed enforcement campaign in Phoenix and Peoria, Arizona (Blomberg & Cleven, 2006).

A 2008 test of a 4-week, high-visibility enforcement campaign along a 6-mile corridor in London, U.K. with a significant crash history found significant reductions in driver speeding in the enforced area. There was also a halo effect up to two weeks following the end of the campaign (Walter, Broughton, & Knowles, 2011). The campaign was covered by print media as well as by billboards and active messaging along the enforced corridor.

In addition to high visibility enforcement campaigns and automated enforcement, a number of technologies have been recommended to address speeding and aggressive driving (NHTSA, 2001). Laser speed measuring equipment can provide more accurate and reliable evidence of speeding (NHTSA, 2001a) (Countermeasures That Work, 8th Edition, 2015). Effective, high visibility communications and outreach are an essential part of successful speed and aggressive-driving enforcement programs (Neuman et al., 2003; NHTSA, 2000).

With regards to driver distraction, NHTSA has examined whether the HVE model could be effective in reducing hand-held cell phone use and texting among drivers. Results from the NHTSA HVE program suggest hand-held cell phone use among drivers dropped 57% in Hartford and 32% in Syracuse (Chaudhary et al., 2014). The percentage of drivers observed manipulating a phone (e.g., texting or dialing) also declined. Public awareness of distracted driving was already high before the program, but surveys suggest awareness of the program and enforcement activity increased in both Hartford and Syracuse. Surveys also showed most motorists supported the enforcement activity. In California and Delaware, similar reductions in cell phone use were observed following the campaign, although decreases were also noted in comparison communities (Schick et al., 2014).

More recently, in the study *Using Electronic Devices While Driving: Legislation and Enforcement Implications (2021)*, it was found that effective tools include a combination of high-visibility enforcement of the law and targeted public information, education, and outreach campaigns. This is in line with previous research that has shown public information, education campaigns, and community-sponsored events coupled with rigorous law enforcement operations positively influence motorists' behavior and remind the public of the consequences of disobeying the law. It was also noted that additional research to evaluate the effectiveness of different types of approaches to reduce distracted driving could be beneficial, including a review of educational methods such as targeted public outreach or teen education efforts on the topics of distracted driving and electronic device use. Comparing different strategies within and across jurisdictions would help provide further guidance on best practices to prevent electronic device use. This research could be increasingly important as jurisdictions implement more rigorous legislation and look for additional methods to reduce electronic device use while driving. Another potential approach to reduce distracted driving could be a review of technological capabilities, such as cell phone applications or digital interventions. (National Academies of Sciences, Engineering, and Medicine 2021. *Using Electronic Devices While Driving: Legislation and Enforcement Implications*. Washington, DC: The National Academies Press. <https://doi.org/10.17226/26082>.)

Assessment of Safety Impacts

Noncompliance with traffic laws pertaining to speed and distracted driving cause many thousands of crashes annually. Nationally, in 2017 speeding killed more than 9,700 people, accounting for 26% of all traffic fatalities. According to NHTSA, between 2012 and 2019, nearly 26,004 people died in crashes involving a distracted driver. The effectiveness of enforcement in reducing these crashes stems from the basic premise that drivers will adjust their behavior if they perceive there is a significant chance they may be cited for the violation and given a ticket. Visible enforcement programs can increase drivers' perceptions of the enforcement-related risks of speeding and distracted driving and can be effective in deterring drivers from speeding and driving distracted.

Traffic law enforcement personnel need accurate and reliable equipment to monitor traffic speeds and provide evidence that meets the standards of proof needed to uphold a speed limit citation. The use of speed detection equipment provides a means of increasing enforcement effectiveness and permits police administration to make better use of scarce personnel.

Linkage between Problem Identification and Performance Targets

Both speed and distracted driving related crashes and fatalities have been noteworthy concerns over the past five years. Unsafe speed was the contributing circumstance in 5.4 percent of all crashes in 2019, a decrease from 6 percent in 2018. Driver inattention was a contributing circumstance in 49 percent of crashes in 2019, down from 50 percent in 2018. There is an over-representation of speed and distracted driving crashes in Bergen, Essex, and Middlesex Counties. Particular emphasis will be placed on implementing programs in high crash locations identified in these counties.

Speed is a contributing factor in 15 percent of all fatal and injury crashes in Division of State Police patrolled areas. The use of radar equipment assists law enforcement in both the detection and apprehension of motorists driving at excessive and unlawful speeds. The identification of high-speed related crashes on State Police patrolled roadways will dictate the allocation of resources in those areas.

Any measures that can achieve reductions in average operating speeds, including lower speed limits, enhanced enforcement, and communication campaigns, as well as engineering measures are expected to reduce fatal and injury crashes. Even small changes in average speed have a substantive impact. A reduction of 3 mph in average speed on a road with a baseline average operating speed of 30 mph is expected to produce a reduction of 27% in injury crashes and 49% in fatal crashes (AASHTO, 2010).

Project Name: ENFORCEMENT PROGRAMS

Sub-Recipients: STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES, ROWAN UNIVERSITY

Total Project Amount: \$4,300,000

Project Description:

Funds will be provided to allow municipal, county, and State law enforcement agencies to participate in high visibility enforcement efforts designed to deter speeding, aggressive driving, and distracted driving. Saturation patrols will concentrate on problem roadways and locations as identified through a data driven approach and analysis. As with other priority program areas (alcohol and seat belts), ranking lists are generated for distracted driving and speed related crashes, which will allow for targeted programmatic efforts.

Speed detection is the backbone of traffic enforcement programs aimed at reducing crashes and injuries. Radar speed detection remains one of the most cost-effective means of speed enforcement. Supplemental speed enforcement details will be targeted to enforce speeding violations exclusively through the use of radar speed detection devices. These details will be scheduled at targeted times in pre-determined areas where crashes involving unsafe speed as a contributing factor have been documented.

Funds will be used to deploy Division of State Police supplemental radar and laser team details dedicated to speeding violator enforcement. 125 radar units, purchased by NJSP in FY2021 with federal funds, will be put into operation in FY2022. Municipal and county law enforcement agencies will also be considered for speed enforcement grant funding in combination with other priority program areas.

On an overtime basis, funds will also be provided to police agencies to conduct special enforcement patrols targeting distracted drivers not complying with the state’s cell phone/texting law. Driver distraction is a major contributing cause for crashes in the state, and as one of only a handful of states to qualify for Sec. 405e funding, New Jersey has the available resources to aggressively attack this issue from an enforcement and public awareness standpoint.

For FY2022, DHTS will employ a comprehensive data-driven approach to speed, aggressive driving, and distracted driving utilizing a combination of sustained and targeted mobilization enforcement.

Crash ranking lists of these crash types represent the starting point for our efforts. Based on the data included in these rankings, local and county agencies will be selected and offered sustained grants covering two or more priority areas (ex. Speed and Distractions) as well as grants for the scheduled national mobilizations. Every effort is made to engage police agencies in these high crash areas in our grant programs, but there is no guarantee that all agencies will be willing or able to participate. In many cases, priorities need to be set as many of the agencies with high rates of one type of crash, such as speed-related, also show up on other priority area lists such as pedestrian safety, impaired driving, and distracted driving.

Specifically, for the FY2022 mobilizations, a statewide list detailing the occurrence of crashes involving distracted driving will be updated and analyzed to assist in determining grantee participation in the annual *U Drive. U Text. U Pay.* campaign. Those towns that are overrepresented in distracted driving crashes will be asked to participate in high visibility enforcement efforts to reduce cell phone use among drivers. Law enforcement officers will actively seek out phone users through special roving patrols or through spotter techniques. Grant funding for the mobilization will be offered based on the rankings list, and in scaled amounts as much as possible, to focus available funding into the places of greatest need.

To support the mobilization and raise awareness about the critical issue of driver distraction, DHTS will again work with the NJ OAG Communications Office utilizing Sec. 405(e) funds to develop and carry out a multi-faceted paid media program during the spring and summer of 2022, similar to the “Take Control of Your Destiny” campaign (NJSAFEROADS.COM/DESTINY) of 2021.

Rowan University will again receive funding (Sec. 402) to continue its distracted driving research project, which in FY2021 focused on a comprehensive literature review of the knowledge base relating to driver distraction, followed by a pilot observational driver distraction survey along ten high crash highway corridors, using video camera technology. Preliminary findings were very exciting and informative, as the average rate of distraction for drivers in the survey came in at **20.4%**. The ultimate goal of the project will be to better understand the extent of the driver distraction problem in the state, to recommend the most appropriate countermeasures to address the issue, and to better inform the allocation of enforcement resources.

Driver Behavior is one of the six Emphasis Areas of the 2020 Strategic Highway Safety Plan, and the issue of speeding and driver distraction fall within this area. DHTS will make it a priority to assist in implementing the strategies of the plan in which it can play a role, such as engaging the Traffic Safety Resource Prosecutor to train local prosecutors on the importance of safe driving behaviors and to work with the Administrative Office of the Courts and NJ OAG to limit plea-bargaining for dangerous driving violations.

It is anticipated that (as in FY2021) approximately \$1.2 million in Section 405(e) funding will be flexed into the Alcohol Enforcement and Occupant Protection program areas for FY2022 to support New Jersey’s participation in the national impaired driving and seat belt crackdowns.

Funding Source: SECTION 405(e) – \$3,000,000 (after \$1.2 million flexed out) • SECTION 402 – \$1,300,000
Local Benefit: \$2,800,000 (SECTION 405(e)), \$1,100,000 (SECTION 402)

Countermeasure Strategy: Equipment

Effectiveness of Countermeasure

The investigation of traffic crashes using advanced technology equipment provides a substantial improvement over traditional procedure. When technology is effectively applied to traffic incident management and crash investigation, safety is increased and traffic congestion is minimized. The use of traffic crash reconstruction technology has a significant impact on the safety of the investigators, the traveling public and the operation of the transportation system (*Crash Investigation and Reconstruction Technologies and Best Practices*, Federal Highway Administration, 2015).

In addition, the number of measurements obtained at a crash scene increases when equipment is used while the time required to collect the measurements decreases. The increase in the number of measurements results in a more accurate and detailed investigation and crash diagram. The use of computer plotting results in a significant time savings when a detailed crash diagram is needed. (*Evaluation of Advanced Surveying Technology for Crash Investigation*, Kentucky Transportation Center Research Report, 1994).

Assessment of Safety Impacts

Technology today is constantly changing. Technology in crash investigation and crime scene processing is routinely updating to reflect the latest investigative techniques. Updated equipment provides the necessary tools to conduct thorough and proper investigations, obtain proper data collections, and ensure a successful prosecution of traffic crashes.

Linkage between Problem Identification and Performance Targets

The Fatal Accident Investigation Unit (FAIU) of the Division of State Police performs many functions related to the investigation of fatal and serious injury motor vehicle crashes and the collection of statistical data related to fatal crashes. FAIU personnel investigate serious and fatal crashes that occur in the patrol areas of the State Police and respond to requests for technical assistance with on scene investigations and/or post collision investigation from county prosecutors' offices and municipal police departments. Proper documentation of crash scenes is a vital part of any investigation and is critical to the successful prosecution of any charges that result. FAIU personnel rely on their advanced training and technical expertise as well as their specialized equipment in order to effectively and efficiently perform these vital functions.

Technology used in crash investigation and crime scene processing routinely updates and changes to reflect the latest investigative techniques. Keeping the FAIU equipment current will allow personnel to effectively process crash scenes in a timely manner, which ultimately leads to better fatal crash-related data.

Project Name: CRASH INVESTIGATION

Sub-Recipients: DIVISION OF STATE POLICE, COUNTY AND MUNICIPAL LAW ENFORCEMENT AGENCIES

Total Project Amount: \$125,000

Project Description:

The Division of State Police and its Fatal Accident Unit performs many functions relating to fatal crash investigation. The unit not only investigates serious and fatal crashes that occur in the areas patrolled by the State Police but also responds to requests by county prosecutors and municipal police departments for on-scene investigation and post-crash technical assistance.

Proper documentation of crash scenes is a vital part of any investigation and is critical to the successful prosecution of any charges that result. There are many other benefits that result from the work of the FAIU, including better FARS reports and crash data, and enhancements to the overall Crash Investigation program in the state.

The FAIU and its operations are funded almost entirely through state monies, with many hundreds of thousands of dollars allocated each year for the team and its operations. DHTS grant funding for FY2022 will support the purchase of equipment and software that will allow trained FAIU team members to ensure a complete



investigation and assist them in completing reconstructions of serious and fatal motor vehicle crashes. DHTS recognizes the critically important work done by the FAIU and supports this work as part of a team effort with a fairly nominal grant allocation of federal funds when compared to the overall budget of the unit.

County and municipal fatal crash investigation units will also be supported with funding, including the Monmouth County Serious Collision Analysis Response Team.

Funding Source: **SECTION 402** Local Benefit: **\$100,000**

Countermeasure Strategy: Traffic Safety Resource Prosecutor

Effectiveness of Countermeasure

Traffic Safety Resource Prosecutors facilitate a coordinated, multidisciplinary approach to the prosecution of impaired driving and other traffic offenses.

TSRP's are typically current or former prosecutors who provide training, education, and technical support to local and county prosecutors and law enforcement personnel throughout their states. Traffic crimes and safety issues include alcohol and/or drug impaired driving, distracted driving, vehicular homicide, occupant restraint, and other highway safety issues. Each TSRP must assess the needs and demands unique to his or her own state and work in conjunction with many agencies to meet these needs. The National Highway Traffic Safety Administration, law enforcement agencies, judicial organizations, crime laboratories (including forensic toxicologists), medical examiners, local media, Governor's Highway Safety Offices, victim advocate groups, and resources available from the National District Attorneys Association's National Traffic Law Center should all be used to facilitate services to prosecutors and law enforcement. (NHTSA, *Traffic Safety Resource Prosecutor Manual*, 2nd Edition, 2016).

Assessment of Safety Impacts

The TSRP provides training, education and technical support to prosecutors and law enforcement agencies throughout the State, as well as critical legal and programmatic advice to the highway safety office. These issues include but are not limited to alcohol and/or drug impaired driving, vehicular homicide, occupant restraint and other highway safety issues.

Linkage between Problem Identification and Performance Targets

The TSRP is important to the law enforcement community in all traffic safety issues but is most needed and valuable in the field of the enforcement and prosecution of impaired driving offenses (alcohol and drugs). Nearly every municipality in the State has its own Municipal Court, consisting of at least one Municipal Court Judge, a Municipal Prosecutor, a Municipal Public Defender, and associated court staff and personnel. In small jurisdictions and areas with smaller populations, joint or central Municipal Courts are utilized. There has evolved a great need for coordination, training, and support for these diverse entities. Additionally, there is a need for interaction between the courts, law enforcement and other traffic safety agencies.

Furthermore, the State began rolling out a new DWI chemical breath test instrument in FY2021. The TSRP will play an integral part in facilitating this roll out into FY2022 and defending against any court challenges that occur.

Project Name: TRAFFIC SAFETY RESOURCE PROSECUTOR

Sub-Recipients: DIVISION OF CRIMINAL JUSTICE

Total Project Amount: \$450,000

Project Description:

The need for Deputy Attorneys General specializing in the area of prosecution and law enforcement has been underscored through experience developed within the Prosecutors Supervision and Coordination Bureau of the Division of Criminal Justice and in its statutory role over the county prosecutors and municipal prosecutors in the State. In performing this function, the Division of Criminal Justice has recognized the importance of having

Deputy Attorneys General who are well versed in both the legal and technical issues associated with the enforcement and prosecution of traffic and motor vehicle violations and the statewide implications of those issues.

The areas of impaired driving, distracted driving, youthful drivers and speed management require coordination and training in the judicial, prosecutorial, and law enforcement fields. There have also been significant legal challenges in the area of chemical breath testing and drugged driving enforcement in the State and as such there needs to be a uniform response taken by the many prosecutors throughout the State to these matters.

Funds will be used to pay the partial salaries (75%, 75%, 50%) of three DAG's as well as travel expenses of these Traffic Safety Resource Prosecutors. These TSRP's will deal with major legal issues relating to traffic safety in the state while also assisting DHTS with more routine inquiries relating to traffic safety laws and programs. The approximate budget breakdown within this project is: \$300,000 for salaries and fringe benefits, \$100,000 for expert testimony expenses for the DRE Frye hearing, and \$50,000 for miscellaneous expenses such as travel for the three TSRP's to traffic safety related conferences.

In FY2022, the TSRP's will be facilitating three major court cases in the state, all of which will require extensive work: the *Cassidy* case, in which several thousand DUI convictions could potentially be overturned; the planned rollout and eventual validity hearing for the state's new evidentiary alcohol blood testing unit; and the ongoing, labor intensive legal challenge to the validity of New Jersey's drugged driving enforcement and detection programs (DRE).

The TSRP's will also provide critical support during the implementation of the state's new legalized marijuana law, which is expected to have a significant impact on impaired driving enforcement.

In addition to being very involved in the aforementioned projects, the 3 TSRPs conduct trainings for prosecutors and law enforcement officers (e.g. Prosecutor Alcotest Training, Prosecuting the Drug-Impaired Driver, Cops in Court for DREs, Legal Block at DRE School, Radar Instructor Re-certification). The 3 attorneys also assist municipal and assistant prosecutors with issues they face in municipal court and on appeal; maintain a brief bank to help prosecutors reply to motions and appeals; and maintain files with information/ transcripts of many of the defense experts who appear in NJ's Municipal and Superior Courts.

Funding Source: SECTION 402 Local Benefit: 0

Countermeasure Strategy: Law Enforcement Training

Effectiveness of Countermeasure

The International Association of Chiefs of Police encourages specialized training for law enforcement officers in its publication, *Traffic Safety Strategies for Law Enforcement* (2003), to include traffic safety and related subjects in the battery of courses offered. Such courses should cover crash investigation and other courses with a focus on traffic safety. In the report it notes that both the public and the police agency itself are better served when officers are trained in the most up to date technologies and tools.

Assessment of Safety Impacts

Local police officers are required to conduct investigations immediately after a roadway crash occurs to preserve physical evidence before it is altered or disappears. Fatal crash investigations become more complex and require the scientific processing of data and documentation to contribute to the successful prosecution of criminal charges. Training can assist in helping both local and State police to become proficient in the handling of crash scene evidence. There are a number of other key traffic safety functions that also benefit from ongoing, enhanced training, such as Child Passenger Safety and Impaired Driving detection and apprehension.

