

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

Fiscal Year	2019
NHTSA Grant Application	NEW JERSEY - Highway Safety Plan - FY 2019
State Office	New Jersey Division of Highway Traffic Safety
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	NEW JERSEY - Highway Safety Plan - FY 2019
Application Version:	3.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	Yes
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	No

STATUS INFORMATION

Submitted By:	Gary Poedubicky
Submission On:	6/22/2018 5:24 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

DHTS uses two 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, and the Fatality Analysis Reporting System (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 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 Crash Analysis Tool is also used to analyze crash data. The Crash Analysis Tool is a support tool, maintained by two Transportation Safety Analysts at 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 seat belt observational surveys 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 data), Department of Transportation (crash data), and Administrative Office of the Courts (citation data).

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 Highway Safety Plan. 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.

The problem identification process covers the following program areas: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, younger and older drivers, community traffic safety programs, public information and paid media, motorcycle safety, traffic records and roadway safety.

Program staff 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 strategic in reducing the State's mileage death rate and the number of motor vehicle related injuries. Projects in the following areas will receive priority in FFY 2019:

- **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.
- **Younger and Older Driver Safety Programs:** Enforcement and education programs that are aimed at enhancing safety of drivers age 20 and younger, and mature drivers over 65.
- **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.
- **Motorcycle Safety:** The development of programs that remind all motorists to safely “share the road” with motorcyclists and be alert.
- **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.
- **Roadway Safety:** Professional and technical engineering services necessary for the improvement of the roadway system in order to reduce the incidence and severity of crashes.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

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 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

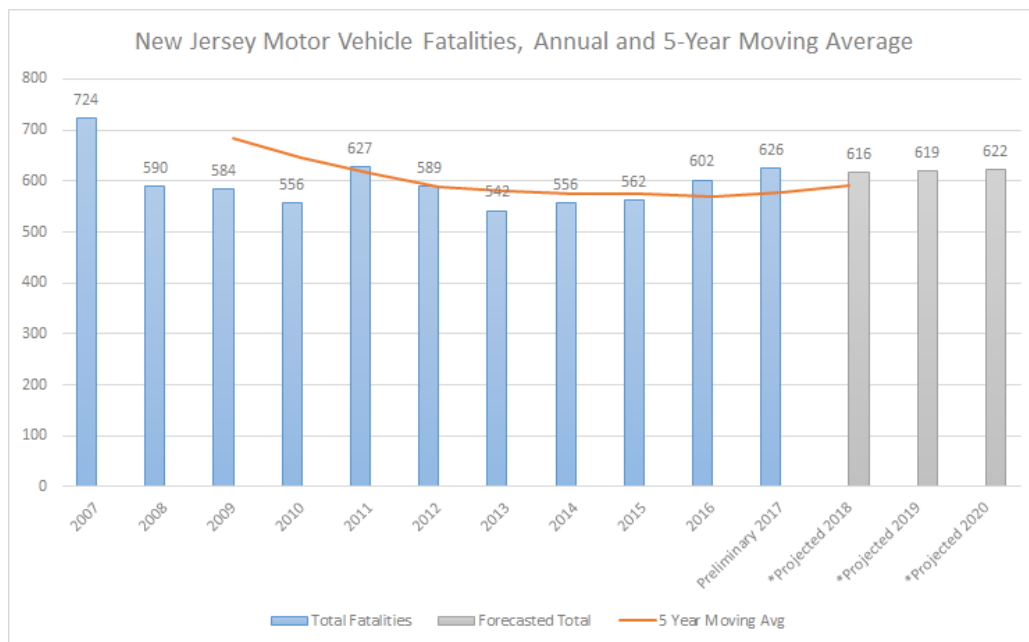
- New Jersey State Safety Council
- Administrative Office of the Courts
- MADD
- Transportation Management Associations
- New Jersey Inter-Scholastic Athletic Association
- Municipal Excess Liability Joint Insurance Fund
- Partnership for a Drug-Free New Jersey
- New Jersey Licensed Beverage Association

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

STATEWIDE OVERVIEW

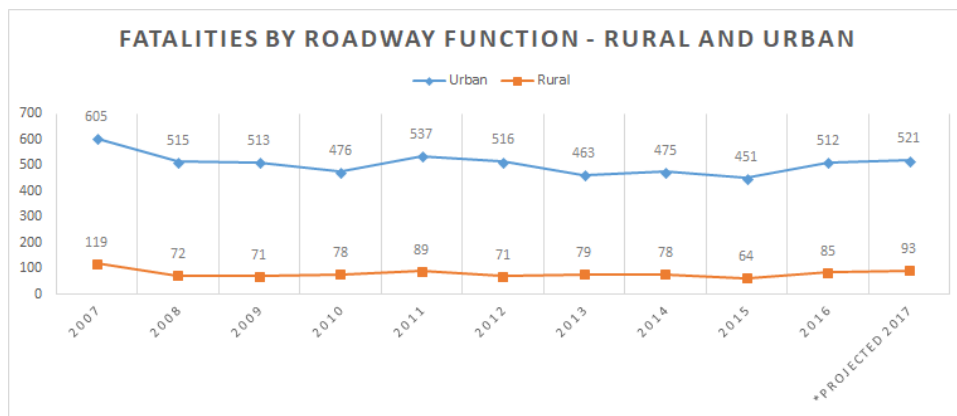
In 2017, the State experienced 626 fatalities on its roadways, the highest since 2011. This resulted in a 3.83 percent increase in overall traffic fatalities from the previous year (2016). The graph depicts overall traffic fatalities in New Jersey as well as the 5-year moving average of those fatalities.