Linkage between Problem Identification and Performance Targets

Traffic crashes can be extremely complicated events as they involve both human and mechanical factors. How they occur, who or what caused them, and why they occurred are facts that police must determine. Law enforcement officers generally get some degree of initial training in crash investigation while attending the police academy. This level of training is not adequate for tackling complex crash scenes requiring detailed analysis, especially if the information is needed for court presentations. A longer and more thorough crash investigation course is needed to properly equip police officers with the needed training. Ongoing training and refresher courses are beneficial in many other traffic safety areas as well. More complete and successful crash investigations result in better crash data, which is a critical tool for traffic safety programmatic decision makers.

Project Name: CRASH INVESTIGATION AND SPECIALIZED TRAINING PROGRAMS

Sub-Recipients: KEAN UNIVERSITY, RUTGERS UNIVERSITY, DIVISION OF STATE POLICE, AND THE DIVISION OF HIGHWAY TRAFFIC SAFETY

Total Project Amount: \$1,475,000

Project Description:

Basic crash investigation courses and crash data retrieval technician training (through grants with New Jersey State Police and Kean University) will be held for local and State law enforcement officers. Specialized training programs from the Institute of Police Technology and Management will also be made available. Classes are anticipated to be held in topics including Traffic Crash Reconstruction, Pedestrian/Bicycle Crash Investigation and Motorcycle Crash Investigation and Event Data Recorder Use in Crash Reconstruction.

This task also provides for training to members of the Division of State Police in specific areas of highway traffic safety that will provide information useful in implementing and promoting new highway traffic safety programs in the State. Funds will be used to pay for travel and training expenses.

The State Police liaisons whose responsibilities include administering crash training programs and interfacing with DHTS program staff are also funded in this area. The liaisons are responsible for helping to monitor the numerous annual traffic safety grants that HTS awards to NJSP. HTS funds will be used for salaries of these State Police liaisons and to pay instructors that teach the various crash investigation and special training courses to law enforcement officers. Funds will also be used for the purchase and printing of training materials.

Rutgers University will receive funding for its comprehensive law enforcement training grant which includes ongoing training programs relating to Work Zone Safety, NJTR-1 Crash Reporting, a new software reporting program for New Jersey DRE's, and a pilot program utilizing the emerging technology of Unmanned Aircraft Systems (drones) for crash investigation scene mapping.

A new and well-received training initiative, piloted through Rutgers in FY2021 to assist local police agencies in crash data analysis (Crash Analysis Tool training) and traffic safety data and enforcement countermeasures, with the ultimate goal of improving the quality of traffic safety grant submittals to HTS, will continue in FY2022.

Funding Source: SECTION 402 Local Benefit: \$900,000

Countermeasure Strategy: Data-Driven Approaches to Crime and Traffic Safety (DDACTS)

Effectiveness of Countermeasure

DDACTS is a law enforcement operational model supported by a partnership among NHTSA and two agencies of the Department of Justice: The Bureau of Justice Assistance and the National Institute of Justice. The model affords communities the dual benefit of reducing traffic crashes and crime. Drawing on the deterrent value of highly visible traffic enforcement and the knowledge that crimes often involve the use of motor vehicles, the goal of DDACTS is to reduce the incidence of crashes, crime and social harm in communities (DDACTS Operational Guidelines, March 2014).



In 2020, the DDACTS model was updated (DDACTS 2.0) to include considerations of some of the new challenges facing law enforcement in its interactions with the public. A key focus of the new model is a shift from High Visibility *Enforcement* to High Visibility *Engagement*, to enhance routine, positive contact and build trust between police and the public.

Assessment of Safety Impacts

Implementation of the DDACTS model is a starting point for achieving long-term change, where law enforcement professionals take a more evidence-based approach to the deployment of personnel and resources.

Linkage between Problem Identification and Performance Targets

Many police departments have experienced a reduction in funding and sworn officers. Reduced resources diminish departments' abilities to meet rising crime and crash rates. Furthermore, police departments that have not analyzed relevant data do not know if they are deploying available resources efficiently and effectively. A shortage of law enforcement resources is likely to continue, so finding innovative and cost-effective approaches to improving traffic safety and enhancing community relations will remain a priority.

Project Name: DDACTS

Sub-Recipients: COUNTY AND MUNICIPAL POLICE AGENCIES

Total Project Amount: \$100,000

Project Description:

Funds will be used to implement the DDACTS crime and traffic safety model. In an effort to more appropriately and accurately deploy resources to combat the ongoing traffic and criminal related problems in a community, funds will be used for personnel to compile and analyze relevant crime and crash data. It is anticipated that 2-3 local law enforcement agencies will participate in the DDACTS initiative. Analysts will be compensated and tasked with generating reports that support directed policing initiatives with the goal of reducing instances of crime and motor vehicle crashes.

Funding Source: SECTION 402 Local Benefit: \$100,000

Countermeasure Strategy: Law Enforcement Liaison (LEL)

Effectiveness of Countermeasure

Law enforcement is at the center of our work in traffic safety, playing a critical role in the effort to reduce crashes, injuries, and fatalities on the roadways of New Jersey. The National Law Enforcement Liaison Program was created by NHTSA and the Governors Highway Safety Association to create State and regional LELs who can provide technical assistance, communication, motivation, and coordination to the local law enforcement community.

Assessment of Safety Impacts

New Jersey's LEL serves as a bridge between HTS and the State's law enforcement community. LELs help promote and enhance state and national highway safety programs, initiatives and campaigns and perform a myriad of functions, including planning, organizing, networking, promoting, recruiting, implementing, reporting and evaluating law enforcement's role in traffic safety projects, activities, and achievements.

Linkage between Problem Identification and Performance Targets

The LEL assists the HTS staff in recruiting and encouraging State and local law enforcement participation in the national and state traffic safety mobilizations and works toward a culture of sustained and effective traffic enforcement programs. The involvement of the LEL will help to increase the number of law enforcement agencies participating in traffic safety activities, and to increase the effectiveness of work they do, which will contribute to crash reductions.



Project Name: LAW ENFORCEMENT LIAISON

Sub-Recipients: NEW JERSEY STATE ASSOCIATION OF CHIEFS OF POLICE, POLICE TRAFFIC OFFICERS ASSOCIATION OF NEW JERSEY

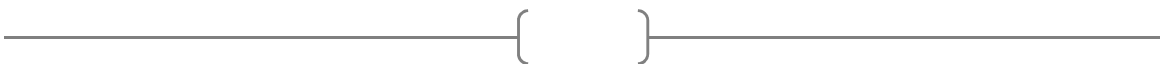
Total Project Amount: \$150,000

Project Description:

The LEL Program is designed to enhance the relationship between the highway safety office, law enforcement community and other pertinent partners. The LEL position will be funded from a grant to the New Jersey State Association of Chiefs of Police and will solicit and support law enforcement participation in the drunk driving, distracted driving and seat belt mobilizations, child passenger safety training programs and many other traffic safety initiatives. The LEL will also provide information and expertise to the law enforcement community concerning traffic safety issues and will work in close cooperation with the NHTSA Region II Law Enforcement Liaison regarding training issues, enforcement campaigns and programs sponsored by NHTSA. Funds will be used to pay the salary of the LEL and other expenses relating to the responsibilities and duties of the position, such as travel and materials.

The Police Traffic Officers Association of New Jersey will also receive funding in FY2022. The grant will support the efforts of this valuable organization by allowing it to expand its membership and reach throughout the state. On an ongoing basis, the organization reports on all contemporary traffic safety issues including the NJ Division of Highway Traffic Safety's campaigns and priorities, traffic related case law, new and emerging technology, training updates and anticipated future issues. The NJPTOA utilizes a web site, monthly meetings and a newsletter as well as mass emails to keep its membership informed on pertinent and timely traffic safety news.

Funding Source: SECTION 402 Local Benefit: \$150,000



COMMUNITY TRAFFIC SAFETY PROGRAMS

General Overview

In 2020, pedestrian fatalities were the most prevalent in Middlesex County (23) accounting for 13.9 percent of all pedestrians killed in the State. The County with the highest number of motor vehicle fatalities (67) was also Middlesex. Middlesex County ranked highest in Driver, Pedestrian and Bicyclist fatalities and tied for most in passenger fatalities. Atlantic and Burlington Counties had the highest number of motorcycle fatalities in 2020 (8).

2020 VICTIM CLASSIFICATION BY COUNTY							
ATLANTIC	18	5	9	0		40	25.0%
BERGEN	10	9	20	0	3	42	0.0%
BURLINGTON	18	4	9	3		42	27.3%
CAMDEN	16	4	15	0	3	38	-17.4%
CAPE MAY	5	0	3	1	0	9	-25.0%
CUMBERLAND	9	5	5	0	5	24	20.0%
ESSEX	9		15	2	7	45	25.0%
GLOUCESTER	19	5	7	2	2	35	-16.7%
HUDSON	5	1	10	3	5	24	26.3%
HUNTERDON	5	2	3	0	2	12	100.0%
MERCER	8	5	7	0	1	21	0.0%
MIDDLESEX					4		42.6%
MONMOUTH	16	2	9	0	7	34	-5.6%
MORRIS	6	2	6	1	2	17	-41.4%
OCEAN	16	5	4	1	4	30	-23.1%
PASSAIC	17	5	6	0	1	29	-6.5%
SALEM	6	5	3	0	0	14	55.6%
SOMERSET	7	0	7	0	0	14	27.3%
SUSSEX	4	0	1	0	2	7	-50.0%
UNION	9	1	15	0	4	29	26.1%
WARREN	7	1	2	0	2	12	20.0%

Fatalities and injuries sustained from motor vehicle crashes are significant public health issues. Growing evidence indicates that there are differences among racial/ethnic groups for risk of involvement in fatal crashes. In June 2021, the Governors Highway Safety Association (GHSA) issued a report that analyzed data for the five-year period 2015-2019 and found that traffic crash fatalities disproportionately affect Black, Indigenous and People of Color (BIPOC). This study, *An Analysis of Traffic Fatalities by Race and Ethnicity*, was the first national analysis of this topic in more than a decade. The GHSA data analysis confirmed that:

- Compared with all other racial groups, American Indian/Alaskan Native persons had a substantially higher per-capita rate of total traffic fatalities. White, Native Hawaiian/Other Pacific Islander, Hispanic and Asians persons had lower than average rates.
- American Indian/Alaskan Native persons had the highest per-capita rate of total traffic deaths, speeding-related fatalities, and pedestrian and bicyclist deaths.
- Black persons had the second highest rate of total traffic deaths, pedestrian traffic deaths and bicyclist traffic deaths.

- Traffic fatality rates among white persons exceed those of BIPOC in motorcycle driver and passenger deaths.

Race/ethnicity is one of the largest areas of disparity in rates of motor vehicle crash injuries and fatalities and ethnic minorities are disproportionately affected. Thinking about the relationship between racial/ethnic minorities in the United States and fatal motor vehicle crashes often requires examining cultural and behavioral values that may contribute to racial disparities in motor vehicle crashes. This may help in developing strategies and solutions that encourage positive changes in driving behaviors and safety awareness.

Furthermore, additional studies have shown racial disparities in pedestrian injury hospitalization rates and outcomes, particularly among Black, Hispanic, and Multiracial/Other race/ethnicity groups and support population and system-level approaches to prevention. Access to transportation is an indicator for health disparity, and these results indicate that access to safe transportation also shows inequity by race/ethnicity. (*Dangerous by Design*. (2021). Smart Growth America. The National Complete Streets Coalition).

2015-2019 Persons Killed in Fatal Crashes by Person type and Race and Hispanic Origin (OMB Guidelines)									
	White	Black	Hispanic	Other	Unknown	Hispanic	Other	Unknown	Total
Driver of a Motor Vehicle In-Transport	235	970	220	5	34	8	10	22	1,504
Passenger of a Motor Vehicle In-Transport	97	219	85	0	24	6	6	6	443
Occupant of a Motor Vehicle Not In-Transport	0	4	1	0	0	0	0	0	5
Pedestrian	166	423	189	0	63	6	6	11	864
Bicyclist	23	40	15	0	3	0	1	1	83
Other Cyclist	0	0	0	0	0	0	1	0	1
Person on Personal Conveyances	4	3	2	0	0	0	0	0	9

To address this, NJDHTS aims to partner with the Children’s Hospital of Philadelphia to further their study and development of the New Jersey Safety and Health Outcomes Data Warehouse. A main focus of the partnership is garner a better understanding of how motor vehicle crashes impact not only the individuals involved but the community in which it took place.

The New Jersey Safety and Health Outcomes (NJ-SHO) Data Warehouse is being used by the Center for Injury Research and Prevention (CIRP) researchers and collaborators to advance safety and health research through novel administrative data linkages. Led by Allison E. Curry, PhD, MPH, the research team developed a comprehensive data warehouse that integrates various New Jersey statewide administrative databases. This unique data source contains information spanning the pre-injury period to the post-injury period, supporting critical, high-priority research questions on injury prevention.

NJDHTS’s partnership with CHoP and the NJ-SHO Data Warehouse, as well as the existing partners and stakeholders of DHTS, will allow us to fill numerous important gaps in safety and health research and further our understanding of the holistic impacts of motor vehicle crashes.



Countermeasure Strategies in Program Area

Countermeasure Strategy
Community Programs and Outreach

Coordination with goals in 2020 Strategic Highway Safety Plan

Objective: See other program areas. This program area is encompassed in all others.

Initiate a study to evaluate the efficacy of various driver behavior modification approaches.
Provide recommendations to enhance or expand the “Street Smart NJ” program to additional municipalities in the state.
Provide recommendations for a program to perform quick response Road Safety Audits immediately following pedestrian and bicycle crashes.
Review rear occupant seat belt compliance education and enforcement efforts and make recommendations for improvements.
Create a safety culture in NJ by reviewing existing educational programs led by government, schools, insurance industry, health industry, and non-profit advocacy organizations. Make recommendations to strengthen partnering and messaging to reach target audiences.
Implement or improve education/training for workers on the roads and drivers travelling through school zones or work zones.

Associated Performance Measures

2022	Number of Counties Supported in CTSPs	2022	Annual	21.00
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Countermeasure Strategy: Community Programs and Outreach

Effectiveness of Countermeasure

Community Traffic Safety Programs (CTSPs) are local, county, or regional groups of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include city, county, state and occasionally federal agencies, as well as private industry representatives and local citizens. The boundaries of the project area are up to the individuals comprising the team, and can be a city, a county, a region consisting of multiple counties, or any other jurisdictional arrangement.

The individuals and organizations involved in these projects work together toward a common goal of improving traffic safety in their community by utilizing proven highway safety countermeasures. By bringing together interested citizens and other traffic safety advocates within their communities, the CTSPs help to solve local traffic safety problems related to the driver, other roadway users, and the roadway. A common goal of each Community Traffic Safety Program is to reduce the number and severity of traffic crashes within their community.

The effectiveness of the Seminole County Florida Community Traffic Safety Team (*Best Practices, Florida Community Safety Teams*, 2019) effort was demonstrated by the commitment and participation of the various groups and individuals working together to solve traffic safety related problems and issues. By using a team approach, utilizing task forces and combining law enforcement, emergency medical services, public education and engineering efforts, the task force brought a variety of perspectives into play when solving mutual traffic safety problems.

Assessment of Safety Impacts

When a community takes ownership of their traffic safety problems, its members are in the best position to make a difference. Community Traffic Safety Program members share a vision of saving lives and preventing injuries caused by traffic related issues and their associated costs to the community. Their make-up is as various and unique as the community they represent, but at a minimum include injury prevention professionals, educational institutions, businesses, hospital and emergency medical systems, law enforcement agencies, engineers, and other community stakeholders working together and in partnership with HTS. CTSP's serve as "satellite offices" for HTS, in a sense, as they help disseminate important traffic safety educational materials and deliver grass roots programming.

Linkage between Problem Identification and Performance Targets

An analysis identifying those counties and regions with high crash and fatality rates will be targeted for implementation of community traffic safety programs. Also included in the analysis are factors such as crashes and fatalities related to impaired driving, driver distraction, child passenger safety, occupant protection and pedestrian safety. Community Traffic Safety Programs will also be considered in jurisdictions where there is strong local support and desire for change on the part of the elected and traffic safety communities.

Though it presents challenges in terms of data collection, projects in this program area should consider equity factors in developing and carrying out their programs. As part of 2020 SHSP development, Fatal and Serious Injury Data was compared to the percentage of minority households via census tract data as well as to the percentage of households below the poverty level. A review of this data indicated that no relationship could be inferred between FSI and minority populations or between FSI and poverty levels. A key objective moving forward is to develop alternate methods to assess equity demographic indicators related to crashes.

Project Name: COMMUNITY TRAFFIC SAFETY PROGRAMS AND OTHER STATEWIDE INITIATIVES

Sub-Recipients: DHTS, COUNTY AGENCIES, TMA'S AND NON-PROFIT ORGANIZATIONS

Total Project Amount: \$2,500,000

Project Description:

Funds will be provided in FY2022 to maintain a network of Community Traffic Safety Programs (CTSPs), which address priority traffic safety concerns in the following counties: Atlantic, Burlington, Camden, Essex, Gloucester, Hudson, Middlesex, Morris (with Sussex and Warren), Ocean, Monmouth, Somerset (with Hunterdon), and Union. In addition, the South Jersey Transportation Planning Organization will work with representatives from Cumberland, Cape May and Salem to develop and implement traffic safety initiatives in each of those counties. Each CTSP establishes a management system which includes a coordinator and advisory group responsible for planning, directing and implementing its programs. Traffic safety professionals from law enforcement agencies, educational institutions, community and emergency service organizations, and planning and engineering are brought together to develop county-wide traffic safety education programs based on their crash data. The CTSPs also share best practices and provide information and training throughout their counties. CTSPs are encouraged to expand their partnerships to ensure diversity in membership and communities served. Funds will be used for training costs, program related expenses, printing of educational materials, enforcement activities, Project Coordinator expenses, and public outreach initiatives.

The Brain Injury Alliance of New Jersey (BIANJ), a long-time DHTS partner, will push out important traffic safety messages through the use of community outreach, safety coalitions, media and technology. Education is delivered through in person presentations, participation in community events and conferences, and via website and multiple social media platforms, including Facebook, Twitter and Instagram. Its programs will target pedestrian, bike, motorcycle, teens and all aspects of driving safety in regions of the State that have been identified as having high crash and fatality rates. BIANJ will continue its community outreach by providing a minimum of 150 transportation safety related traveling workshops focused on helmet use, pedestrian safety, and programs for school age children, parents, seniors, other at-risk populations and the general public. These presentations are also available in Spanish. In an effort to continue to engage new drivers in safe driving practices, BIANJ will continue its work with high schools across the State as part of the *U Got Brains* Champion Schools program. BIANJ will continue to host a statewide Pedestrian/Bicycle Safety Coalition and Motorcycle

Safety Coalition, to facilitate ongoing discussions relating to these important areas. In the area of motorcycle safety, BIANJ will plan for and host annual statewide trainings for Motorcycle Rider Coaches and oversee the MSF Quality Assurance Specialist Program for Rider Coaches. BIANJ's transportation safety website, *JerseyDrives.com*, will be updated in an engaging and informative format to serve as a resource for drivers, parents and educators. The Alliance will also continue to lead the state effort to promote NHTSA's priorities and messaging through a multimedia campaign that includes billboards, radio PSAs, advertising on bus shelters and at high profile events across the state, and through social media.

New Jersey's eight Transportation Management Associations or TMAs (EZ Ride, TransOptions, goHunterdon, Greater Mercer, Cross County Connections, Ridewise, Keep Middlesex Moving, and Hudson), which serve all 21 counties in the State, will receive grant funding to develop and deliver grass roots level traffic safety outreach and education programs. Pedestrian safety will be addressed through promotion of the "Street Smart NJ" program in local communities while bicycle safety for recreational riders as well as bicycle commuters will be covered with grass roots programming emphasizing techniques for safely sharing the road. Funds will also be used to raise awareness of the rules of the road. Laws pertaining to occupant protection, ice and snow removal, pedestrian safety, and the use of handheld devices will also be addressed.

Funds will be provided to the AAA Clubs of New Jersey to conduct a variety of traffic safety initiatives focusing on child passenger safety, teen driving, motorcycle safety, and general awareness of highway safety. AAA will carry out paid advertising relating to several priority traffic safety programs via signage on commuter buses and at major highway rest areas. Materials will also be printed for distribution. AAA will deliver grass roots bicycle safety programs focusing on helmet use and safe riding practices. *Dare to Prepare* teen driving seminars will be offered for parents and teens at high schools, PTA/PTO meetings, community gatherings, and health fairs. Senior drivers will be reached through the *Car-Fit* program. AAA will also provide education and support information to the law enforcement community regarding recreational marijuana legalization and its effect on traffic safety.

Safe Kids New Jersey (through the Central Jersey Family Health Consortium) will work with its network of local coalitions to reach parents, grandparents, healthcare providers, children and communities to promote motor vehicle, bicycle and pedestrian safety. The *Children In and Around Cars* program, designed to teach occupant protection and vehicle safety to children, parents and other caregivers, will be continued. Safe Kids New Jersey will also support the child passenger safety certification process including recertification and Senior Checker monitoring. Bicycle safety events will be held to promote the correct use of helmets. Pedestrian safety programs will strive to teach safe behavior to motorists and child pedestrians. Due to increased distracted driving and walking related incidents, Safe Kids New Jersey will incorporate this topic in all of the information sessions, publications and outreach activities.

The "Community Traffic Safety Programs" area of the FY2021 HSP encompasses several emphasis areas from the 2020 Strategic Highway Safety Plan, including Driver Behavior, Other Vulnerable Road Users, and Pedestrians and Bicyclists. DHTS will make it a priority to assist in implementing the strategies of the SHSP in which it can play a role, such as furthering efforts to enforce and educate rear seat belt use, enhance child passenger safety activities, and develop a performance-based implementation plan for the "Street Smart NJ" program.

Within this planned activity, the approximate breakdown for FY2022 funding will be:

\$1.25 million to County CTSPs.

\$1.25 to non-profit CTSP grants (AAA, BIANJ, TransOptions/TMA's, Safe Kids).

Funding Source: **SECTION 402** Local Benefit: **\$1,700,000**

PUBLIC INFORMATION AND PAID MEDIA

General Overview

Public information is the cornerstone of our work in highway traffic safety. The primary function is to educate the public about traffic safety and to persuade the public to change their attitudes and behaviors in a way that leads to greater safety on the roads.

In cooperation with the Communications Office of NJ OAG, DHTS delivers traffic safety messaging on an ongoing basis utilizing paid media, social media, a dedicated website, special events, and through the printing and dissemination of educational materials. These awareness efforts are leveraged through partnerships with other state agencies and grantees to maximize the scope and reach of the program.

For FY2022, public information/paid media efforts will follow the NHTSA Communications calendar and timeline. In addition, two major awareness efforts are planned: Fall 2021 Legalized marijuana/impaired driving; Spring 2022 Distracted Driving.

Countermeasure Strategies in Program Area

Countermeasure Strategy
Public Outreach

Coordination with goals in 2020 Strategic Highway Safety Plan

Objective: See other program areas. This program area is encompassed in all others.

Implement educational campaigns to improve mature driver, younger driver, motorcyclist, and work zone workers safety.
Review current educational campaigns and make recommendations to improve quality and consistency across the state.
Initiate a study to evaluate the efficacy of various driver behavior modification approaches.
Review rear occupant seat belt compliance education and enforcement efforts and make recommendations for improvements.
Create a safety culture in NJ by reviewing existing educational programs led by government, schools, insurance industry, health industry, and non-profit advocacy organizations. Make recommendations to strengthen partnering and messaging to reach target audiences.

Associated Performance Measures

2022	Number of Social Media Engagements	2022	Annual	200.00
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Countermeasure Strategy: Public Outreach

Effectiveness of Countermeasure

Road safety communication campaigns are considered an efficient strategy for reaching a wide audience. They aim to reduce the number and severity of road crashes by influencing road user behavior. Campaigns that have been formally evaluated have demonstrated success. As an example, a national awareness effort focusing on driver fatigue was carried out targeting professional drivers and other roadway users. Results indicated a statistically significant increase in the proportion of respondents who were aware of the causes and effects of fatigue while driving. An increase was noted in the percentage of professional drivers and all other drivers who self-reported that they stopped and rested for 15 minutes in the “during” and “after” phases of the campaign, as compared with the

“before” phase (*Do Road Safety Communication Campaigns Work?: How to Assess the Impact of a National Fatigue Campaign on Driving Behavior*. G. Adamos, E. G. Nathanail, P. Kapetanopoulou. January, 2013).

Public information/education should also be carried out to support specific enforcement activities. In the High Visibility Enforcement model (HVE), the enforcement and public information/education portions of a project are planned and coordinated at the same time, so they are mutually supportive. By conducting enforcement and public information/education in a coordinated, concerted effort, the motoring public is made aware of the police enforcement activities and the perceived risk of being apprehended is increased. Either activity conducted in isolation does not create this same beneficial effect. Likewise, ongoing and sustained public information activities help to reinforce important messages relating to the priority traffic safety issues facing the state.

NHTSA and the Governor’s Highway Safety Association undertook a study that highlighted the many opportunities that exist for getting traffic safety messages out through Social Media. A common theme that arose is that there is no one way to deliver social media. Instead, there are a variety of ways to achieve a highly engaging social media approach. Important considerations that were identified included:

- Reuse safety messaging on multiple platforms;
- Consider the tone of your safety messages;
- Use pictures, videos, and links strategically;
- Use hashtags selectively;
- Time the posting of content to meet stakeholders’ needs; and
- Collaborate with other State and local accounts to increase visibility of safety messaging

Sack, R., Foreman, C., Forni, S., Glynn, R., Lehrer, A., Linthicum, A., & Perruzzi, A. (May, 2019). *Social media practices in traffic safety* (Report No. DOT HS 812 673). Washington, DC: National Highway Traffic Safety Administration.

Assessment of Safety Impacts

Experience has shown that enforcement conducted in concert with well-planned public information and education is much more effective than when either activity is conducted in isolation. It is essential that public information and education be provided in support of major traffic safety law enforcement programs and on an ongoing basis throughout the year to promote and reinforce major safety issues. It is also known that repetitive public information messages lose their impact over time, so it is important to keep traffic safety messaging fresh and creative.

Linkage between Problem Identification and Performance Targets

Paid and social media efforts will be conducted to support national enforcement mobilizations as well as other priority program areas such as impaired driving, distracted driving, seat belt use, pedestrian safety and the state’s teen driver laws.

Outreach efforts will include a special emphasis on underserved and non-English speaking segments of the state’s population. As of 2018, 22.1% of New Jersey residents (1.97M people) were born outside of the United States, which is higher than the national average of 13.7%. In 2017, the percentage of foreign-born citizens in New Jersey was 22%, meaning that the rate has been increasing. In 2019, the most common birthplace for the foreign-born residents of New Jersey was India, the natal country of 267,137 New Jersey residents, followed by the Dominican Republic with 196,191 and Mexico with 108,194. 31.7% of New Jersey citizens are speakers of a non-English language, which is higher than the national average of 21.9%. In 2018, the most common non-English language spoken in New Jersey was Spanish. 16.6% of the overall population of New Jersey are native Spanish speakers. (Source: U.S. Census Bureau).

Project Name: PUBLIC INFORMATION/PAID MEDIA

Sub-Recipients: DHTS

Total Project Amount: \$1,200,000

Project Description:

Funds from this task will be used to support the division's priority programs with printed materials, educational items, media campaigns and special events. Priority areas to be supported include seat belt usage, child passenger safety, teen driver safety, pedestrian safety, bicycle safety, distracted driving, aggressive driving, impaired driving (drugs and alcohol) and motorcycle safety. Of special note for FY2022 will be the development of acceptable safety messaging related to the state's new legalized marijuana industry. Funds will also be used to print the various publications provided by DHTS to the public. Brochures and banners will be purchased and used by law enforcement agencies to supplement the enforcement efforts of the national mobilization campaigns. Spanish language materials will be printed when feasible and appropriate.

DHTS will continue its robust social media presence as another critical tool to further the mission of the division and impart important traffic safety messages out to all segments of the community. Twitter, Facebook and Instagram pages will be used in such a way that the public will be engaged and informed about the division's campaigns and programs.

The major traffic safety enforcement mobilizations in FY2022 will be augmented by targeted paid and earned media support, as per the proven High Visibility Enforcement model (HVE). It is anticipated that two major paid media campaigns will be carried out statewide in FY2022: In the late fall/December holiday period of 2021 relating to drug impaired driving/legalized recreational marijuana use, and in the spring/summer of 2022 in support of the national distracted driving crackdown, *U Drive. U Text. U Pay.*

In light of the troubling increase in motor vehicle crashes and fatalities experienced in other states that have legalized recreational marijuana, DHTS recognizes the need for a concerted educational/awareness campaign on this issue in FY2022. In addition to a newly formed alliance with the NJSIAA to raise traffic safety awareness among participants and attendees of high school sports in NJ, DHTS will hire a full-service public relations agency to create an awareness campaign to educate the public on the dangers of drug impaired driving in response to New Jersey's recent legalization of marijuana.

The campaign will include radio streaming services, paid audio and video spots, multi-platform and multimedia social media posts and boosted/sponsored social media posts on entities including Facebook, Twitter, Instagram, Snapchat, TikTok and beyond. Other elements will include hashtag creation, Google paid ads, billboards, roadway rest stop static and digital advertisements, printed campaign materials for police stations and other traffic safety agencies and promotion of statistics regarding impaired driving. The campaign will also perform a robust press outreach campaign, connecting with reporters across all medias.

Utilization of New Jersey-based social media micro influencers to share messaging on the dangers of impaired driving to their large group of local followers will also be explored, as will partnerships with New Jersey-based marijuana advocacy groups, dispensaries and beyond to create robust peer-to-peer messages.

In FY2022, DHTS will complete and analyze the results of a statewide traffic safety attitudes and awareness survey, renewed in FY2021 after a hiatus of several years. A professional polling institute will conduct an attitudes and awareness survey to gage the current level of awareness of New Jersey motorists of traffic safety issues in the state and to see what are the main traffic safety concerns being felt by the motoring public.

The "Public Information and Paid Media" area of the FY2022 HSP encompasses several emphasis areas from the 2020 Strategic Highway Safety Plan, including Driver Behavior and Other Vulnerable Road Users. DHTS will make it a priority to assist in implementing the strategies of the SHSP in which it can play a role, such as making recommendations for new media campaigns related to aggressive driving and assessing best practices for educating teen drivers and seat belt use.

Funding Source: SECTION 402 \$400,000 SECTION 405(d) \$300,000 SECTION 405(e) \$500,000 Local Benefit: 0



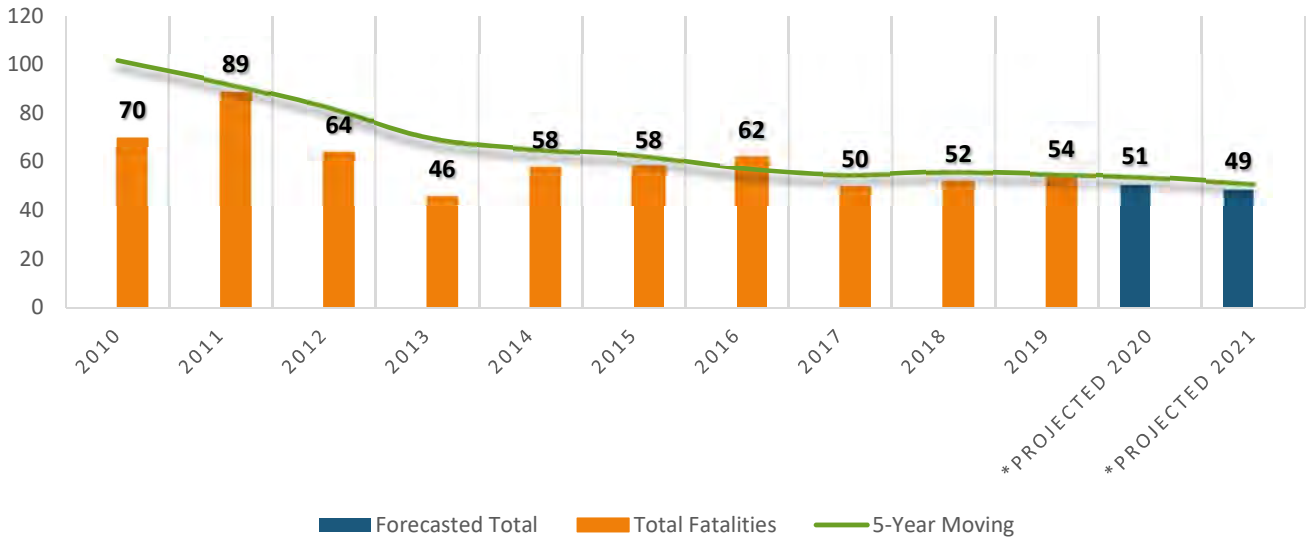
OTHER VULNERABLE ROAD USERS

(YOUNGER DRIVERS, OLDER DRIVERS, MOTORCYCLISTS, WORK ZONE SAFETY)

Younger Drivers • General Overview

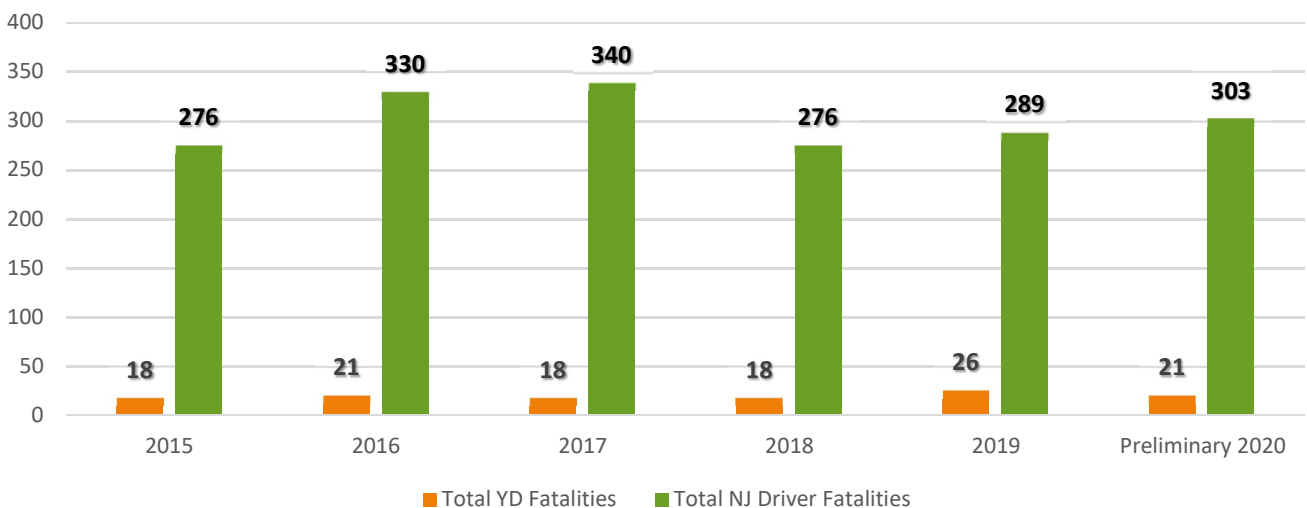
A younger driver is defined as an operator of a motor vehicle or motorcycle between 16-20 years of age. The risk of motor vehicle crashes is higher among young drivers than any other age group. In fact, teen drivers are nearly three times likely as drivers 21 and older to be involved in a fatal crash. During the last ten years (2010-2019), there were 603 total fatalities in crashes that involved a younger driver behind the wheel. It remains unclear the effects the pandemic had on the young driving populations. At the time of this report, the preliminary figure for the number of young drivers involved in fatal crashes in 2020 (in which the driver himself may or may not have been killed) is 28 and expected to rise.

TOTAL FATALITIES IN CRASHES INVOLVING YOUNGER DRIVERS, ANNUAL AND 5-YEAR MOVING AVERAGE



Younger driver fatalities in 2020 in New Jersey accounted for nearly 7 percent of total drivers killed, down from 9 percent in 2019. A total of 21 drivers between the ages of 16-20 died on the State’s roadways in 2020 a 27 percent decrease from 2019, however, those totals are preliminary. A comparison of the number of younger driver fatalities in relation to the total number of drivers killed is depicted in the table below.

PROPORTION OF YOUNGER DRIVER INVOLVED FATALITIES VERSUS TOTAL NEW JERSEY DRIVER FATALITIES



Younger driver involvement in crashes continues to decline. Younger drivers were involved in slightly over 12 percent of all crashes in 2019, continuing the downward trend. The percentage of young drivers involved in crashes compared to all drivers also declined, to 6.7 percent.

YOUNG DRIVER CRASHES VERSUS ALL CRASHES BY YEAR, 2013 – 2019							
ALL CRASHES	289,304	289,873	271,445	279,874	277,664	282,592	279,313
16-20 YO DRIVER INVOLVED CRASHES	37,959	36,040	35,942	36,352	34,501	34,338	33,727
DRIVERS INVOLVED IN ALL CRASHES	545,659	546,459	512,773	532,054	527,040	535,266	531,008
16-20 YO DRIVERS INVOLVED IN CRASHES	40,173	38,019	37,986	38,353	36,363	36,203	35,563

* Excludes undefined driver age.

From 2015-2019 the most common contributing factor of all drivers involved in crashes with young drivers was Driver Inattention (77,875 or 20.7%), followed by Following Too Closely (23,362 or 6.2%).