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



Fatalities by roadway function are shown in the chart below. The figures from 2017 are projections based on 2016 figures. Urban roadway fatalities in 2016 increased 11.9 percent from 2015, and rural roadway fatalities increased 24.7 percent from 64 in 2015 to 85 in 2016.

FATALITIES BY ROADWAY FUNCTION* – RURAL AND URBAN



* Excludes undefined Roadway Function.

Comparing fatalities by operator category in 2017, *Driver* (259 or 41.4%) and *Passenger* (85 or 14.6%) fatalities decreased compared to the 2016 total fatalities. *Pedestrian* fatalities (183 or 29.3%) increased by 11.5 percent from 2016. *Bicyclist* (17 or 2.7%) decreased by 1 fatality and *Motorcyclist* fatalities (81 or 13%) increased by 18.5 percent from 2016.

Traffic Related Fatalities by Category, 2008 - 2017

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
DRIVER	238	249	233	270	239	248	235	226	268	259
PASSENGER	115	99	101	105	103	95	80	96	88	85
PEDESTRIAN	135	158	139	142	156	129	168	173	162	183
BICYCLIST	20	13	13	17	14	14	11	17	18	17
MOTORCYCLIST	82	65	70	93	77	56	62	50	66	81
NJ STATE TOTALS	590	584	556	627	589	542	556	562	602	625

FATAL CRASHES

555

549

530

586

554

508

525

520

569

592

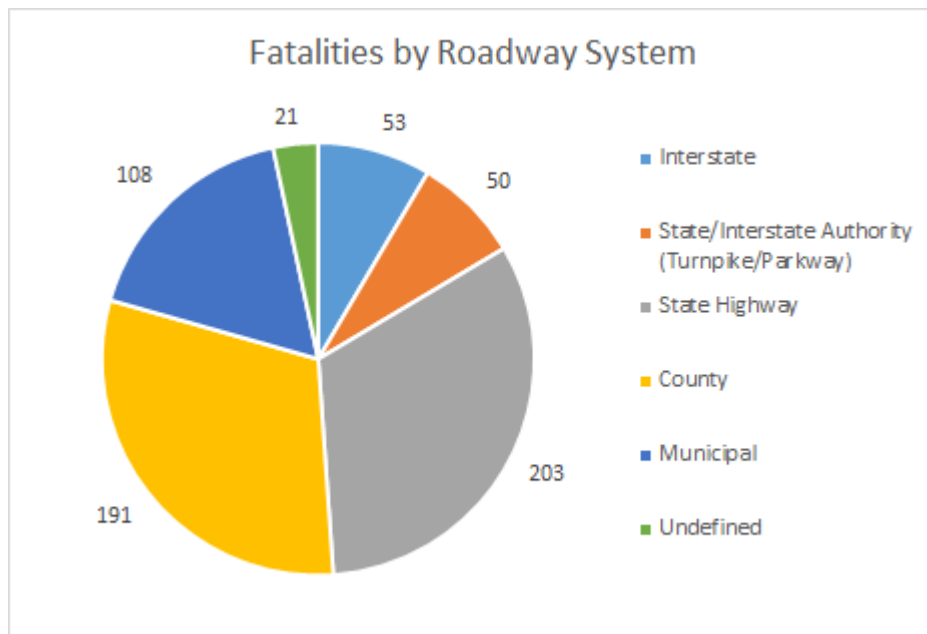
In 2017, pedestrian fatalities were the most prevalent in Essex County (22) accounting for 12 percent of all pedestrians killed in the State. The County with the highest number of motor vehicle fatalities (53) was Ocean County and comprised mostly driver fatalities followed by pedestrians. The most bicycle fatalities (4) occurred in Ocean County followed by Hudson County with 3 bicycle fatalities. Burlington County had the highest number of motorcycle fatalities in 2017 (10).

2017 VICTIM CLASSIFICATION BY COUNTY						
	DRIVER	PASSENGER	PEDESTRIAN	BICYCLIST	MOTORCYCLIST	TOTAL
ATLANTIC	18	5	10	0	3	36
BERGEN	10	5	8	1	3	27
BURLINGTON	21	5	12	0	10	48
CAMDEN	15	6	15	1	7	44
CAPE MAY	4	5	2	0	5	16
CUMBERLAND	15	4	5	1	1	26
ESSEX	9	3	22	1	5	40
GLOUCESTER	21	9	9	1	4	44
HUDSON	2	2	15	3	4	26
HUNTERDON	7	0	1	0	0	8
MERCER	11	2	11	0	2	26
MIDDLESEX	22	7	12	2	4	47

MONMOUTH	21	6	11	1	4	43
MORRIS	11	5	7	1	5	29
OCEAN	23	8	13	4	5	53
PASSAIC	8	4	5	0	2	19
SALEM	12	1	0	0	4	17
SOMERSET	9	2	8	1	4	24
SUSSEX	5	0	1	0	1	7
UNION	10	3	14	0	7	34
WARREN	5	3	2	0	1	11
NJ STATE TOTALS	259	85	183	17	81	625