TOP 10 CONTRIBUTING CIRCUMSTANCES IN CRASHES INVOLVING YOUNG DRIVERS, 2015 - 2019						
Driver Inattention	20,313	20,818	18,572	18,172	17,314	
Following Too Closely	5,319	6,041	5,920	6,082	6,034	
Failed to Yield Right of Way to Vehicle/Pedestrian	4,360	4,635	4,485	4,621	4,776	
Unsafe Speed	3,137	2,911	2,841	2,682	2,595	
Improper Lane Change	1,824	1,889	1,950	1,900	2,014	
Road Surface Condition	1,614	1,315	1,410	1,465	1,263	
Improper Turning	1,321	1,501	1,339	1,358	1,473	
Backing Unsafely	1,058	1,095	1,074	1,070	1,051	
Improper Passing	759	722	815	801	849	
Animals in Roadway	563	606	595	638	566	

There are many other circumstances present in crashes, not only with young drivers but all users of the roadway. Many of these circumstances are overlapping and aid in New Jersey’s understanding of crash occurrences that have many causation factors. Below is a representation of crashes involving young drivers and how they relate to other performance areas. From 2015-2019, 8 percent of crashes involving a young driver also involved one or more drivers being cited for unsafe speed, 10 percent also involved an older driver and over 55 percent involved driver inattention.

YOUNGER DRIVER INVOLVEMENT IN CRASHES BY PERFORMANCE AREA, 2015 – 2019								
ALCOHOL INVOLVEMENT	504	467	396	333	355		411	1.18%
DRUG INVOLVEMENT	91	94	103	99	104		98	0.28%
DISTRACTED DRIVING	20,313	20,818	19,094	18,648	17,823		19,339	55.30%
UNSAFE SPEED	3,137	2,911	2,841	2,682	2,595		2,833	8.10%

OLDER DRIVERS	3,401	3,441	3,504	3,561	3,520		3,485	9.97%
PEDESTRIANS	201	186	229	164	176		191	0.55%
UNRESTRAINED PASSENGERS	434	452	365	357	401		402	1.15%

Younger Drivers • Analysis of Gender

Males between the ages of 16-20 accounted for 54 percent of younger drivers involved in crashes over the past five years, with females representing roughly 45 percent. Drivers between the ages of 16 and 20 accounted for 6.7 percent of all drivers involved in crashes in 2019.

% OF YOUNG DRIVERS INVOLVED IN CRASHES BY AGE AND GENDER, 2015 - 2019					
16 YEARS OLD	0.7%	0.4%	0.3%	0.0%	
17 YEARS OLD	14.2%	7.3%	6.8%	0.0%	
18 YEARS OLD	28.4%	15.3%	13.0%	0.1%	
19 YEARS OLD	28.4%	15.7%	12.6%	0.1%	
20 YEARS OLD	28.3%	15.7%	12.5%	0.1%	

Younger Drivers • Analysis of Occurrence

Between 2015 and 2019, about half of all crashes involving younger drivers occur between Noon and 5:59PM (49%). December had the highest volume of crashes accounting for 10 percent. The occurrence of crashes involving a younger driver helps decision makers in addressing the specific concerns that are facing inexperienced users of the roadways.

YOUNGER DRIVER INVOLVED CRASHES TIME OF DAY, TIME OF YEAR 2015 - 2019

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	
Midnight to 2:59AM													4,296	2%
3:00AM to 5:59AM													2,122	1%
6:00AM to 8:59AM													19,204	11%
9:00AM to 11:59AM													20,378	12%
Noon to 2:59PM													36,001	21%
3:00PM to 5:59PM													48,277	28%
6:00PM to 8:59PM													28,699	16%
9:00PM to 11:59PM													15,347	9%
TOTAL	11,375	10,741	12,260	12,059	15,820	16,359	16,186	15,052	14,460	16,516	16,103	17,393	174,324	100%
	7%	6%	7%	7%	9%	9%	9%	9%	8%	9%	9%	10%		

The State has made great advances in creating laws to protect the inexperienced users of the roadways, younger drivers between 16 and 20 years of age. The law governing the rules for new drivers, known as Kyleigh’s Law, became effective on May 1, 2010 and last year celebrated its 10-year anniversary. The law limits the number of passengers allowed in the vehicle for new drivers, as well as limiting the hours in which they can operate a motor vehicle.

----- KYLEIGH’S LAW EFFECTS ----- YOUNG DRIVER CRASHES BY YEAR AND TIME PERIOD, 2015 - 2019				
YEAR	11:01PM 4:59AM	5AM 11PM	TOTAL	
2015	2,118	33,824	35,942	
2016	2,150	34,202	36,352	
2017	1,917	32,584	34,501	
2018	1,789	32,549	34,338	
2019	1,638	32,000	33,638	
2015 - 2019 Difference	-22.66%	-5.39%	-6.41%	

Crashes involving younger drivers have declined roughly 6 percent from 2015 (35,942) to 2019 (33,727). Since 2010 when Kyleigh’s Law became effective, there has been a 24 percent reduction in young driver involved crashes. Crashes during the permissible driving hours for a young driver possessing a probationary driver license (5am – 11pm) declined 5 percent from 2015 to 2019. More importantly, crashes during the restricted driving hours for a young driver possessing a probationary driver license (11:01pm – 4:59am) fell nearly 23 percent over the same time period. Not only are the number of crashes involving young drivers declining, but the crashes taking place during the restricted time-period are declining exponentially.

Younger Drivers • Analysis of Location

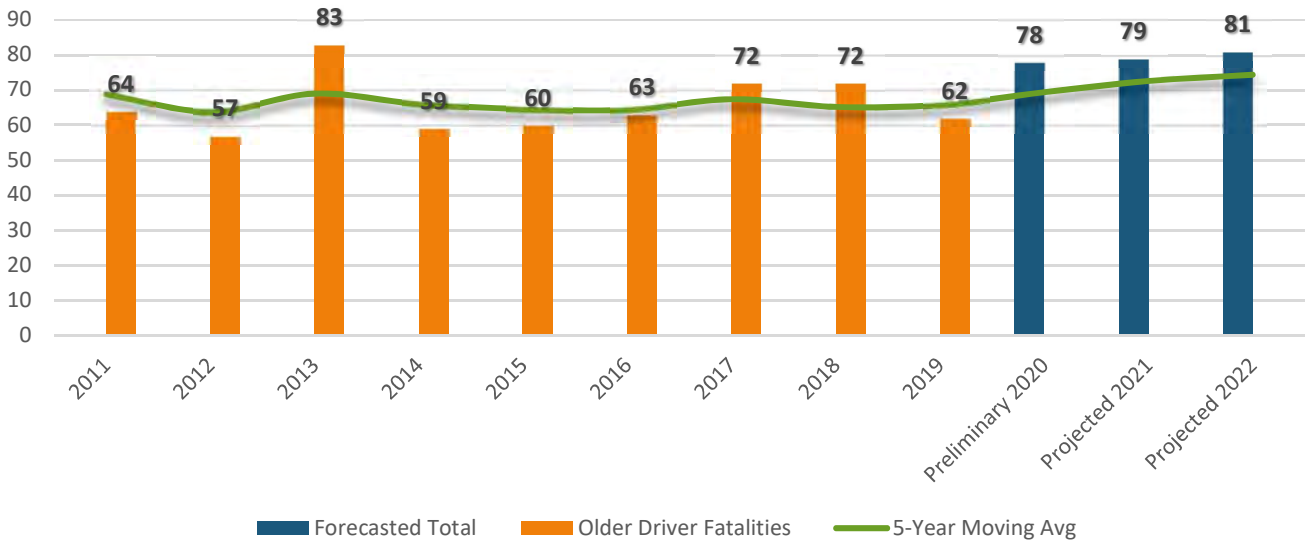
Over the past 5 years (2015-2019), Toms River Township had the highest volume of young driver involved crashes. However, Toms River also experienced the largest reduction in young driver crashes during that same period (-24%). Lakewood Township stands out as having the largest increase in the number of younger drivers involved crashes with a 49 percent total increase from 2015 to 2019, which included three consecutive years of increases.

TOP 15 MUNICIPALITIES WITH CRASHES INVOLVING YOUNG DRIVERS, 2015 - 2019								
Municipality	2015	2016	2017	2018	2019	% Change		
Toms River Township	765	676	564	649	578	-24.4%		
Woodbridge Township	651	642	603	664	610	-6.3%		
Newark City	556	585	651	624	670	20.5%		
Edison Township	658	596	555	606	655	-0.5%		
Paterson City	572	654	653	588	577	0.9%		
Clifton City	493	504	515	501	469	-4.9%		
Paramus Borough	533	534	488	417	439	-17.6%		
Lakewood Township	376	426	457	498	560	48.9%		
Jersey City	439	494	418	408	437	-0.5%		
Hamilton Township	470	466	415	376	411	-12.6%		
Elizabeth City	405	457	381	376	444	9.6%		
Union Township (Union)	397	417	433	386	423	6.5%		
Cherry Hill Township	381	462	390	385	385	1.0%		
Wayne Township	385	423	425	381	380	-1.3%		
Bridgewater Township	348	341	339	328	315	-9.5%		

Older Drivers • General Overview

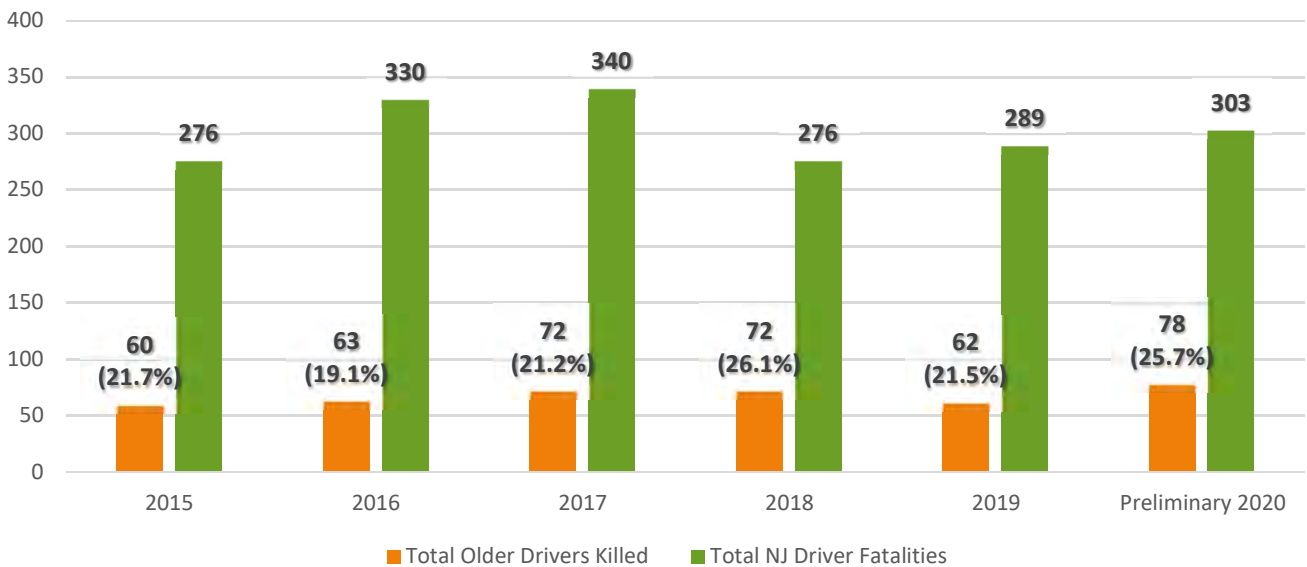
An older driver is defined as an operator of a motor vehicle or motorcycle who is 65 years of age and older. During the last ten years (2011–2020), there were 670 older driver (65+) fatalities, up from 659 between 2010-2019. In 2020, 78 drivers aged 65 years or older were killed compared to 62 in 2019.

OLDER DRIVER FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



The population of New Jersey increases every year as does the number of residents over the age of 65. Our older drivers make up a large portion of our overall licensed drivers and can be considered a higher-risk population on the roadways. In 2019, there were 49,154 crashes involving 52,662 older drivers. This was the highest volume of older drivers involved in crashes since 2006. In 2020, older drivers accounted for 25.7 percent of all driver fatalities in the State and were involved in 17.6 percent of all crashes. The increasing population of older drivers in the State and involvement in crashes creates an important case for increased education, enforcement and outreach to this group.

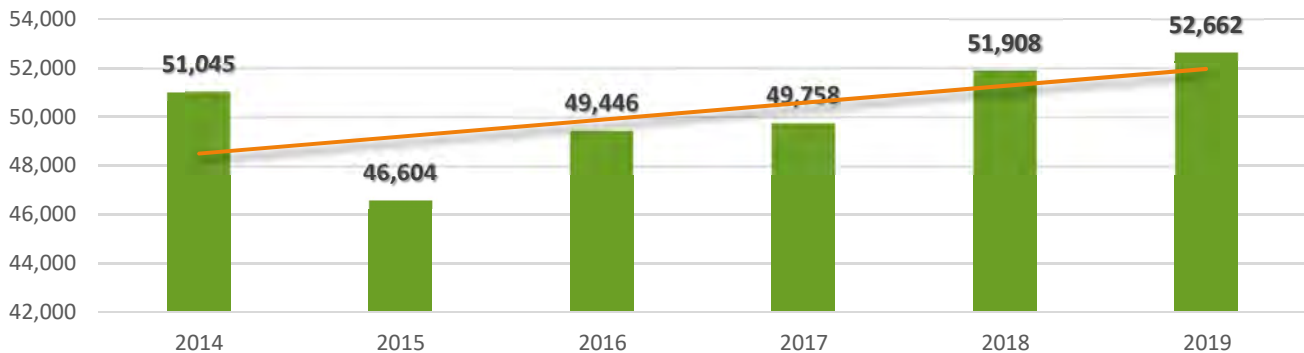
PROPORTION OF OLDER DRIVER FATALITIES VERSUS TOTAL NEW JERSEY DRIVER FATALITIES



Overall crashes involving older drivers has maintained an increasing trend. There was a 1.1 percent increase in crashes involving older drivers from 2018 (51,908) to 2019 (52,662). Older drivers, once involved in 13 percent of all crashes in 2006, now account for 17.6 percent in 2019, a 0.4 percent increase from 2018.



OLDER DRIVERS INVOLVED IN CRASHES, 2014 – 2019



From 2015-2019 the most common factor for crashes involving older drivers was *Driver Inattention* (127,336 or 25.4%), followed by *Failure to Yield Right of Way to Another Vehicle or Pedestrian* (32,709 or 6.5%). Studies have found that failure to yield the right-of-way is the most common error by seniors involved in crashes. Seniors are cited for this error more often than younger drivers (Mayhew et al., 2006).

TOP 10 CONTRIBUTING CIRCUMSTANCES IN CRASHES INVOLVING OLDER DRIVERS, 2015 - 2019						
Driver Inattention	24,811	26,141	25,276	25,881	25,227	
Failed to Yield Right of Way to Vehicle/Pedestrian	5,754	6,534	6,560	6,777	7,084	
Following Too Closely	5,242	6,050	6,351	6,653	6,916	
Improper Lane Change	2,790	3,062	3,275	3,601	3,781	
Failed to Obey Traffic Control Device	2,266	2,835	2,755	2,827	2,750	
Improper Turning	1,860	2,166	2,085	2,219	2,257	
Backing Unsafely	1,828	1,943	1,927	2,054	2,093	
Unsafe Speed	1,322	1,314	1,395	1,563	1,395	
Improper Passing	1,034	1,305	1,302	1,364	1,465	
Animals In Roadway	786	937	949	1,084	1,062	

Below is a representation of crashes involving older drivers and how they relate to other performance areas. From 2015-2019, 3 percent of crashes involving an older driver also involved one or more drivers being cited for unsafe speed, 7.4 percent also involved a young driver (16-20) and 55 percent involved driver inattention.

OLDER DRIVER INVOLVEMENT IN CRASHES BY PERFORMANCE AREA, 2015 – 2019								
ALCOHOL INVOLVEMENT	505	480	544	630	539		536	1.2%
DRUG INVOLVEMENT	107	87	180	164	152		131	0.3%
DISTRACTED DRIVING	24,811	26,141	25,783	26,345	25,790		26032	55.0%
UNSAFE SPEED	1,322	1,314	1,395	1,563	1,395		1400	3.0%
YOUNG DRIVERS	3,401	3,441	3,504	3,561	3,520		3456	7.4%
PEDESTRIANS	643	705	691	629	680		684	1.4%

Older Drivers • Analysis of Gender

The gender make-up of older drivers involved in crashes shows that males aged 65 years and older are overrepresented in crashes and accounted for 59 percent of total older drivers involved in crashes compared to the licensure makeup of 49.2 percent (2017). While females represented 41 percent during the past five years and making up 50.8 percent of the licensed population (2017).

% OF OLDER DRIVERS INVOLVED IN CRASHES BY AGE AND GENDER, 2015 - 2019					
65 - 69 YEARS OLD	38.3%	23.1%	15.2%	0.0%	
70 - 74 YEARS OLD	26.4%	15.6%	10.9%	0.0%	
75 - 79 YEARS OLD	16.9%	9.8%	7.1%	0.0%	
80 - 84 YEARS OLD	10.2%	5.7%	4.5%	0.0%	
85+ YEARS OLD	8.2%	4.6%	3.5%	0.0%	

Older Drivers • Analysis of Occurrence

Time of day plays a significant role in crashes involving older drivers. In particular, older drivers are at a greater risk of a fatal nighttime crash per distance driven compared to all drivers, except for drivers aged younger than 25 years. Between 2015 and 2019, more than half of all crashes involving older drivers occur between Noon and 5:59PM (53%). October had the highest volume of crashes accounting for 9 percent.

OLDER DRIVER INVOLVED CRASHES TIME OF DAY, TIME OF YEAR 2015 - 2019

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	
Midnight to 2:59AM													2,185	1%
3:00AM to 5:59AM													2,233	1%
6:00AM to 8:59AM													23,783	10%
9:00AM to 11:59AM													46,236	20%
Noon to 2:59PM													61,361	26%
3:00PM to 5:59PM													62,151	27%
6:00PM to 8:59PM													27,803	12%
9:00PM to 11:59PM													8,630	4%
TOTAL	17,874	16,118	18,328	18,010	20,592	20,903	19,751	19,437	19,151	21,646	21,255	21,317	234,382	100%
	8%	7%	8%	8%	9%	9%	8%	8%	8%	9%	9%	9%		

Older Drivers • Analysis of Location

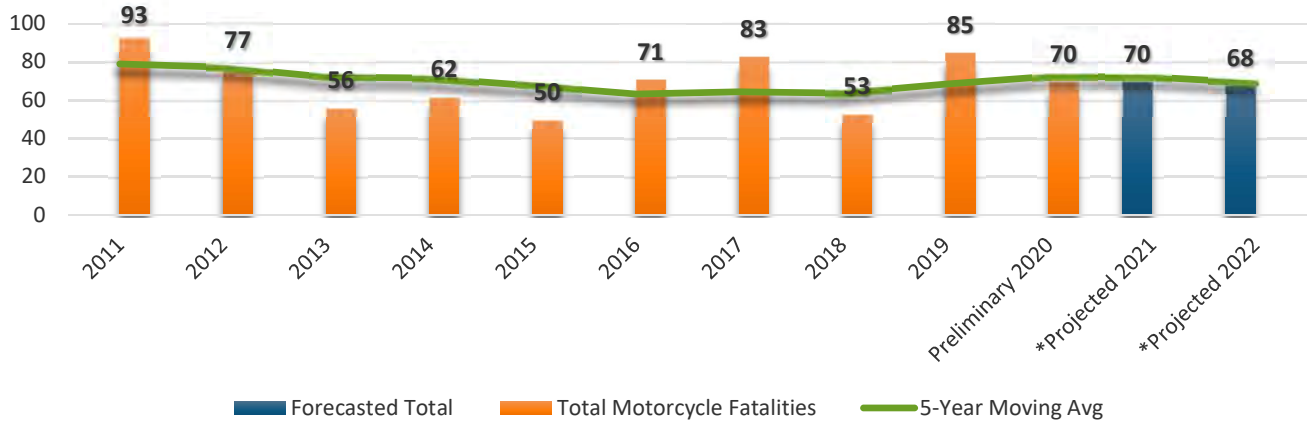
The chart below shows the Top 20 towns with the most older driver crashes over the last 5 years (2015-2019). The City of Newark remains the number 1 location with 5,291 crashes, a 42 percent increase from 2015 to 2019. Only Hamilton Township (Mercer) experienced a 5-year decline in older driver involved crashes (-4.5% from 2015 to 2019).

TOP 20 MUNICIPALITIES WITH CRASHES INVOLVING OLDER DRIVERS, 2015 - 2019								
Newark City	875	937	1,064	1,169	1,246			42.4%
Jersey City	768	907	932	964	956			24.5%
Toms River Township	848	855	813	906	912			7.5%
Woodbridge Township	665	814	689	812	817			22.9%
Paterson City	610	706	721	785	827			35.6%
Edison Township	587	643	624	680	735			25.2%
Clifton City	595	563	637	668	613			3.0%
Cherry Hill Township	583	615	620	650	594			1.9%
Elizabeth City	508	622	574	599	676			33.1%
Paramus Borough	527	600	605	490	592			12.3%
Union Township (Union Co)	455	494	524	579	580			27.5%
Hamilton Township (Mercer Co)	509	511	535	469	486			-4.5%
Brick Township	406	521	499	450	517			27.3%
Lakewood Township	401	450	456	505	524			30.7%
Hackensack City	392	456	475	490	441			12.5%
Wayne Township	368	418	414	426	411			11.7%
Parsippany-Troy Hills Township	364	284	344	478	455			25.0%
Vineland City	358	382	392	359	411			14.8%
Teaneck Township	344	410	364	395	373			8.4%
East Orange City	346	318	378	424	393			13.6%

Motorcycle Safety • General Overview

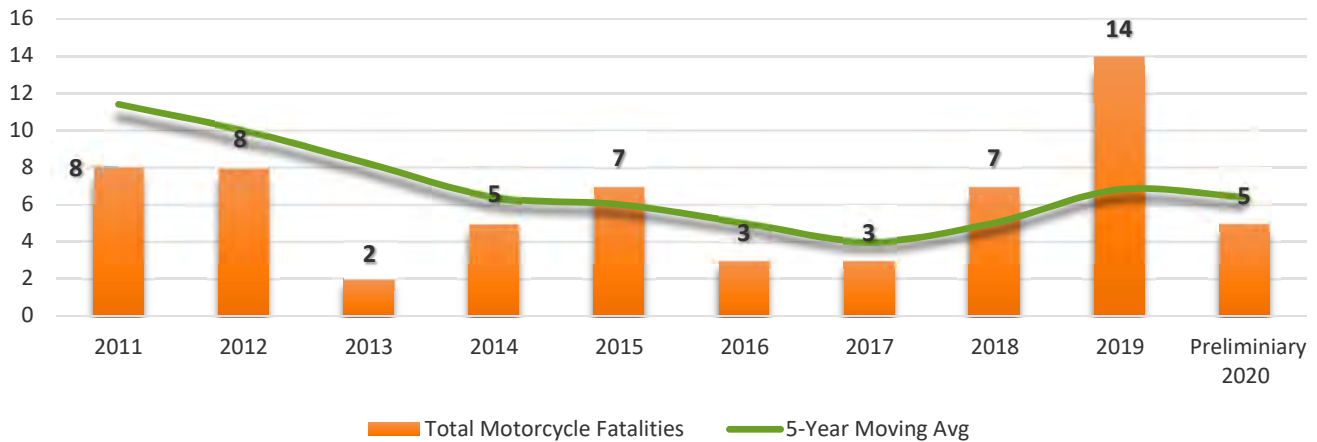
Motorcycle fatalities have been fluctuating during the last five years. Roughly 12 percent of all fatalities in New Jersey were motorcyclists in 2020, down from 15 percent in 2019. The ten-year average (2011-2020) of motorcycle fatalities is 70 fatalities per year, the same as the 2010-2019 average. Based on data driven models, the number of motorcycle fatalities is expected to decline in future years.

MOTORCYCLE FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



The decision to not wear a helmet when riding a motorcycle can mean life or death. Preliminary figures are showing 5 motorcyclists died on the roadways in 2020 who were not wearing a helmet at the time of the crash, accounting for 7 percent of motorcyclist fatalities (drivers and riders). There were a staggering 14 unhelmeted motorcycle fatalities in 2019. Nearly 17 percent of all motorcycle fatalities in 2019 were unhelmeted riders.

UNHELMETED MOTORCYCLE FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



Alcohol was involved in 3.7 percent of all motorcycle crashes over the past five years and was a contributing circumstance in 3.8 percent of all crashes in 2019.

ALCOHOL INVOLVEMENT IN MOTORCYCLE CRASHES, 2015 - 2019						
	2015	2016	2017	2018	2019	
NO INVOLVEMENT	2,217	2,115	2,096	1,918	2,026	
INVOLVEMENT	83	73	90	71	80	

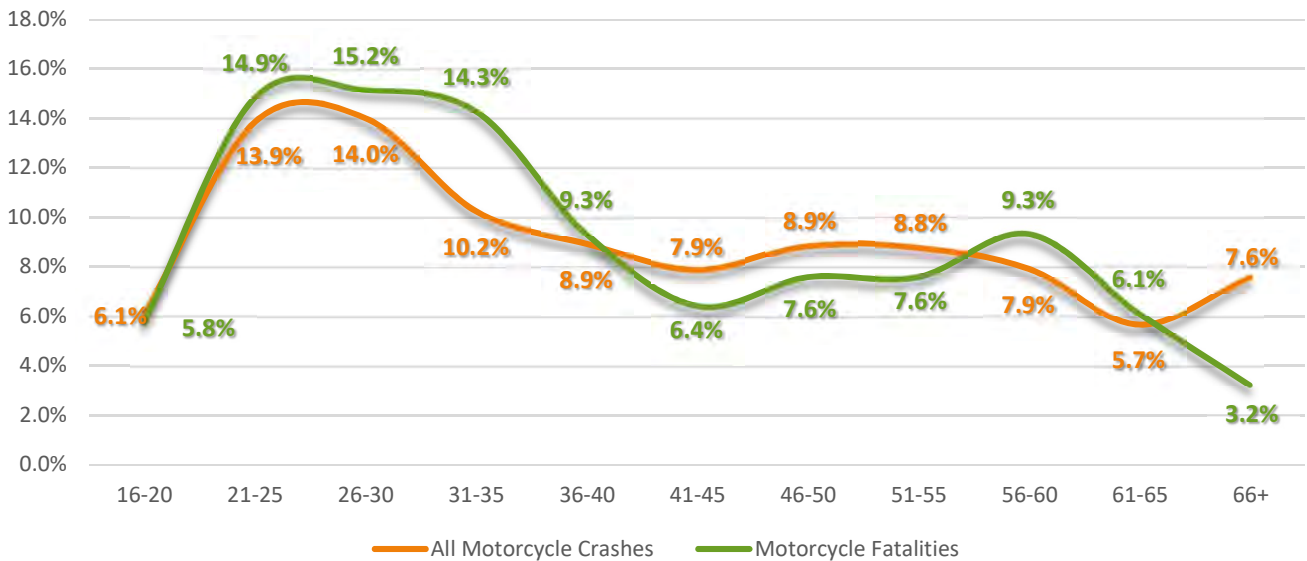
Below is a representation of crashes involving motorcyclists and how they relate to other performance areas. From 2015-2019, 14 percent of crashes involving a motorcyclist also involved one or more drivers being cited for unsafe speed, 12 percent also involved an older driver, 9 percent involved a younger driver and 42 percent involved distracted driving.

MOTORCYCLE INVOLVEMENT IN CRASHES BY PERFORMANCE AREA, 2015 – 2019								
Distracted Driving	985	945	936	840	857		913	42.4%
Unsafe Speed	320	330	296	273	252		294	13.7%
Older Drivers	272	250	280	274	275		270	12.5%
Young Drivers	204	193	193	196	176		192	8.9%
Alcohol Involvement	83	73	90	71	80		79	3.7%
Drug Involvement	8	6	17	13	12		11	0.5%

Analysis of Age

The difference in age and gender was a factor in the likelihood of an individual being involved in motorcycle crashes. The 21-30-year-old rider accounted for 27.9 percent of all riders involved in motorcycle crashes and the majority of motorcycle riders involved in crashes were male riders, accounting for over 94 percent of total riders involved in crashes that occurred from 2015-2019.

MOTORCYCLE FATALITIES (DRIVER AND PASSENGER) BY AGE, 2015 - 2019



Riders that operate a motorcycle without proper licensure are also at risk not only to other motorists on the road but also to themselves. Forty-two (42%) percent of motorcyclists killed on the roadways in 2019 did not have the proper license endorsement to operate that class of vehicle.

LICENSE COMPLIANCE IN FATAL CRASHES FOR MOTORCYCLE DRIVERS, 2017 - 2019						
	2017		2018		2019	
	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL
NOT LICENSED	1	1%	0	0%	2	2%
NO VALID M ENDORSEMENT	31	36%	18	33%	36	42%
VALID ENDORSEMENT	52	61%	36	67%	47	55%
UNKNOWN	1	1%	0	0%	0	0%

Analysis of Occurrence

Motorcycle crashes are typically aligned with overall motor vehicle crash patterns, with the most dangerous hour of the day between 3pm and 5:59pm (2,811 or 26%) from 2015 to 2019. However, motorcycle crashes are most likely to occur during the warmer months of the year and almost half of all motorcycle crashes happened between June and August (44%). During the months of May through September, New Jersey begins sees an increase in crashes taking place between midnight and 3AM. Of the 318 crashes that occurred between May and September, 13.8 percent involved alcohol and/or drugs.

MOTORCYCLE INVOLVED CRASHES TIME OF DAY, TIME OF YEAR 2015 - 2019

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	
Midnight to 2:59AM	5	4	8	23	55	64	67	69	63	26	12	7	403	4%
3:00AM to 5:59AM	1	1	3	6	15	27	25	33	23	13	9	5	161	2%
6:00AM to 8:59AM	13	11	23	46	85	113	86	106	118	78	36	14	729	7%
9:00AM to 11:59AM	18	19	28	93	119	162	169	179	150	113	72	30	1,152	11%
Noon to 2:59PM	37	53	65	203	268	297	262	284	250	185	134	66	2,104	20%
3:00PM to 5:59PM	32	77	124	277	345	410	334	376	355	232	166	83	2,811	26%
6:00PM to 8:59PM	16	37	65	238	323	369	333	353	258	181	73	36	2,282	21%
9:00PM to 11:59PM	8	17	20	68	134	199	210	188	120	70	37	13	1,084	10%
TOTAL	130	219	336	954	1,344	1,641	1,486	1,588	1,337	898	539	254	10,726	100%
	1%	2%	3%	9%	13%	15%	14%	15%	12%	8%	5%	2%		

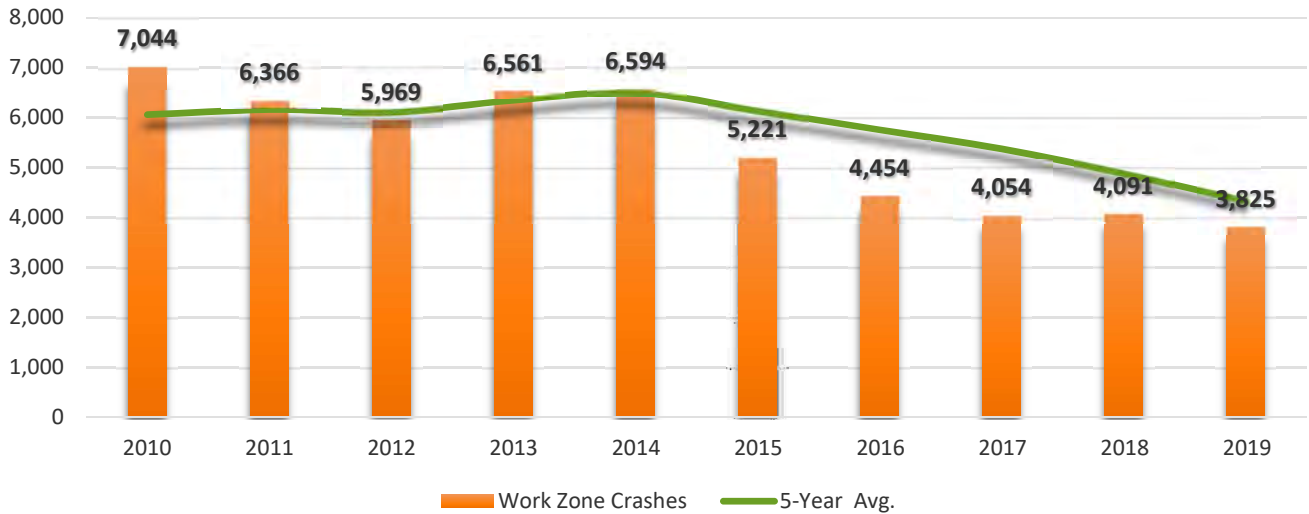
Analysis of Location

An analysis of crashes by county over the past 5 years (2015-2019) shows an overall reduction of 8 percent. During that same period, Somerset (-26%), Burlington (-25%), and Salem (-22%) Counties had the biggest reductions in motorcycle-involved crashes. Passaic (19%), Camden (14%) and Mercer (7%) experienced the biggest increases.

MOTORCYCLE CRASHES BY COUNTY AND YEAR, 2015 - 2019						
ATLANTIC	82	82	68	64	74	
BERGEN	195	190	204	196	186	
BURLINGTON	130	126	123	92	98	
CAMDEN	118	100	129	107	134	
CAPE MAY	46	30	44	29	43	
CUMBERLAND	52	61	52	37	52	
ESSEX	219	169	202	172	173	
GLOUCESTER	58	74	79	55	55	
HUDSON	153	153	145	141	140	
HUNTERDON	63	51	45	36	52	
MERCER	71	76	74	64	76	
MIDDLESEX	169	186	173	174	166	
MONMOUTH	153	181	162	141	139	
MORRIS	123	108	91	113	106	
OCEAN	156	116	111	124	129	
PASSAIC	144	163	136	155	172	
SALEM	27	21	18	23	21	
SOMERSET	85	79	76	59	63	
SUSSEX	74	50	67	54	67	
UNION	137	133	145	119	124	
WARREN	45	39	42	34	36	

Work Zone Safety • General Overview

WORK ZONE CRASHES, 2010 - 2019



The table reveals that Essex County (1,509) had the highest number of work zone crashes over the past three years accounting for nearly 13 percent of total work zone crashes in the State.

WORK ZONE CRASHES BY COUNTY AND YEAR, 2017 - 2019								
COUNTY	2017		2018		2019		TOTALS	
	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total
ATLANTIC	227	5.10%	99	2.42%	65	1.59%	391	3.27%
BERGEN	316	7.09%	328	8.02%	411	10.05%	1,055	8.81%
BURLINGTON	133	2.99%	118	2.88%	161	3.94%	412	3.44%
CAMDEN	440	9.88%	449	10.98%	300	7.33%	1,189	9.93%
CAPE MAY	22	0.49%	39	0.95%	22	0.54%	83	0.69%
CUMBERLAN	18	0.40%	22	0.54%	31	0.76%	71	0.59%
ESSEX	584	13.11%	453	11.07%	472	11.54%	1,509	12.61%
GLOUCESTER	74	1.66%	147	3.59%	150	3.67%	371	3.10%
HUDSON	566	12.71%	542	13.25%	377	9.22%	1,485	12.41%
HUNTERDON	156	3.50%	62	1.52%	45	1.10%	263	2.20%
MERCER	158	3.55%	269	6.58%	262	6.40%	689	5.76%
MIDDLESEX	300	6.74%	304	7.43%	378	9.24%	982	8.20%
MONMOUTH	127	2.85%	212	5.18%	197	4.82%	536	4.48%
MORRIS	134	3.01%	175	4.28%	179	4.38%	488	4.08%
OCEAN	218	4.89%	236	5.77%	202	4.94%	656	5.48%
PASSAIC	233	5.23%	238	5.82%	238	5.82%	709	5.92%
SALEM	16	0.36%	16	0.39%	19	0.46%	51	0.43%
SOMERSET	98	2.20%	155	3.79%	138	3.37%	391	3.27%
SUSSEX	8	0.18%	13	0.32%	31	0.76%	52	0.43%
UNION	183	4.11%	149	3.64%	107	2.62%	439	3.67%
WARREN	43	0.97%	65	1.59%	40	0.98%	148	1.24%
TOTAL	4,054		4091		3825		11,970	

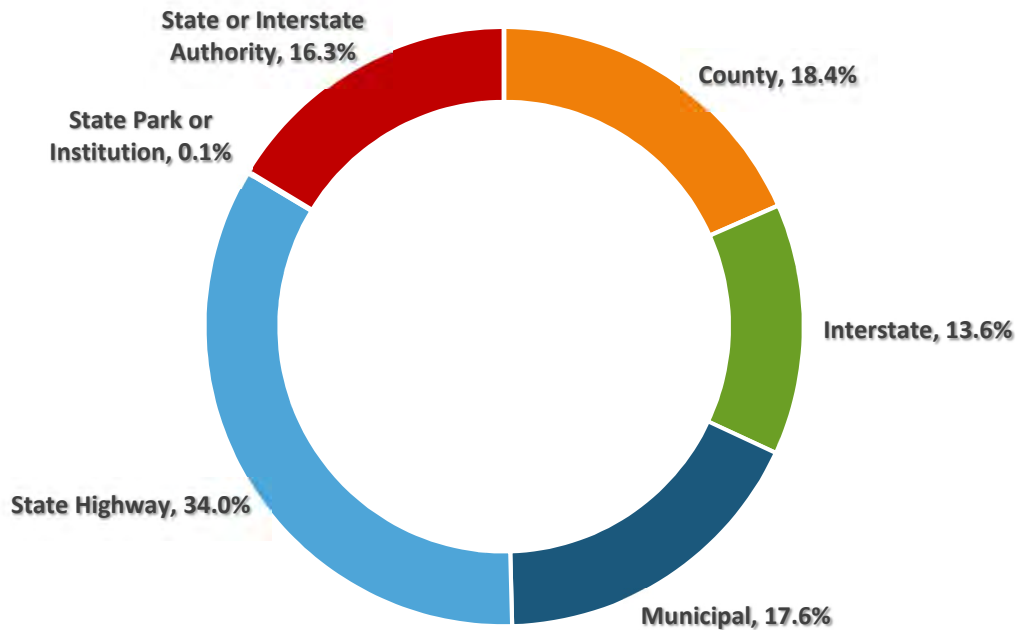
Over the last 5 years (2015-2019), most work zone crashes occurred in the months of October, June, and August. During the same period, over 22 percent of all work zone crashes took place between Noon and 2:59PM.