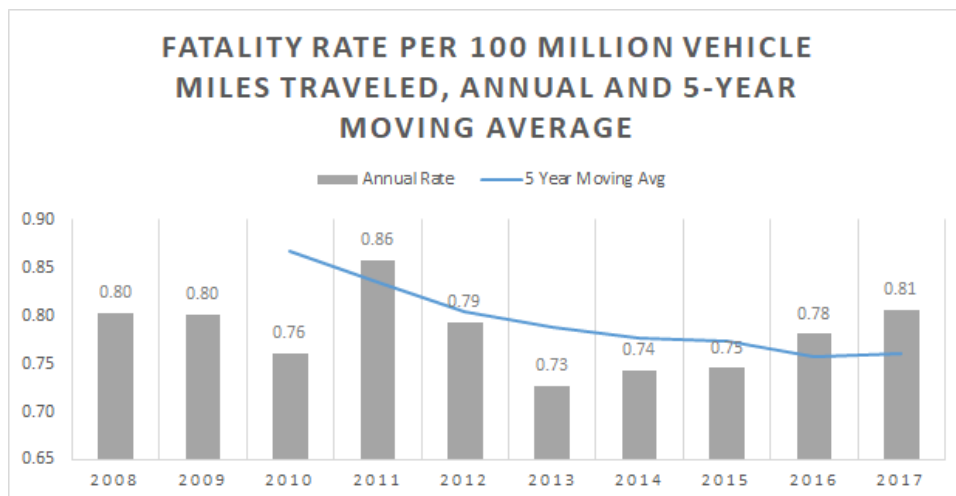
State Highways experienced the highest total of roadway fatalities (203 or 32%) in the State followed by County roadways (191 or 31%).

FATALITIES BY ROADWAY SYSTEM, 2017



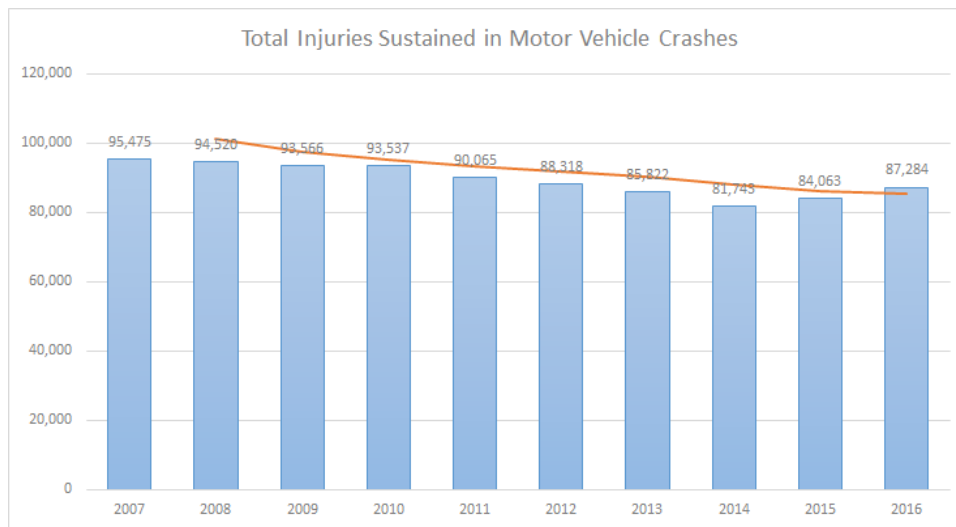
The statewide fatality rate per 100 million vehicle miles traveled increased from 0.78 in 2016 to 0.81 in 2017. The fatality rate for 2017 was calculated using forecasted VMT totals based on historic trends.

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



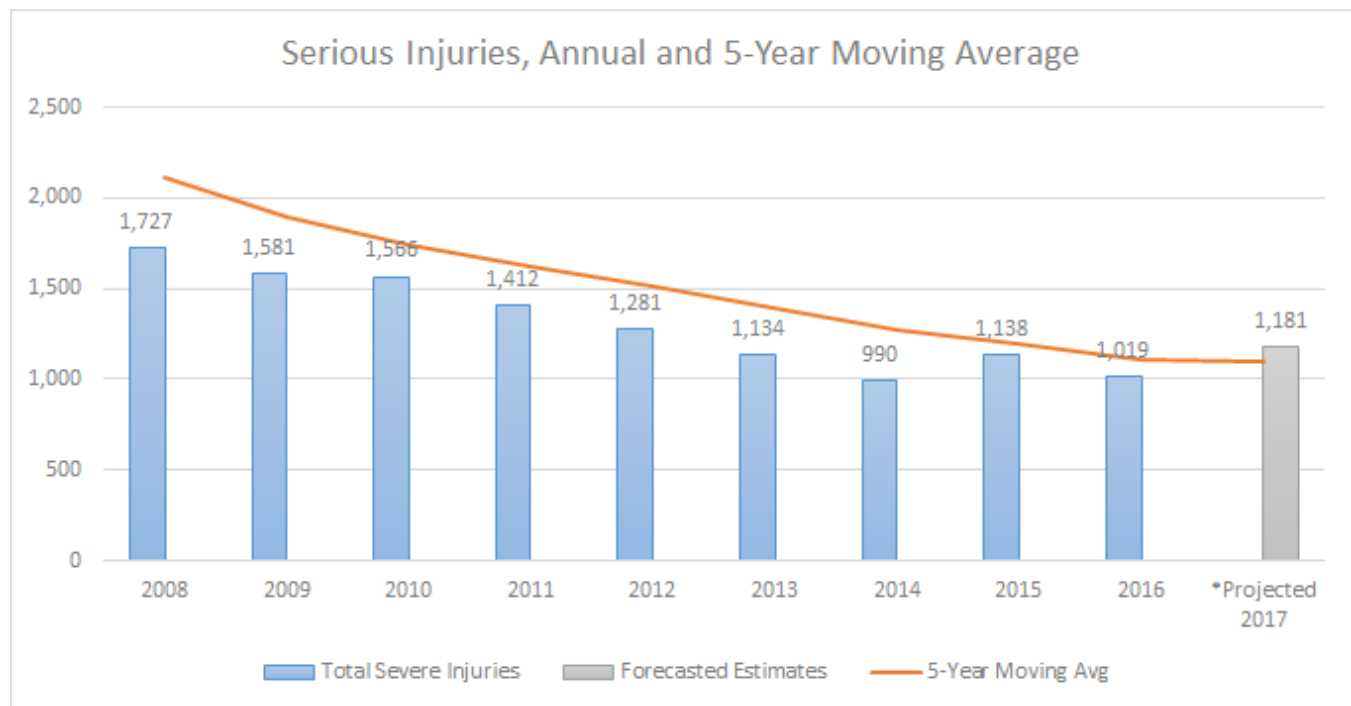
The overall number of motor vehicle injuries sustained in 2016 increased for the second consecutive year, increasing from 81,743 in 2014 to 84,063 in 2015, to 87,284 in 2016.