WORK ZONE CRASHES TIME OF DAY, TIME OF YEAR 2015 - 2019

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	TOTAL	
Midnight to 2:59AM													702	3%
3:00AM to 5:59AM													631	3%
6:00AM to 8:59AM													3,026	14%
9:00AM to 11:59AM													4,218	20%
Noon to 2:59PM													4,616	22%
3:00PM to 5:59PM													3,886	18%
6:00PM to 8:59PM													2,146	10%
9:00PM to 11:59PM													2,218	10%
TOTAL	1,323	1,297	1,545	1,792	2,048	2,102	2,008	2,085	1,800	2,152	1,810	1,481	21,443	100%
	6%	6%	7%	8%	10%	10%	9%	10%	8%	10%	8%	7%		

Between 2015 and 2019, most work zone crashes took place on State roadways (34%) followed by County Roadways (18.4%).

WORK ZONE CRASHES BY ROAD SYSTEM %, 2015 - 2019



Countermeasure Strategies in Program Area

Enforcement of GDL and Zero-tolerance Laws
Communication Campaign-older drivers
Communication Campaign-motorcycle riders
Work Zone Safety Training

Coordination with goals in 2020 Strategic Highway Safety Plan

Objective: Reduce the five-year rolling average of mature driver fatalities by 14%, serious injuries by 5%, and total injuries by 5%, over the period 2018 to 2023.

Objective: Reduce the five-year rolling average of younger driver fatalities by 27%, serious injuries by 14%, and total injuries by 14%, over the period 2018 to 2023.

Objective: Reduce the five-year rolling average of motorcyclist fatalities by 27%, serious injuries by 14%, and total injuries by 14%, over the period 2018 to 2023.

Objective: Reduce the five-year rolling average of work zone fatalities by 38%, serious injuries by 38%, and total injuries by 38%, over the period 2018 to 2023.

Assess state, county, and municipal programs to identify and prioritize high-crash locations for mature drivers and younger drivers.
Implement educational campaigns to improve mature driver, younger driver, motorcyclist, and work zone workers safety.
Review current educational campaigns and make recommendations to improve quality and consistency across the state.
Target enforcement efforts where it can be most effective in reducing younger driver fatalities and serious injuries.
Develop a strategy to increase enrollment in motorcycle rider safety education and for incorporating motorcycle awareness into automobile and truck driver education.
Review existing research on best practices relating to improving motorcycle safety.
Provide recommendations for a unified work zone strategy to be employed by state agencies, authorities, and counties.
Initiate a study to evaluate the efficacy of various driver behavior modification approaches.
Implement or improve education/training for workers on the roads and drivers travelling through school zones or work zones.

Associated Performance Measures

Year	Measure	Year	Period	Value
2022	Number of drivers age 20 or younger involved in fatal crashes (FARS)	2022	5 Year	50.4
2022	Number of Older Driver Fatalities	2022	5 Year	74.3
2022	Number of motorcyclist fatalities (FARS)	2022	5 Year	69.1
2022	Number of unhelmeted motorcyclist fatalities (FARS)	2022	5 Year	7
2022	Number of Work Zone Related Crashes	2022	5 Year	3,560

Countermeasure Strategy: Enforcement and Education of Graduated Driver Licensing (GDL) Law

Effectiveness of Countermeasure

The effectiveness of Graduated Driver Licensing (GDL) in reducing crashes involving young drivers has been demonstrated many times (Countermeasures That Work, 9th Edition, 2017). In New Jersey, where one of the nation's strongest set of GDL provisions are on books young driver crashes were reduced by 8% in the most recent five-year period studied (2013-2017) (Children's Hospital of Philadelphia, 2019).

GDL laws are more effective when backed up by high visibility enforcement. One study found that teen drivers reported frequently violating GDL passenger restrictions because local police did not routinely enforce GDL laws (Chaudhary, et al., 2007). Another study investigated whether well publicized enforcement, including checkpoints near high schools, could increase compliance with seat belt laws and GDL provisions. The study found modest increases in seat belt use and compliance with the GDL passenger restriction, although levels of compliance prior to the enforcement efforts were already high (Goodwin, Wells, Foss & Williams, 2006). GDL enforcement details also provide law enforcement the opportunity to stress other safe driving practices. A recent New Jersey study showed that the top two contributing circumstances in young driver crashes in 2017 were driver inattention (39%) and following too closely (12%) (Children's Hospital of Philadelphia, 2019).

Although evaluations of programs to assist parents have not yet shown reductions in younger driver crashes, there is still reason to be optimistic. Some programs have increased limit setting on the part of parents, and several studies show that teenagers whose parents impose stricter driving limits report fewer risky driving behaviors, traffic violations and crashes (Simons-Morton, 2007). There is also recent information indicating that parents who utilize new technologies to track the behind-the-wheel behavior of their young driver can have a positive impact (Farah, et al., 2014). It seems that educational programs alone are unlikely to produce lasting changes in behavior. However, education in combination with other strategies may deliver stronger results.

Assessment of Safety Impacts

Teen driving laws are most effective when law enforcement officers are armed with the tools and information necessary to enforce them. The police play a key role in enforcing GDL laws by sending a strong message that the GDL is taken seriously by the law enforcement community. Parents also play a key role in their teenagers' driving and are in the best position to enforce GDL restrictions and impose additional driving restrictions on the young drivers in their home.

Linkage between Problem Identification and Performance Targets

During the last ten years (2010-2019), there were 603 total fatalities in crashes that involved a younger driver behind the wheel. At the time of this report, the preliminary figure for the number of young drivers involved in fatal crashes in 2020 (in which the driver himself may or may not have been killed) is 28 and expected to rise. Younger driver fatalities in 2020 in New Jersey accounted for nearly 7 percent of total drivers killed, down from 9 percent in 2019. A total of 21 drivers between the ages of 16-20 died on the State's roadways in 2020 a 27 percent decrease from 2019, however, those totals are preliminary. Inexperience makes certain circumstances more dangerous for younger drivers. In addition, immaturity increases the likelihood of young drivers putting themselves in risky circumstances. Areas of concern in relation to young drivers include passenger interaction, belt use, cell phone use, drinking and driving, marijuana use, and nighttime driving.

Other Vulnerable Road Users is one of the six Emphasis Areas of the 2020 Strategic Highway Safety Plan. DHTS will make it a priority to assist in implementing the strategies of the SHSP in which it can play a role, relating to younger drivers, older drivers, motorcycle rider education, and enhancing work zone safety through the emergence and use of new technology.

Project Name: GDL ENFORCEMENT AND EDUCATION

Sub-Recipients: DIVISION OF STATE POLICE, KEAN UNIVERSITY, NJSIAA

Total Project Amount: \$200,000

Project Description:

The Division of State Police will conduct patrols in identified high crash areas involving young drivers to enforce the GDL laws and other related traffic violations. In addition, troopers will take part in GDL checks at various high schools throughout the State to ensure that the GDL driver decal is affixed to motor vehicles. Literature will also be distributed to younger drivers on the GDL statute. Funds will be used to compensate troopers for overtime worked on traffic details.

The New Jersey Parent/Teen Driver orientation program “Share the Keys” will continue to be offered in FY2022. While the State’s GDL is considered one of the most progressive and stringent in the country, it must be clearly understood and supported by parents. The orientation program is designed for parents and their teens in the pre-permit/permit stage of licensing and includes a resource guide containing materials that support parental involvement and safe driving behaviors. DHTS will work in cooperation with both Kean University and New Jersey Manufacturers Insurance Company to deliver the program. Funds will be used to compensate instructors for delivering the training program.

A new partnership is planned in FY2022 with the New Jersey State Interscholastic Athletic Association, the governing body for high school sports in New Jersey. A paid and social media campaign will be carried out to deliver traffic safety messages to young drivers and their parents through NJSIAA’s year-round calendar of athletic tournaments and events and its 435 member high schools. The campaign will include banners and print ads, social media posts, and innovative tools to reach and engage young drivers, parents, teachers, and school administrators.

Funding Source: SECTION 402 Local Benefit: \$125,000

Countermeasure Strategy: Communication and Outreach to Older Drivers

Effectiveness of Countermeasure

The overall goal of older-driver-related countermeasures is to enable older drivers to retain as much mobility through driving as is consistent with safety on the road for themselves, their passengers, and other road users. “Safe mobility for life” was the key phrase used in the U.S. Department of Transportation’s *Safe Mobility for a Maturing Society: Challenges and Opportunities* plan published in 2003 (U.S. DOT, 2003). The plan established a number of strategies to address safe mobility on the State or local level. Strategies included educating and training older drivers to assess their driving capabilities and limitations and improving skills when possible. A general trend that has been identified is that as drivers get older they are over represented in crashes that require navigating more complex situations such as intersections, left turns, and reacting to an impending crash (Stutts, Martell, & Staplin, 2009).

Many organizations (AARP, AAA, National Safety Council) offer educational material for older drivers to inform them of driving risks, help them assess their driving knowledge and capabilities, suggest methods to adapt to and compensate for changing capabilities, and guide them in limiting their driving during potentially more risky times of day (National Cooperative Highway Research Program, 2004, Strategy D2). The limited information available suggests that some educational material may increase driver’s knowledge.

It must be realized that of all the traffic safety programmatic areas, countermeasures targeting older drivers are among the most complex because they involve so many issues outside of the normal traffic safety realm (Countermeasures That Work, 9th Edition, 2017).

A potential positive development that will warrant further research is the beneficial effects of new vehicle technologies (backup cameras, blind-spot warning, automatic emergency braking and lane departure warning) in helping keep older drivers safe (<https://mycardoeswhat.org/helping-older-drivers-stay-safe/> April, 2021)



Assessment of Safety Impacts

There are several advantages that can be gained by older drivers attending and completing training programs. In addition to becoming aware of new laws and learning about the latest in car technology, defensive driving techniques are reviewed and the effects of medication while driving as well as other safety issues are discussed. In addition, older drivers show a need for self-assessment for age related concerns that limit driving ability. Self-assessment tools and programs assist in reducing the risk for crashes and crash related deaths for older drivers.

Linkage between Problem Identification and Performance Targets

During the last ten years (2011–2020), there were 670 older driver (65+) fatalities, up from 659 between 2010–2019. In 2020, 78 drivers aged 65 years or older were killed compared to 62 in 2019. In 2019, there were 49,154 crashes involving 52,662 older drivers. This was the highest volume of older drivers involved in crashes since 2006. In 2020, older drivers accounted for 25.7 percent of all driver fatalities in the State and were involved in 17.6 percent of all crashes. As drivers age, their physical and mental abilities, driving behaviors, and crash risks all change. Driving is a complex activity that requires a variety of high-level cognitive skills that can diminish through changes that occur with normal aging and/or as a result of other age-related factors.

Project Name: EDUCATION FOR OLDER DRIVERS

Sub-Recipients: VOORHEES TRANSPORTATION CENTER, AAA

Total Project Amount: \$150,000

Project Description:

The Voorhees Transportation Center at Rutgers University will study best practices relating to safety programs for older drivers in FY2022, as a first step towards developing a unified mature driver education program under the auspices of an Older Driver Traffic Safety Resource Center for the state. The Resource Center will ultimately be the focal point for New Jersey’s older driver safety program. It will contain safety materials, links, and educational programming that will be accessed and utilized by New Jersey safety partners in a coordinated approach to this important issue.

In addition, educating older drivers to assess their driving capabilities and limitations will be provided through a series of *CarFit* training programs that will be offered to senior adults. *CarFit*, a program aimed at helping mature drivers ensure that their vehicle “fits” them properly (i.e., mirror placement, distance seated from the steering wheel and gas and brake pedals, etc.), will be offered at AAA offices, senior housing units and community centers. AAA also plans, with the support of grant funding, a series of general senior traffic safety educational programs, targeted for those areas of the State overrepresented in older driver crashes.

Funding Source: SECTION 402 Local Benefit: \$150,000

Countermeasure Strategy: Communication and Outreach to Motorcyclists

Effectiveness of Countermeasure

NHTSA estimates that per vehicle mile traveled, motorcyclists are about 29 times more likely than passenger car occupants to die in a crash, as a motorcycle offers little rider protection in a collision (Countermeasures That Work, 9th Edition, 2017). A motorcycle is inherently more difficult to operate than a passenger vehicle because it requires more physical skill and strength. The relationship of motorcycle speed and stability is also a critical consideration when riding a motorcycle, as the stability of a motorcycle is relative to speed. As speed increases, the motorcycle becomes more stable, requiring less effort from the operator to maintain its balance, even as it becomes less maneuverable. At very low speeds, the motorcycle becomes less stable, requiring greater effort from the operator to balance it.

Motorcycle riders should be properly trained and licensed. They should be alert and aware of the risks they face while riding; in particular, they should not be impaired by alcohol or drugs. Another objective is to increase other motorists’ awareness of motorcyclists by increasing the visibility of motorcyclists and educating drivers on the importance of sharing the road with motorcycles. Motorcycle riders should all wear helmets but enacting and enforcing universal helmet laws are politically difficult.

Several States have conducted communications and outreach campaigns to increase other driver’s awareness of motorcyclists. Typical themes are “Share the Road” or “Watch for Motorcyclists.” Some States build campaigns around “Motorcycle Awareness Month,” often in May, early in the summer riding season. Many motorcyclist organizations, including MSF, SMSA, the Gold Wing Road Riders Association, and State and local rider groups, have driver awareness materials available. Some organizations also make presentations on drivers’ awareness of motorcyclists to driver education classes. Although this countermeasure is widely used, no evaluations of the effectiveness of campaigns to increase driver awareness of motorcyclists are available (Countermeasures That Work, 9th Edition, 2017).

Kardamanidis, Martiniuk, Stevenson, and Thistlethwaite (2010) evaluated the results of 23 studies for a Cochrane Review and found conflicting evidence with regard to the effectiveness of motorcycle rider training in reducing crashes or offenses. Due to the poor quality of available studies, the authors were unable to draw any conclusions about its effectiveness. In terms of rider impairment, research by Becker, McKnight, Nelkin, and Piper (2003) confirmed earlier studies that motorcycle riders are more concerned with their physical well-being and the security of their motorcycle and less concerned about any fines or sanctions that might come from operating a motorcycle while impaired.

Assessment of Safety Impacts

Both Basic and Experienced Rider Courses are offered by the Motor Vehicle Commission in an effort to better prepare riders to recognize potentially hazardous riding situations and encourage riders to assess their own risks and limitations, and to ride within those constraints. More than 5,300 riders received this training in 2020.

Many drivers are not aware of how to safely share roads with motorcycles. Although there are limited empirical studies testing the effectiveness of public awareness campaigns, statewide awareness messages pushed out by DHTS, MVC, and grantee stakeholders will continue in FY2022.

Linkage between Problem Identification and Performance Targets

After several years of decline, motorcycle fatalities have begun to rise slightly. Roughly 12 percent of all fatalities in New Jersey were motorcyclists in 2020, down from 15 percent in 2019. The ten-year average (2011-2020) of motorcycle fatalities is 70 fatalities per year, the same as the 2010-2019 average. Based on data driven models, the number of motorcycle fatalities is expected to decline in future years. Preliminary figures are showing 5 motorcyclists died on the roadways in 2020 who were not wearing a helmet at the time of the crash, accounting for 7 percent of motorcyclist fatalities (drivers and riders).

Project Name: MOTORCYCLE TRAINING AND AWARENESS

Sub-Recipients: BRAIN INJURY ALLIANCE OF NJ

Total Project Amount: \$250,000

Project Description:

The Motorcycle Safety Coalition is a committee hosted by the Brain Injury Alliance of New Jersey and is comprised of key stakeholders throughout the state including representation from the following groups and agencies: AAA Clubs of NJ, ABATE of the Garden State, Motorcycle Safety Foundation, NJ Motor Vehicle Commission, Plymouth Rock/Rider Insurance, DHTS, Statewide TPA’s, local police departments, and rider training centers including: Barb’s Harley Davidson, Bergen Harley Davidson, Central Jersey Rider Training, Fairleigh Dickinson University, Harley Davidson of Ocean County, Joint Base McGuire-Dix-Lakehurst (military training), Motorcycle Riding Centers, Motorcycle Rider Training Inc., Motorcycle Training Center, Rider Education of New Jersey, Rider Training of NJ at Camden County College and The Riding Academy of NJ.

During FY2022, the coalition will carry out educational and awareness programs geared towards the motorcycle rider and general public, provide Rider Coaches with annual training, and develop and distribute printed materials. The programs that are developed and pushed out are interactive and engaging in nature, and are promoted through the web, social and traditional media with a common theme of “Share the Road”.



Recognizing the importance of maintaining high quality training for motorcycle riders, the Motorcycle Safety Foundation Quality Assurance Program (QAP) will be continued in FY2022 to assist the rider training providers in maintaining consistent performance standards throughout the State using the QA evaluation form on the MSF website.

The Brain Injury Alliance of New Jersey will continue to promote the *Share the Road* message that will be targeted to automobile drivers and the general public to make them aware of motorcycles on the road and how they can contribute to motorcyclist safety. The *Jersey Drives/Motorcycle Safety* website <https://jerseydrives.com/motorcyclists-2/> focuses on a *Share the Road* message, including the importance of why to share the road and how to share the road safely. Other important safety information for motorcycle riders is included as well. Social and traditional media are utilized on an ongoing basis to promote the website.

Pursuant to existing statutory authority, P.L. 1991 c.451 (27:5F-36 et seq.), the Chief Administrator of the Motor Vehicle Commission established a motorcycle safety education program. The program consists of a motorcycle safety education course of instruction and training that meets or exceeds the standards and requirements of the rider's course developed by the Motorcycle Safety Foundation. The course is open to any person who is an applicant or who has been issued a New Jersey motorcycle license or endorsement. Training was provided to more than 5,300 riders in 2020 in motorcycle education basic and experienced rider courses. The Motorcycle Safety Education Fund supports the program and is used to defray its costs. Five dollars of the fee collected by the Motor Vehicle Commission for the issuance of each motorcycle license or endorsement is deposited in the Fund. These funds are used for motorcycle safety rider coach trainings and materials to promote the trainings and the *Share the Road* campaign.

Funding Source: **SECTION 405(f)** Additional Funding Source: **\$500,000** (Motorcycle Safety Education Fund)
Local Benefit: **\$250,000**

Countermeasure Strategy: Work Zone Safety Training

Effectiveness of Countermeasure

Problems and ineffectiveness in work zones arise when the responsible agencies fail to monitor their work zones properly or fail to apply proper procedures and guiding principles in a consistent way (*Safe and Effective Work Zone Inspection*, American Traffic Safety Services Association, USDOT/FHWA, 2013).

Training and administrative controls are vital in the process by which highways are built and maintained, in order to minimize the risk of crashes, injuries and fatalities within work zones. In a 2013 study conducted for FHWA, the NJ Institute of Technology analyzed work zone crashes in New Jersey and made a number of recommendations. While each work zone is unique and driver behavior is significantly impacted by the work zone configuration and roadway operation, speed-flow through the work zone is the critical factor. The time of day of the project, duration of the project, signage, and training of personnel are also important considerations (*Work Zone Safety Analysis, Final Report*. Daniel, Ozbay, Chien, 2013).

Assessment of Safety Impacts

New Jersey streets and highways are expected to safely and efficiently move millions of vehicles each year. A complex network of interstate and state highways, county roads and city streets require ongoing maintenance.

Challenges to the roadway network include growing and shifting populations that may cause some routes to become inadequate; aging infrastructure; increasing maintenance costs; increasing congestion; and a growing population causes drastic alterations in traffic flow patterns.

Responsibility for the design, construction and maintenance of the highway system falls on the public works departments at the state, county and local levels of government. There continues to be a need for advanced traffic

engineering work to monitor highway operations, recommend improvements in the highway system and improve the safety of work zones and those that travel through them such as vehicle operators, pedestrians and bicyclists.

Local jurisdictions vary widely in the degree to which they are equipped to handle the roadway maintenance and operational review. Many lack basic programs such as sign and signal inventories, systematic traffic counts, or means and criteria for identifying and analyzing high crash locations. As populations increase, many do not have access to specialized expertise in traffic engineering to improve or maintain existing roadways.

Work zone safety continues to be a high-priority issue for traffic engineering professionals and highway agencies. Construction and maintenance crews, plus other groups working on the roadway require training on how best to protect themselves as well as the driving public in construction zones. Effective temporary traffic control must provide for the safety of workers, road users and pedestrians. Training in the proper set-up of a work zone by public works employees, utility workers, and police officers will allow drivers to clearly identify the proper travel lane and reduce the chances for a vehicle-vehicle or vehicle-worker collisions.

Linkage between Problem Identification and Performance Targets

Over the past five years (2015-2019), there have been 21,645 reported crashes in construction, maintenance, and utility zones. This averages out to 4,329 work zone crashes per year and this annual number is trending downward.

Project Name: TRAINING

Sub-Recipients: RUTGERS UNIVERSITY

Total Project Amount: \$150,000

Project Description:

Roadway construction and maintenance activities result in significant safety and mobility issues for both workers and motorists. Awareness of proper work zone set up, maintenance, personal protection and driver negotiation are all factors to be considered in establishing a safe work zone culture.

As part of the comprehensive police training grant operated by Rutgers University, various work zone safety related tasks will be carried out again in FY2022. Funds will be used to support the Annual Work Zone Safety Conference in April, 2022. The conference agenda appeals to a wide variety of attendees – typically laborers, managers, law enforcement, engineers and maintenance personnel. Input from a diverse group of stakeholders is used to develop a comprehensive agenda. Partnering agencies also use this venue to distribute pertinent safety materials and offer assistance and resources to attendees. It is hoped that the conference will be conducted in person in 2022, following virtual events in 2020 and 2021.

Throughout the year there will be a variety of training programs offered that will vary from half-day overview courses that provide the basics for safe work zone operations to a comprehensive training program for police officers who will return to their organizations and in turn instruct their own personnel. Courses to be offered during the year include: Four-day police work zone safety train-the-trainer programs; One-day police work zone safety refresher courses; Half-day work zone safety awareness for local police courses; and Half-day work zone safety awareness for municipal and county public works/engineering courses.

Funds will be used to pay partial salaries for Rutgers’ training staff, training materials and conference related costs.

Funding Source: SECTION 402 Local Benefit: \$150,000



TRAFFIC RECORDS

General Overview

Traffic records data serves as the primary source of knowledge about New Jersey’s transportation environment. The State’s traffic records system consists of numerous systems gathering, processing, and sharing information about crashes, the location and characteristics of the state’s roadways, registered vehicles and licensed drivers, citation, adjudication, health, and census/demographic data. Together these systems provide the underpinnings of a comprehensive system to reduce and eliminate serious injuries and fatalities on New Jersey’s roadways.

As an aspirational goal, New Jersey has adopted the Towards Zero Deaths (TZD) strategy for eliminating fatalities and serious injuries through the Strategic Highway Safety Plan (SHSP). In order to achieve this goal, New Jersey’s traffic records systems must be able to provide timely, accurate, integrated and accessible data. This data is fundamental to focusing resources and monitoring progress toward short and long-term strategies.

Countermeasure Strategies in Program Area

Highway Safety Office Program Management
Training and Data Improvements

Coordination with goals in 2020 Strategic Highway Safety Plan

Objective: New Jersey will identify the percentage of crash records that are deemed acceptable with no missing critical data elements and no errors in critical data elements. Establish a performance metric(s) for the timeliness in crash data availability from the time a crash occurs to when the crash is reported, and for measuring uniformity of data collection across jurisdictions. New Jersey will also have Injury Surveillance, Citations/Adjudications, Vehicle Registration, Driver Licensing and History, and Roadway Inventory datasets linked to NJ Crash Datasets.

Objective: Create a Safety Resource Center to manage data linked to data portal and make it accessible.

Objective: A complete inventory of traffic and infrastructure data is available for sharing between organizations and agencies.

Objective: Develop alternate methods to assess health and equity factors related to crashes.

Objective: Assess the consistency of data on all data query platforms.

Improve law enforcement training to ensure the completeness and accuracy of critical data elements in the police crash investigation report form.
Research best practices and technology to collect crash data.
Reduce time for law enforcement to complete the police crash investigation form by assessing existing efforts and providing recommendations to auto populate fields in the form.
Ensure all police departments are using the same crash report standards by providing updates on changes to the police crash investigation reporting form manual.
Increase ongoing efforts by NJ OIT and STRCC to integrate Injury Surveillance, Citations/Adjudications, Vehicle Registration, Driver Licensing and History, and Roadway Inventory databases with the New Jersey crash records database.
Develop scope, vision, mission, and goals for a Safety Resource Center and outline its role in the context of agency roles, academia, law enforcement, and the public.
Improve access to data analysis tools and portals.
Identify and document health outcome data and trauma data to be incorporated into safety analyses.

Associated Performance Measures

2022	Number of PAR Training Events Held	2022	Annual	12.00
2022	Number of Registered Crash Analysis Tool Users	2022	Annual	550.00

Countermeasure Strategy: Highway Safety Office Program Management

Project Name: **TRAFFIC RECORDS PROGRAM MANAGEMENT**

Sub-Recipients: **DIVISION OF HIGHWAY TRAFFIC SAFETY**

Total Project Amount: **\$300,000**

Project Description:

This program management grant will provide funds for the administration of traffic records-related activities including participation on the Statewide Traffic Records Coordinating Committee (STRCC) and the coordination of projects under the Traffic Records program area. Funds will be used for salaries, fringe benefits, travel and other administrative costs that may arise for program supervisors and their respective staff. Salaries and fringe benefits represent \$250,000 of the budgeted amount and the remainder is budgeted for travel and other miscellaneous expenditures.

Funding Source: **SECTION 402** Local Benefit: **0**

Countermeasure Strategy: Training and Data Improvements

Effectiveness of Countermeasure

High quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Every State, in cooperation with its local, regional and Federal partners, should maintain a traffic records system that supports the data-driven, science-based decision making necessary to identify problems; develop, deploy, and evaluate countermeasure; and efficiently allocate resources. (Traffic Records Program Assessment Advisory, NHTSA, 2012.)

Assessment of Safety Impacts

Traffic records data remains the basis for funding programs to transport people safely and to reduce motor vehicle crashes. Accurate data enables safety officials to know the who, what, when, where, and why in the transportation safety field so improvements can be implemented.

The crash data that will be received in FY2022 will need to be analyzed by experienced personnel, utilizing state-of-the-art crash analysis tools, to identify trends in crash causation. This information will be provided to managers to assist in highway traffic safety program development and will be offered to other public and private agencies to help them develop safety related projects at the local level.

Relating to the crash report itself, NHTSA and the Governor's Highway Safety Association developed a methodology for mapping the data collected on the State Police Accident Reports (PARs) to the data elements and attributes in the Model Minimum Uniform Crash Criteria (MMUCC) Guidelines (5th Edition, 2017). This methodology was intended to standardize how States compare their PARs to MMUCC. New Jersey volunteered to pilot the mapping process and as a result, a list of compatibility ratings was generated for each recommended Data Element and Attribute collected or derived from New Jersey's PAR. The mapping process provided a straightforward roadmap for implementing the MMUCC into the data collection process in the State. By completing this mapping process, the State determined and prioritized changes that were implemented in the recently revised NJTR-1 crash report.

New Jersey modified the NJTR-1 to include criteria where data collection was lacking or needed to be enhanced. The latest NJTR-1 went into use on January 1, 2017 and there have been ongoing training classes offered to address not only the additions/changes to the crash report form, but to also educate traffic safety officers on how to accurately fill out the form. Effective January 1, 2019, the serious injury reporting standards were updated to meet the FHWA’s Safety Performance Management Measures Final Rule (23 CFR 490) and the National Highway Safety Grants Program Interim Final Rule (23 CFR 1300).

Linkage between Problem Identification and Performance Targets

New Jersey’s primary crash information system is hosted and maintained by NJDOT. With few exceptions, the statewide database contains records for all police-reported motor vehicle crashes resulting in \$500 or more of property damage. All crash reports undergo a process that relies heavily on the following characteristics: Timeliness, Accuracy, Completeness, Integration, and Accessibility.

TIMELINESS	FOR	CITATION SYSTEM
ACCURACY		DRIVER INFORMATION SYSTEM
COMPLETENESS		INJURY SURVEILLANCE
INTEGRATION		VEHICLE INFORMATION
ACCESSIBILITY		ROADWAY INFORMATION

Timeliness:

The transfer of motor vehicle crash data in an electronic format is the key that will ultimately facilitate a quick turnaround time from crash occurrence to entry into the system. The Division of State Police, NJDOT and the Office of Information Technology developed new procedures and protocols for the State Police to electronically transfer all crash records to both agencies for processing. The success of this operation has enabled the State to move forward in its plans to ultimately provide a way for all law enforcement agencies to submit their records electronically. In FY2021, NJDOT began piloting a statewide program for electronic transfer of crash report information from local jurisdictions. It is hoped that this pilot project will expand and begin bearing fruit in FY2022.

Accuracy:

Maintaining and maximizing the accuracy of crash reports is an ongoing challenge. Differences in interpretation on the part of the officer filling out the report can cause issues. In some cases, pinpointing the exact location of the crash can also be problematic since not all police agencies use the same locating methodologies in reports.

Completeness:

The State crash report, the NJTR-1, collects a large volume of data on all reportable crashes, through dozens of fields that need to be entered on the report. Training and education are provided to law enforcement agencies on the proper method of data collection and data entry on the form to ensure the most accurate information is received.

Integration:

The State Traffic Records Coordinating Committee aims to integrate statewide crash data to the Motor Vehicle Commission’s licensing and vehicle registration information as well as Emergency Medical Service information and citation/adjudication data from the NJ court system. New and exciting partnerships are planned for FY2022 to assist in the overall data integration effort.

Accessibility:

The DHTS Crash Analysis Tool is a decision support tool developed and maintained by Numetric, a business intelligence company. The Crash Analysis Tool is a powerful analytical tool designed to allow engineers, planners, designers, and executives to perform analysis, reporting, and crash data review in one streamlined, easy to use platform. The tool allows merging of multiple data sets including crash data, roadway data, and various safety layers for a seamless experience, referencing data from various sources and using it to make data driven decisions regarding roadway safety. The tool includes the ability to quickly identify crash patterns, drill down within the data and analyze segments at varying levels. This multi-layered support and crash analysis program is used by DHTS and made available to potential grantees and stakeholders.

Project Name: **DATA ANALYSIS**

Sub-Recipients: **RUTGERS UNIVERSITY**

Total Project Amount: **\$150,000**

Project Description:

The collection and detailed analysis of data is a critical first step in the process of developing programs to reduce fatalities and serious injuries on New Jersey's roadways. The cornerstone of this effort each year is the development of the Highway Safety Plan and Annual Reports. These documents rely on data to develop and prioritize highway safety program areas and to analyze the effectiveness of programs previously implemented. The data analysis involved in the process is extensive and involves several databases in order to ensure accuracy. The DHTS Crash Analysis Tool, FARS database, and other data sources are used to provide the data necessary for these reports. In order to efficiently and accurately provide this information to the State in a timely manner, dedicated and experienced individuals are assigned the task of performing data analysis, maintaining critical hardware and software, and assisting in the preparation of the Highway Safety Plan and Annual Report. Funds will be provided in a grant to Rutgers University to pay for staff salaries, training, and travel expenses to assist with overall DHTS data efforts, as needed.

Funding Source: **SECTION 405(c)** Local Benefit: **\$150,000**

Project Name: **TRAFFIC RECORDS COORDINATING COMMITTEE**

Sub-Recipients: **RUTGERS UNIVERSITY**

Total Project Amount: **\$600,000**

Project Description:

This task will provide, in a grant to Rutgers University, the resources necessary to lead and carry out the important work of the STRCC. Responsibilities will include facilitating STRCC meetings, recruiting new members and retaining current members, and executing the STRCC Strategic Plan (updated annually). The strategic plan details new and ongoing projects designed to enhance the traffic records system in the state and meet the recommendations of the most recent traffic records program assessment (2017). The STRCC also prepares reports on STRCC project activities and facilitates and/or participates in subcommittee work as needed.

Funds will be used to pay for the salary and travel of the STRCC Chairperson (approximately \$75,000). The bulk of the funds in this grant will go to the annual maintenance contract and licenses for the Crash Analysis Tool, as well as planned upgrades to the CAT in FY2022.

The Committee will continue to review and act upon the recommendations of the traffic records assessment completed in fiscal year 2017. These recommendations include the need to improve the data dictionary and data quality control programs of the crash and vehicle data systems. Other recommendations include improving the description and contents of the driver data system and the data quality control program for both the driver and roadway data systems. In addition, recommendations were provided to improve the citation/adjudication and injury surveillance systems as well as improving the traffic records systems capacity to integrate data. The STRCC will also play a lead role in renewed efforts to launch electronic data transfer of crash reports by local police agencies. Note, a comprehensive traffic records assessment is planned for FY2022.

Data is one of the six Emphasis Areas of the 2020 Strategic Highway Safety Plan. DHTS, primarily through the STRCC, will make it a priority to assist in implementing the strategies of the SHSP in which it can play a role, such as enhancing the accuracy and timeliness of NJTR-1 reports, improving data integration, and ultimately developing a NJ Safety Data Resource Center.

Funding Source: **SECTION 405(c)** Local Benefit: **\$600,000**

Project Name: NJTR-1 TRAINING

Sub-Recipients: RUTGERS UNIVERSITY

Total Project Amount: \$100,000

Project Description:

The NJTR-1 crash report form is completed by law enforcement officers for any crash resulting in injury, death, or property damage of \$500 or more. Police officers receive only brief training on how to properly complete the NJTR-1 crash form through their police academy instructions or through in-service training. Funds from this task will be used within the Rutgers Comprehensive Police Training Grant to provide workshops for law enforcement that will address proper form completion and the importance of data accuracy. For FY2022 the trainings will put special emphasis on the recently revised NJTR-1 form and the more recent changes to serious injury reporting classifications within the crash report. Funds will be used to pay for training materials and hourly wages of instructors.

Funding Source: **SECTION 402** Local Benefit: **\$100,000**

Project Name: TRAFFIC RECORDS INFORMATION SYSTEM

Sub-Recipients: NJ OFFICE OF EMERGENCY MEDICAL SERVICES, CHILDRENS HOSPITAL OF PHILADELPHIA

Total Project Amount: \$1,250,000

Project Description:

In FY2022 funds from this task will be used to implement projects designed to improve the traffic safety information system in New Jersey, as detailed in the STRCC Strategic Plan and the NJ SHSP.

Children’s Hospital of Philadelphia, which has collaborated in the past with DHTS in traffic safety research programs, and has a proven record of accomplishment, will be engaged in a multi-year effort to develop a comprehensive New Jersey Data Resource Center. Conceptually, the resource center will integrate crash data, roadway inventory, trauma/EMS/injury data, hospital information, census/equity factors, and marijuana/toxicology information in one centralized hub. The resource center will ultimately include a public dashboard to assist the general public and potential DHTS grantees with their data questions, as well as a deeper, richer database for safety professionals to utilize in program planning. This initiative will bring great value to the traffic safety program in the state at all levels and will help move forward the many safety targets of this HSP and the SHSP.