TOTAL INJURIES SUSTAINED IN MOTOR VEHICLE CRASHES



Serious injuries sustained on New Jersey’s roadways in 2016 (1,019) decreased from 2015 (1,138). Preliminary figures are forecasting an increase in 2017 to 1,181 serious injuries.

SERIOUS INJURIES, ANNUAL AND 5 – YEAR MOVING AVERAGE



The majority of 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.

For Driver Actions, *Driver Inattention* is cited as the State's largest contributing circumstance in crashes annually and was a cited reason in 29.8 percent of all vehicles involved in 2016, up from 29.7 percent in 2015. *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. *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 commonly cited circumstances in crashes, followed by *Steering* and *Wheel* malfunction.

Road and Environmental factors are the second leading factor in motor vehicle crashes statewide. *Road Surface Condition*, consisting of snowy, slushy, icy, wet, sandy and oily, was the leading Road/Environmental factor in crashes. *Animal Crashes* also play a factor in crashes on New Jersey's roadways, especially in the Fall months.

TOP CONTRIBUTING DRIVER ACTIONS IN CRASHES, 2012 - 2016

CONTRIBUTING DRIVER ACTION	2012	2013	2014	2015	2016	TOTAL
DRIVER INATTENTION	160,660	164,433	163,956	152,433	158,416	799,898
FOLLOWING TOO CLOSELY	28,964	30,972	32,422	33,497	38,500	164,355
FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN	22,707	23,041	21,856	22,297	24,541	114,442
UNSAFE SPEED	17,878	18,556	18,430	18,018	16,252	89,134
BACKING UNSAFELY	22,236	23,099	20,908	10,750	11,277	88,270

IMPROPER LANE CHANGE	11,684	12,671	13,501	14,438	16,078	68,372
FAILED TO OBEY TRAFFIC CONTROL DEVICE	9,264	9,170	9,004	9,461	25,541	62,440
IMPROPER TURNING	8,818	8,896	9,321	8,605	9,552	45,192
IMPROPER PASSING	5,934	5,939	6,055	6,123	6,764	30,815
IMPROPER PARKING	3,461	3,734	3,599	2,105	2,291	15,190
FAILURE TO KEEP RIGHT	2,639	2,564	2,439	2,265	2,425	12,332
WRONG WAY	659	611	604	608	621	3,103
IMPROPER USE/FAILED TO USE TURN SIGNAL	486	514	450	433	450	2,333
IMPROPER USE/NO LIGHTS	135	128	161	124	141	689
OTHER DRIVER ACTION	13,703	12,835	12,783	11,619	11,714	62,654
NONE	253,556	260,648	259,635	247,811	258,461	1,280,111

TOP CONTRIBUTING VEHICLE FACTORS IN CRASHES, 2012 - 2016

CONTRIBUTING VEHICLE FACTOR	2012	2013	2014	2015	2016	TOTAL
BRAKES	1,784	1,668	1,749	1,563	1,627	8,391
TIRES	1,106	1,257	1,004	1,074	1,122	5,563

STEERING	496	486	486	503	511	2,482
WHEELS	354	391	332	365	391	1,833
VEHICLE COUPLING/HITCH/SAFETY CHAINS	134	138	176	134	123	705
WINDOWS/WINDSHIELD	147	154	157	112	134	704
DEFECTIVE LIGHTS	98	89	78	81	67	413
MIRRORS	43	32	37	31	30	173
WIPERS	13	9	21	11	16	70
OTHER VEHICLE FACTOR	2,493	2,547	2,598	2,182	2,201	12,021

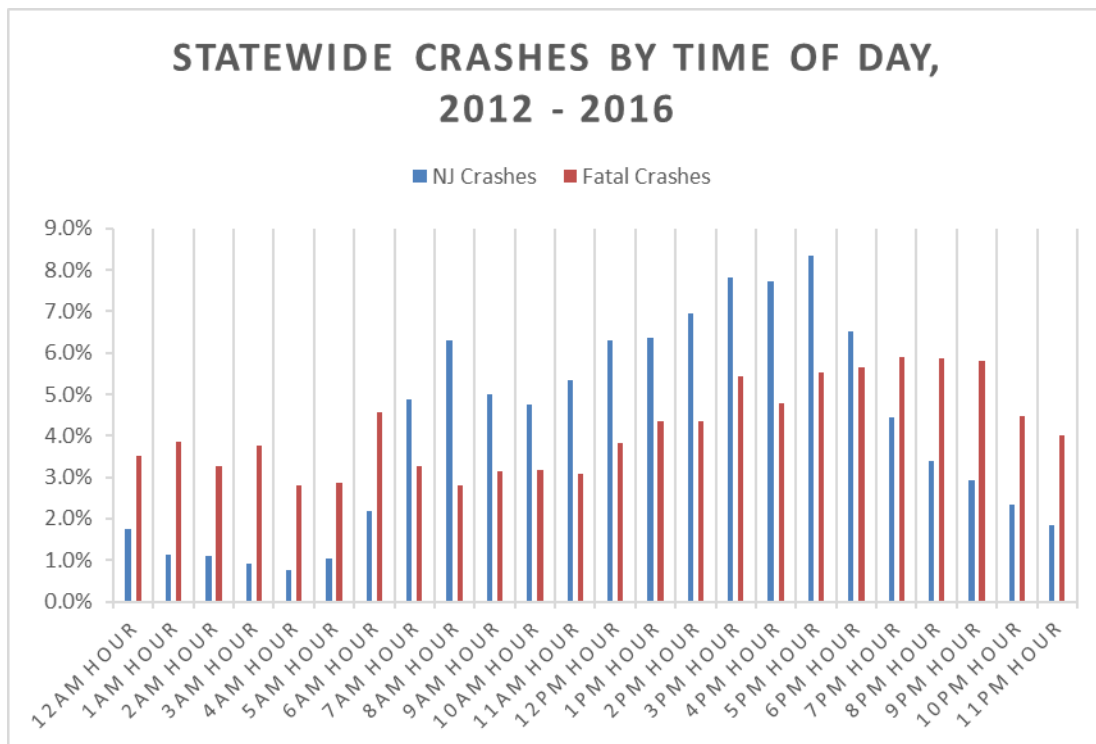
TOP CONTRIBUTING ROAD / ENVIRONMENTAL FACTORS IN CRASHES, 2012 - 2016

CONTRIBUTING ROAD / ENVIRONMENTAL FACTOR	2012	2013	2014	2015	2016	TOTAL
ROAD SURFACE CONDITION	7,691	10,665	14,180	12,101	7,679	52,316
ANIMALS IN ROADWAY	8,764	9,077	9,171	8,955	9,976	45,943
OBSTRUCTION/DEBRIS IN ROAD	2,258	2,225	2,454	2,221	2,336	11,494
SUN GLARE	1,343	1,588	1,558	1,367	1,866	7,722
PHYSICAL OBSTRUCTIONS (VIEW)	971	815	904	706	713	4,109
RUTS/ HOLES/ BUMPS	187	328	747	408	243	1,913
CONTROL DEVICE DEFECTIVE OR MISSING	362	129	137	106	88	822
IMPROPER/INADEQUATE LANE MARKINGS	64	46	33	56	39	238

IMPROPER WORK ZONE	40	37	40	36	27	180
OTHER ROADWAY FACTORS	652	624	690	536	577	3,079

The majority of crashes taking place on New Jersey’s roadways occur between the hours of 7am and 6pm. Over the last five years, 76.2 percent of all crashes occurred between those hours. Compared to total crashes over the last 5 years, only 49.3 percent of fatal crashes took place between 7am and 6pm, the rest occurring during nighttime hours.

NJ CRASH PERCENTAGE VERSUS FATAL CRASH PERCENTAGE BY TIME OF DAY, 2012 - 2016



Statewide motor vehicle crashes by crash type show that *Same Direction – Rear End* crashes remain the most common crash type, which is also the majority of crash types when one is *Following Too Closely* (2nd most cited contributing circumstance). The 2012-2016 interval saw *Same Direction – Side Swipe* crashes move from 4th (2011-2015 Total) to second, and crashes with parked vehicles moved from 2nd to fourth.

TOP CRASH TYPES, 2012 - 2016

CRASH TYPE	2012	2013	2014	2015	2016	TOTAL
SAME DIRECTION - REAR END	79,546	80,891	80,529	83,986	88,474	413,426
SAME DIRECTION - SIDE SWIPE	34,150	34,724	35,866	38,370	40,769	183,879
RIGHT ANGLE	36,755	37,194	36,292	35,731	37,771	183,743
STRUCK PARKED VEHICLE	37,464	38,681	40,348	31,962	32,269	180,724
FIXED OBJECT	35,011	35,220	34,331	32,085	29,769	166,416
BACKING	24,816	25,490	24,365	11,126	11,797	97,594
ANIMAL	8,243	8,752	9,104	8,958	10,072	45,129
LEFT TURN / U TURN	6,597	6,446	6,098	6,538	6,687	32,366
PEDESTRIAN	5,350	5,250	4,829	4,406	4,528	24,363
OPPOSITE DIRECTION - HEAD ON/ANGULAR	4,100	4,397	4,629	4,450	4,363	21,939
NON-FIXED OBJECT	2,011	2,445	3,209	3,860	3,759	15,284
OTHER	2,869	3,024	3,059	2,997	2,721	14,670
OPPOSITE DIRECTION - SIDE SWIPE	2,373	2,464	2,846	2,526	2,621	12,830
PEDALCYCLIST	2,048	1,849	1,737	1,791	1,813	9,238
OVERTURNED	1,697	1,689	1,610	1,681	1,502	8,179
ENCROACHMENT	864	792	869	812	795	4,132
RAILCAR-VEHICLE	26	27	27	17	24	121

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 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.