The Department of Health will again receive funds to implement electronic patient care reporting to the state’s advanced life support programs. The project will use real-time data management tools to provide stakeholders (Office of Emergency Medical Services, hospitals and advanced life support programs) with data needed to make decisions in the most efficient manner possible. With the electronic patient care program, patient and circumstantial data is collected through tablet personal computer devices by the Advanced and Basic Life Support providers who are the first responders. As the data fields are completed, the information is transferred via modem, in real-time, to the closest hospital so all relative data to the patient and their injuries are available upon their arrival for treatment. Simultaneously, data is also transmitted to the New Jersey Office of Information Technology data warehouse where EMS providers as well as the Division of State Police and Motor Vehicle Commission and other agencies can access the data for report purposes. In essence, all patient information is captured electronically as one chart at the site of the injury, shared with any treatment facilities, updated by those facilities and used by multiple state and federal agencies to produce their required reports. Funds here will be used for contractual services to expand and enhance the current electronic patient care report project.

Funding Source: **SECTION 405(c)** Local Benefit: **\$900,000**



EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

Overview of Methodology

Conducting evidence-based enforcement requires three main components. It begins with an analysis of relevant data to form problem identification. The second phase is deployment of proven countermeasures targeted at the problems identified during the analysis. Lastly, evidence-based enforcement relies on continuous follow-up and necessary adjustments to the plan. Correctly identifying roadways, jurisdictions, and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. Selected police departments must have enforceable roadways with the best opportunity to effectively reduce crashes, injuries, and ultimately, deaths. Funding levels should be based when possible, on a jurisdiction's proportion of the overall contribution or piece of the problem within each safety focus area. For example, over the last five years (2015-2019), the City of Newark accounts for 11 percent of all pedestrian crashes in the state. Therefore, data shows they should receive approximately 11 percent of the pedestrian safety enforcement and education funding. This amount is used as a starting point, but the final award amount is determined by also evaluating past performance, ability to participate, and internal contributions to serve as matching efforts.

At both the state and local level, the DHTS Crash Analysis Tool is used to analyze crash data. The DHTS Crash Analysis Tool is a decision support tool developed for the Utah Department of Transportation by Numetric, a Traffic Safety Analytics company, and maintained by both Rutgers University and the NJ Division of Highway Traffic Safety. Several other states also subscribe to this software for their data accessibility needs. This multi-layered support program is made available to law enforcement personnel and other decision makers to help identify and assess the most cost-effective ways to improve safety on the state's roadways through a data driven approach. The system provides a suite of applications that aid in the breakdown of over 4 million crash records into digestible information for analysis, performance measuring and reporting. DHTS recently launched its newest application, the Network Screening Module. This powerful application functions as a hot-spot identification tool that enables the user to quickly drill down to any crash attribute at the local roadway level.

DHTS uses two primary sources of crash data for its evidence based enforcement program: the New Jersey Crash Records system maintained by the DOT, Bureau of Safety Programs, and FARS, maintained by the Division of State Police. All reportable crashes in the state are submitted to DOT for entry into the statewide crash records system. The data contained in the New Jersey Crash Records System allows for the analysis of crashes within specific categories defined by person (i.e., age and gender), location (i.e. roadway type and geographic location) and vehicle characteristics (i.e. mechanical conditions), and the interactions of various components (i.e. time of day, day of week, driver actions, etc.).

Utilizing these resources, all of New Jersey's FY2022 HSP funding allocations are evidence-based as we identify and encourage municipalities and safety agencies to participate in our grant-funded activities. Two examples of this evidence based approach follow: (1) A targeted project to assist DHTS grantees in applying effective safety countermeasures based on data driven evidence, and (2) A novel approach to capture and record distracted drivers in the state of New Jersey, which will assist in future driver distraction enforcement efforts.

Project Description: Data Driven Countermeasures for Traffic Safety training course

In an effort to assist New Jersey law enforcement agencies in developing data-driven, evidenced-based traffic safety enforcement projects, a new training program was created and offered for the first time in FY2021. With the assistance of the Rutgers University Center for Advanced Infrastructure and Transportation (CAIT), the *Data Driven Countermeasures for Traffic Safety* course was piloted in March, 2021, with twelve police agencies participating:

Brick Township Police Department
Camden County Police Department
Cherry Hill Police Department
New Brunswick Police Department
Newark Police Department
North Brunswick Police Department

Paramus Police Department
Paterson Police Department
Toms River Police Department
Trenton Police Department
Vineland Police Department
Wayne Police Department

The two-day hands-on course, presented in a virtual environment, provided project managers and grant writers the tools necessary to extract data related to crash prone areas, develop and submit a grant to DHTS, implement proven countermeasures and strategies to proactively address traffic safety issue(s), and measure the impact of their intervention(s). Participants were taught step-by-step how to utilize the Crash Analysis Tool (CAT) by first developing specific queries to identify crash prone locations. Those queries were then saved and exported to form the justification for a DHTS grant proposal.

The finalized crash analysis document, prepared by participant Brick Township, is shown here:



New Jersey Division of Highway Traffic Safety

Brick Township Sustained DWI Enforcement

Traffic Safety Grant Application – Data Documentation

Start Date:	10/1/2021	End Date:	9/30/2022
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Brick Township	2015	2016	2017	2018	2019	Total	5-Yr Avg
Total Crashes	1,742	2,043	1,872	1,816	1,931	9,404	1,881
Total Crashes With Injuries	376	485	473	432	481	2,248	450
Total DWI Crashes	74	85	65	73	73	370	74
Total DWI Crashes with Injuries	32	40	24	25	26	147	29
Total Crashes in County	14,459	14,860	14,278	14,874	15,022	73,493	14,699
% of Total (Municipal Total)	12.0	13.7	13.1	12.2	12.8	12.7	12.7
Total Crashes in New Jersey	271,445	279,874	277,671	282,592	279,313	1,390,895	278,179
% of Total (Municipal Total/County Total)	0.6 / 5.3	0.7 / 5.3	0.6 / 5.1	0.6 / 5.2	0.6 / 5.3	0.6 / 5.3	0.6 / 5.3

1	<i>Distracted Driving</i>	6,028	64.10
2	<i>Unsafe Speed</i>	622	6.61
3	<i>Alcohol Related</i>	370	3.93

Top 3 Crash Characteristics	5-year Total	% of Total
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1	Older Driver Involved	2,393	25.45
2	Young Driver Involved	1,663	17.68
3	Curve Related	960	10.21

12-2AM	213	2.26
2-4AM	130	1.38
4-6AM	106	1.13
6-8AM	635	6.75
8-10AM	899	9.56
10-12PM	1,069	11.37
12-2PM	1,313	13.96
2-4PM	1,437	15.28
4-6PM	1,614	17.16
6-8PM	1,039	11.05
8-10PM	636	6.76
10-12AM	313	3.33

January	692	7.36
February	585	6.22
March	766	8.15
April	741	7.88
May	830	8.83
June	832	8.85
July	820	8.72
August	836	8.89
September	783	8.33
October	792	8.42
November	810	8.61
December	917	9.75

16-20	1,298	13.80
21-25	1,419	15.09
26-30	1,271	13.52
31-35	1,098	11.68
36-40	964	10.25
41-45	892	9.17
46-50	1,008	10.72
51-55	1,064	11.31
56-60	1,042	11.08
61-65	896	9.27
66+	2,015	21.42

Monday	1,323	14.07
Tuesday	1,440	15.31
Wednesday	1,448	15.40
Thursday	1,516	16.12
Friday	1,507	16.03
Saturday	1,215	12.92
Sunday	955	10.16

Over a 5-year period between 2015 and 2019, on average, Brick Township accounted for 12.7% of crashes in Ocean County and 0.6% of crashed statewide, with Distracted Driving, Unsafe Speed and Alcohol Related Driving being the top 3 contributors. The statewide total number of alcohol related crashes for that 5-year period was 35,307, of which 2,391 were in Ocean County, and 307 were in Brick Township. Through data research, it has been established that Brick Township ranks #2 in DWI related crashes in Ocean County, accounting for 1% of the total DWI crashes in the state and 12.8% of alcohol related crashes in Ocean County between 2015 and 2019. The objective is to reduce the amount of alcohol related crashes by 5% of the 5-year average of 74, to 70 or below.

Emphasis Area Baseline Avg. (2015-2019)	Emphasis Area Target
74	70
	5% reduction

	State Highway 70, Chambers Bridge Rd., and Drum Point Rd.
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Agencies also received grant-writing training to develop a grant proposal and budget related to their data points utilizing the DHTS SAGE System, with support from experienced grantees and grantors. NHTSA’s proven countermeasures were also discussed, and other traffic safety organizations provided presentations to assist the attendees in selecting the proper strategies to implement.

Of the twelve agencies that took the pilot course, nine submitted grant applications for FY2022, including Brick Township (highlighted above) which submitted a grant proposal for a sustained impaired driving enforcement initiative. It is expected that this project will be approved, carried out, and monitored for effectiveness in FY2022 and beyond.

Project Description: Rowan University Novel Driver Distraction Observational Study

In FY2021, DHTS began partnering with Dr. Mohammad Jalayer and his team at Rowan University on an analysis of distracted driving crashes in New Jersey. The primary objectives of the research are to identify the current and future state of mitigating distracted drivers; develop a novel approach to identify distracted drivers in the state of New Jersey; and develop appropriate recommendations and strategies to mitigate this type of crashes. The research is especially important for New Jersey because distracted driving was a contributing factor in more than 133,000 crashes in 2019, more than speeding and driving while intoxicated combined. Therefore, there is a significant need to understand the patterns of distracted drivers, crash-prone corridors, and develop effective enforcement and education strategies, which the research team is addressing in this project.

The project consists of four major tasks:

Task 1 – Literature review of existing data and analysis methodologies

Task 2 – Data collection techniques

1. Floating Car method
2. Manual Counting Method
3. Static Camera Method



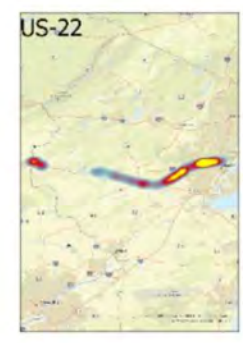
Dancing_Fidgeting	18
Radio_ReachingObjects	20
drowsy	1
talking to passenger	9
calling	11
food	24
cell phone	59
Non Distraction	649



High Crash Corridors

Task 3 – Corridor Selection

1. Route 9
2. Route 1
3. Route 130
4. Route 80
5. Garden State Parkway
6. Route 22



Task 4 – Data analysis Methods

1. Video Analysis
2. Manual Data Analysis
3. Crash Analysis

The research team analyzes the field data collected in the selected corridors, considering different times of day (peak hour vs. non-peak hour), the day of week (weekday vs. weekend), season, roadway functional classification, speed limit, etc. using advanced statistical and machine learning methods. The team generates descriptive reports (frequency, means, medians, ranges) and uses the Convolutional Neural Network (CNN) method to classify the distracted vs. non-distracted drivers.

The preliminary findings of the first wave of data collection are being analyzed at the time of this writing, however the average rate of distraction for drivers in the survey came in at an eye-opening 20.4%.

The overarching objective of this project is to develop a novel approach to capture and record distracted drivers in the state of New Jersey. The project tasks are carefully designed to efficiently achieve this goal and make sure that the methodology and technology are used effectively. The data collected through this program will greatly aid DHTS and its safety partners in targeting enforcement and educational initiatives in this critical program area.

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

[Each fiscal year, the Governor’s Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: New Jersey

Fiscal Year: 2022

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor’s Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace;
 - 2. The grantee's policy of maintaining a drug-free workplace;
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs;
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 - 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - 1. Abide by the terms of the statement;
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
 - 1. Taking appropriate personnel action against such an employee, up to and including termination;
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

- 1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
- 2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;
- 3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *civil judgment*, *debarment*, *suspension*, *ineligible*, *participant*, *person*, *principal*, and *voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
(23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: **[CHECK ONLY ONE]**

Certifies that automated traffic enforcement systems are not used on any public road in the States;

OR

Is unable to certify that automated traffic enforcement systems are not use on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 U.S.C. 402(c)(4)(C) AND will submit the survey results to the NHTSA Regional Office no later than March 1, 2022.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Eric Heitmann Digitally signed by Eric Heitmann Date: 2021.06.09 11:34:27 -04'00' 6/9/21

Signature Governor's Representative for Highway Safety Date

Eric Heitmann

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: New Jersey

Fiscal Year: 2022

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

■ PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

*[Check the box above **only** if applying for this grant.]*

All States:

*[Fill in **all** blanks below.]*

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at the attached Sec. 405b application. (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at the attached Sec. 405b application. (location).
- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at the attached Sec. 405b application. (location).

Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at _____ (location), the attached Sec. 405b application. _____ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s): _____.

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- _____ Coverage of all passenger motor vehicles;
- _____ Minimum fine of at least \$25;
- _____ Exemptions from restraint requirements.
- The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at _____ (location).
- The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at _____ (location).

- The State's **comprehensive occupant protection program** is provided as follows:
 - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date _____ (date);

 - Multi-year strategic plan: HSP at _____(location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).
- The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (date) (within 3 years of the application due date);

■ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

All States:

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[Fill in all blank for each bullet below.]

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at the attached Sec. 405c application. (location).
- The name and title of the State's Traffic Records Coordinator is
Pat Ott, Chair, NJ Statewide Traffic Records Coordinating Committee.
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at the attached Sec. 405c application. (location).
- The State Strategic Plan is provided as follows:
 - Description of specific, quantifiable and measurable improvements at the attached Sec. 405c application. (location);
 - List of all recommendations from most recent assessment at: the attached Sec. 405c application. (location);
 - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at the attached Sec. 405c application. (location);
 - Recommendations not to be addressed, including reasons for not implementing: HSP at the attached Sec. 405c application. (location).
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at the attached Sec. 405c application. (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 5/30/2017 (date).

**■ PART 3: IMPAIRED DRIVING COUNTERMEASURES
(23 CFR 1300.23(D)-(F))**

*[Check the box above **only** if applying for this grant.]*

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Mid-Range State Only:

*[Check **one** box below and fill in **all** blanks under that checked box.]*

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date).
Specifically –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and continues to use this plan.

High-Range State Only:

[Check one box below and fill in all blanks under that checked box.]

The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically, –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at _____ (location) contains the planned activities, in detail, for spending grant funds;
- HSP at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the HSP at _____ (location).

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

*[Check **at least one of the boxes** below and fill in **all** blanks under that checked box.]*

Law citation. The State provides citations to a law that authorizes a Statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____.

Program information. The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at _____ (location).

■ PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

*[Check the box above **only** if applying for this grant and fill in **all** blanks.]*

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State’s driver’s license examination in the HSP at the attached Sec. 405e application. (location).

- **Prohibition on Texting While Driving**

The State’s texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on 1/20/2004 (date) and last amended on 6/27/2013 (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- N.J.S.A. 39:4-97.3a Prohibition on texting while driving;
- N.J.S.A. 39:4-97.3b Definition of covered wireless communication devices;
- N.J.S.A. 39:4-97.3d Minimum fine of at least \$25 for an offense;
- N.J.S.A. 39:4-97.3 (No Exemptions) Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least \$25, was enacted on 1/20/2004 (date) and last amended on 1/20/2004 (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- N.J.S.A. 39:3-13.2a and 39:3-13.4a and c. Prohibition on youth cell phone use while driving;
- N.J.S.A. 39:4-97.3b Definition of covered wireless communication devices;
- N.J.S.A. 39:4-97.3d Minimum fine of at least \$25 for an offense;
- N.J.S.A. 39:3-13 (No exemptions) Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

■ PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

*[Check the box above **only** if applying for this grant.]*

*[Check **at least 2 boxes** below and fill in **all blanks** under those checked boxes **only**.]*

■ Motorcycle riding training course:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is New Jersey Motor Vehicle Commission.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
[Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the HSP at attached Sec 405f (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist awareness program:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the HSP at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the HSP at _____ (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

Impaired driving program:

- In the HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at _____ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

■ **Use of fees collected from motorcyclists for motorcycle programs:**

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**
- The State’s law appropriating funds for FY ____ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s): _____
_____.

■ Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at _____ (location).

□ PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)

*[Check the box above **only** if applying for this grant.]*

*[Fill in **all** applicable blanks below.]*

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

Legal citations:

- _____ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- _____ Applicant must pass vision test and knowledge assessment;
- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 16 years of age;
- _____ Must be accompanied and supervised at all times;
- _____ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of learner's permit stage if convicted of a driving-related offense;
- _____ Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

- _____ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- _____ Applicant must pass behind-the-wheel driving skills assessment;

- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 17 years of age;
- _____ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
- _____ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of intermediate stage if convicted of a driving-related offense;
- _____ Exemptions from intermediate stage.

■ PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)

*[Check the box above **only** applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]*

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

□ PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)

*[Check the box above **only** if applying for this grant.]*

*[Check one box **only** below and fill in **all** blanks under the checked box **only**.]*

- In the HSP at _____ (location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.
- In the HSP at _____ (location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads. (A State may not receive a racial profiling data collection grant by checking this box for more than 2 fiscal years.)
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In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Eric Heitmann Digitally signed by Eric Heitmann
Date: 2021.06.09 15:24:50 -04'00'

6/9/21

Signature Governor's Representative for Highway Safety

Date

Eric Heitmann

Printed name of Governor's Representative for Highway Safety

PROGRAM COST SUMMARY

FFY 2022 PROGRAM COST SUMMARY				
PLANNING & ADMIN - PA 22-01	\$ 897,000	\$ 897,000	0	\$ 897,000
ALCOHOL - AL 22-07	\$ 600,000	0	0	\$ 600,000
PED/BICYCLE SAFETY – PS 22-16	\$ 500,000	0	0	\$ 500,000
OCCUPANT PROTECTION – OP 22-11	\$ 875,000	0	\$ 375,000	\$ 875,000
POLICE TRAFFIC SVCS. – PT 22-03	\$ 4,300,000	\$ 10,789,552	\$ 2,475,000	\$ 4,200,000
CTSP – CP 22-08	\$ 2,500,000	0	\$ 1,700,000	\$ 2,500,000
PAID MEDIA & PI&E – PM 22-21	\$ 400,000	0	0	\$ 400,000
TRAFFIC RECORDS – TR 22-02	\$ 300,000	0	0	\$ 300,000
ROADWAY SAFETY - RS 22-61	\$ 150,000	0	\$ 150,000	\$ 150,000

OCCUPANT PROTECTION	\$ 2,000,000	\$ 1,533,049	\$ 1,400,000	\$ 2,000,000
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TRAFFIC RECORDS	\$ 2,000,000	\$ 1,696,718	\$ 1,650,000	\$ 2,000,000
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IMPAIRED DRIVING	\$ 5,875,000	\$ 4,312,764	\$ 3,875,000	\$ 5,875,000
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DISTRACTED DRIVING	\$ 3,500,000	\$ 6,074,166	\$ 3,300,000	\$ 3,500,000
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MOTORCYCLE	\$ 250,000	\$ 188,702	\$ 250,000	\$ 250,000
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NON-MOTORIZED SAFETY	\$ 1,575,000	\$ 1,741,868	\$ 1,475,000	\$ 1,575,000
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