	2012	2013	2014	2015	2016	12-16 Total
Total Crash Records	284,065	289,460	289,873	271,445	279,874	1,414,717
Total Vehicle Records	535,628	546,015	546,459	512,773	532,054	2,672,929
Total Driver Records	535,628	546,015	546,459	512,773	532,054	2,672,929
Total Occupant Records	648,010	652,909	643,233	624,252	642,800	3,211,204
Total Ped Records	8,706	8,358	7,775	7,303	7,334	39,476
Total Roadway Records	284,065	289,460	289,873	271,445	279,874	1,414,717
Total Distracted Driving Crashes	149,192	151,779	151,034	142,107	147,572	741,684
Total Unsafe Speed Involved Crashes	17,470	18,140	17,549	17,610	15,884	86,653
Total Pedestrian Involved Crashes	5,732	5,649	5,214	4,709	4,840	26,144
Total Bicyclists Involved Crashes	2,211	2,010	1,863	1,959	1,923	9,966
Total Young Driver Involved Crashes	38,951	37,959	36,040	35,942	36,352	185,244
Total Older Driver Involved Crashes	45,294	47,770	47,779	43,729	46,265	230,837
Total Motorcycle Involved Crashes	2,632	2,414	2,193	2,300	2,188	11,727

Total Unrestrained Crashes	4,768	4,476	4,376	3,741	3,661	21,022
Work Zone Related Crashes	5,969	6,561	6,594	5,221	4,454	28,799
Live Animal Crashes	9,645	10,061	10,274	10,114	11,270	51,364
Alcohol Involved Crashes	8,342	7,849	7,595	7,101	7,007	37,894
Drugged Driving Crashes	1,126	1,016	988	1,119	1,129	5,378
Single Vehicle Crashes	53,768	54,564	54,246	51,844	50,588	265,010
Drowsy Driving Crashes	2,642	2,754	2,740	2,753	2,834	13,723
Head-On Collision Crashes	6,473	6,861	7,475	6,976	6,984	34,769
Curve Related Crashes	27,077	27,468	26,703	26,004	25,542	132,794
Run Off Road Crashes	22,391	23,420	22,468	23,465	21,837	113,581

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

Projects are designed to impact 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 in the New Jersey Register containing 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.

The applications are rated for potential traffic safety impact, performance of previous grants received, and seriousness of identified problems. The review also reflects how well the grant application was written. Each individual considering the grant application is provided with a review sheet. 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.

Enter list of information and data sources consulted.

At the time of this report, all 2016 motor vehicle crashes were available for a complete analysis. Forty percent of 2017 motor vehicle crash records still need to be processed. Therefore, this data was excluded in the Program Area analyses. Preliminary fatality information was used where available, many fatal cases remain under investigation or are pending additional information. Data used for analysis of New Jersey's safety program areas consisted of:

- 2016 and earlier Motor Vehicle Crash data
- 2017 and earlier New Jersey State Police fatality information (where applicable)
- 2016 and earlier NHTSA FARS information
- 2017 and earlier Citation and Adjudication information
- 2017 New Jersey Institute of Technology (NJIT) Seat Belt Observational Study

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

The goals identified are determined in accordance with the problem identification process and are established for the various program priority areas and the specific thresholds.

Program managers review the statistical information which has been compiled. Program managers then examine the data from the past five years, review projects recommended for funding and how these projects will impact the identified problems. Crash data, vehicle miles traveled, and population are also used to establish goals for priority areas. In addition, past trends and staff experience are used in setting goals.

Additionally, the DOT is the lead agency in the development of the State's Strategic Highway Safety Plan. Periodic meetings are held with a broad cross section of stakeholders that include engineers, planners, advocates, public health officials, law enforcement officers, educators and emergency response providers. This broad cross section of stakeholders provides input into the vision, mission and goals of the HSP. Members of the Highway Traffic Safety Policy Advisory Council which includes 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 are also included in the preparation of the plan and its goals. 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 goals.

The State has adopted the national vision for highway safety – Toward Zero Deaths: A National Strategy on Highway Safety (Toward Zero Deaths). This calls for a national goal of reducing the number of traffic fatalities by half by the year

2030. New Jersey's crash reduction goal will be achieved with the support of all safety partners. Toward that end, the Strategic Highway Safety Plan is linked to the division's HSP, the Highway Safety Improvement Program and the 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.

The Plans 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 direct resources 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 the 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 insure that these goals are identical.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	Met
C-2) Number of serious injuries in traffic crashes (State crash data files)	Met
C-3) Fatalities/VMT (FARS, FHWA)	Met
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Met
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Met
C-6) Number of speeding-related fatalities (FARS)	Met
C-7) Number of motorcyclist fatalities (FARS)	Met
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Met
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Not Met
C-10) Number of pedestrian fatalities (FARS)	Not Met
C-11) Number of bicyclists fatalities (FARS)	Not Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Met
Number of Drug Involved Fatalities	In Progress
Number of Older Driver Fatalities	Met
Number of Distracted Driving Related Fatalities	In Progress

Number of Work Zone Related Crashes	In Progress
Number of Drug Involved Crashes	Not Met
Number of Distracted Driving Related Crashes	Not Met
Number of Speed Related Crashes	In Progress
Number of Social Media Engagements	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The State met its goal of reducing total fatalities by 2.5 percent from 586 to 571 by 2016 with a 5-year average of 570 fatalities. Total fatalities have increased in each of the prior four years (2014-2017) with the highest number of fatalities recorded at 626 in 2017. The last decrease in overall fatalities occurred in 2013 when there was an 8.7 percent decrease from the previous year. Driver fatalities accounted for over 40 percent of all fatalities from 2013-2017. The second largest category of fatalities is represented by pedestrians accounting for approximately 30 percent of all statewide fatalities in 2017.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Serious injuries continue to move in a downward trend from a total of 1,281 in 2012 compared to 1,019 in 2016. Serious injuries are forecasted to be 1,181 in 2017. New Jersey met its goal of reducing serious injuries by 2.5% from 1,919 to 1,871 by 2016.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey met its goal to reduce the fatality rate from 0.79 to 0.76 in 2016 with a rate of 0.758 (2012-2016 average). Fatality rates per 100 million vehicle miles traveled have increased in each of the last five years (2013-2017).

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey met its goal of reducing unrestrained fatalities by 4 percent from 148 to 142 with a total of 134.8 (2010-2016 average). Preliminary numbers for 2017 indicate a decrease in the number of unrestrained fatalities from 148 (2016) to 137 (2017); however, nearly 42 percent of occupants killed in crashes were unbuckled in 2016 and an additional 22 lives could have been saved if every occupant in a motor vehicle was using a belt at the time of the crash.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey met its goal of reducing total alcohol related fatalities by 3 percent from 168 to 163 with a total of 146.3 (2012-2016 average). A reduction in the number of alcohol impaired driving fatalities from 137 in 2016 to 129 in 2017 is forecasted. The overall percentage of alcohol impaired driving deaths are decreasing, however, 22.8 percent of all fatalities in 2016 still involved alcohol.

C-6) Number of speeding-related fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey met its goal of reducing speed related fatalities by 4 percent from 150 to 144 with a total of 126.4 (2012-2016 average). Speeding is a factor in approximately 6 percent of all traffic crashes and nearly 22 percent of all fatalities. The 16-30 year old driver is the most prominent age group involved in speed related crashes. The percentage of deaths involving speeding is generally higher on minor roads than on interstates or other major roadways and occurs about half the time on roads with speed limits lower than 55 miles per hour.

C-7) Number of motorcyclist fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey met its goal of reducing motorcycle fatalities by 15 percent from 75 to 64 with a total 62.6 (2012-2016 average). Motorcycle deaths accounted for 13 percent of all motor vehicle crash deaths in the State in 2017. There was a 32 percent increase in motorcycle fatalities from 50 in 2015 to 66 in 2016, and a 18 percent increase from 2016 to 2017 (81 fatalities) which was higher than anticipated.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey just met its goal of reducing unhelmeted motorcycle fatalities 2.5% from 6 to 5 with a total of 4.9 (2012 – 2016 average). According to preliminary figures, the number of unhelmeted fatalities declined from 5 in 2016 to 3 in 2017.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey did not meet its goal of reducing young driver fatalities by 2.5 percent from 65 to 57 with total of 58.6 (2012-2016 average). Motor vehicle fatalities remain the leading cause of death among teenage males and females in the State. Young drivers were involved in 11 percent of total motor vehicle fatalities in 2017. Fatalities involving younger drivers increased from 58 in 2014 and 2015 to 64 in 2016. The five-year moving average declined from 62 in 2015 to 58.6 in 2016.

A continuation in the efforts to educate both parents and teens in the pre-permit or permit stage of licensure will be continued in 2019. Legislative initiatives requiring permit holders under the age of 21 to complete a minimum of 50 hours of practice driving, 10 of which must be completed during hours of darkness, will provide additional support in the effort to reduce young driver crashes and fatalities. Additionally, the DHTS along with its partners from the driver education community participated in a two-day on-site technical assistance review, conducted by the Association of National Stakeholders In Traffic Safety Education (ANSTE), on the administration of the State Driver Education program. A series of recommendations were provided that will be used to enhance the effectiveness of driver education in New Jersey and will be targeted for implementation in 2019.

C-10) Number of pedestrian fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey did not meet its goal of reducing pedestrian fatalities by 2.5 from 142 to 139 with a total of 157 (2012-2016 Average). Reducing pedestrian injuries and fatalities continues to be a challenge. Efforts continue to promote safe driving as well as the use and practice of safe walking in and around the State. The overall number of pedestrian fatalities decreased in 2016 from 170 in 2015 to 162, however, New Jersey saw a 13 percent increase in pedestrian fatalities in 2017 (183).

Enforcement grants from both State and Federal funding sources that target high pedestrian crash locations will continue to be funded in 2019 in an effort to increase the exercise of due care on the roadway and compliance with appropriate traffic laws by motorists, pedestrians, and cyclists.

C-11) Number of bicyclists fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey did not meet its goal of reducing bicyclist fatalities by 2.5 percent from 15 to 13 with a total of 15 (2012-2016 average). The overall number of bicycle fatalities decreased from 18 in 2016 to 17 in 2017.

The DHTS will continue to partner with the New Jersey Bicycle and Pedestrian Advisory Council to advance bicycling and walking as safe and viable forms of transportation.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey met its goal of increasing the seat belt usage rate from 87.59% to 90.59% in 2016 with a rate of 91.59% (2010-2016 average). The usage rate for front seat occupants in passenger motor vehicles was 94.07 percent in 2017, an increase of 0.12 percent from the previous year. Back seat occupant rates for adults increased to 48 percent in 2017, and the overall rear-seat passenger usage rates had no change of 79 percent in 2016 and 2017. The highest usage rate was observed by children between 0-8 years of age at 93 percent, an improvement from 90 percent in 2016. Passengers between the ages of 8-18 show a usage rate increase from 60 percent in 2016 to 70 percent in 2017.

Number of Drug Involved Fatalities

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey did not establish a goal for the Number of Drug Involved fatalities in motor vehicle crashes in FY16, therefore this target is in progress.

Drug related fatalities account for approximately 20 percent of crashes. Drivers from 16-35 years of age account for nearly 49 percent of all alcohol involved crashes and 54 percent of all drug related crashes.

High visibility enforcement campaigns will be conducted during national mobilization periods to address these problem areas. Underage drinking initiatives will also be implemented by bringing undercover law enforcement establishments together in partnership to deter the sale of alcohol to underage individuals. Drug recognition and standardized training in the detection and apprehension of DWI offenders will also be provided to the law enforcement community. The criminal justice system plays a critical role in deterring unsafe driving behaviors and assigning appropriate consequences for impaired driving and other traffic offenses. From arrest to prosecution to adjudication, it is important that all facets of the criminal justice system are aware of the efforts being made to reduce traffic fatalities.

Number of Older Driver Fatalities

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey met its goal of reducing older driver fatalities 2.5% from 66 to 65 with a total 65 (2012-2016 average).

Older drivers account for nearly 24 percent of all driver fatalities in the State in 2016 and preliminary estimates are showing nearly 30 percent of all driver fatalities in 2017. Older driver fatalities in 2016 increased slightly to 64 from 60 in 2015, preliminary estimates for 2017 are 77, a 20 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.

Programs in the 2019 HSP will include partnering with the Motor Vehicle Commission to provide educational materials in understanding how aging effects driving, the effects of medications and health conditions and guiding them in restricting their driving in more risky situations. Other efforts will include providing support for the AAA Car Fit Program.

Number of Distracted Driving Related Fatalities

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey did not establish a goal for the Number of Distracted Driving Involved fatalities in motor vehicle crashes in FY16, therefore this target is in progress.

Crashes related to driver inattention increased in 2016 to 147,572 from 142,107 (2015) crashes. However, driver inattention remains the most significant cause of fatal and incapacitating crashes. Distracted driving fatalities have fluctuated from year-to-year, and reduced from 127 in 2016 to 111 in 2017.

Responding to an 8 percent spike in traffic fatalities in 2016, a new initiative was implemented in 2017 that is providing state residents with a method to report dangerous drivers. The State's #77 alert system, previously used for reporting aggressive driving, can also be used to report all forms of dangerous driving, including drivers on a cell phone. Warning letters addressing the dangers of driving distracted are sent to drivers spotted talking or texting while driving. This initiative will continue to be implemented in 2019 and will include enforcement by State and local police and public awareness to promote the program.

Number of Work Zone Related Crashes

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey did not meet its goal of reducing work zone related crashes by 3 percent from 5,749 to 5,577 with a total of 5,759 (2012-2016 average).

Work zone safety continues to be a priority for traffic engineering professionals and highway agencies. With as many as 200 highway and bridge projects under way at any given time in the State, motorists are likely to travel through work zones on a regular basis.

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

Work zone related crashes decreased by 14.7 percent from 2015 to 2016.

Number of Drug Involved Crashes

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey did not meet its goal of reducing drug related crashes by 3 percent from 973 to 944 with a total of 1,075 (2012-2016 average).

Drug related fatalities account for approximately 20 percent of crashes. Drivers from 16-35 years of age account for nearly 49 percent of all alcohol involved crashes and 54 percent of all drug related crashes.

High visibility enforcement campaigns will be conducted during national mobilization periods to address these problem areas. Underage drinking initiatives will also be implemented by bringing undercover law enforcement establishments together in partnership to deter the sale of alcohol to underage individuals. Drug recognition and standardized training in the detection and apprehension of DWI offenders will also be provided to the law enforcement community. The criminal justice system plays a critical role in deterring unsafe driving behaviors and assigning appropriate consequences for impaired driving and other traffic offenses. From arrest to prosecution to

adjudication, it is important that all facets of the criminal justice system are aware of the efforts being made to reduce traffic fatalities.

Number of Distracted Driving Related Crashes

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey did not meet its goal of reducing distracted driving related crashes by 3 percent from 144,190 to 139,865 with a total of 148,329 (2012-2016 average).

Crashes related to driver inattention increased in 2016 to 147,572 from 142,107 (2015) crashes. However, driver inattention remains the most significant cause of fatal and incapacitating crashes. Distracted driving fatalities have fluctuated from year-to-year, and reduced from 127 in 2016 to 111 in 2017.

Responding to an 8 percent spike in traffic fatalities in 2016, a new initiative was implemented in 2017 that is providing state residents with a method to report dangerous drivers. The State's #77 alert system, previously used for reporting aggressive driving, can also be used to report all forms of dangerous driving, including drivers on a cell phone. Warning letters addressing the dangers of driving distracted are sent to drivers spotted talking or texting while driving. This initiative will continue to be implemented in 2019 and will include enforcement by State and local police and public awareness to promote the program.

Number of Speed Related Crashes

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey did not establish a goal for the Number of Speed Related Crashes in FY16, therefore this target is in progress.

Speeding is a factor in approximately 6 percent of all traffic crashes and nearly 22 percent of all fatalities. The 16-30 year old driver is the most prominent age group involved in speed related crashes. The percentage of deaths involving speeding is generally higher on minor roads than on interstates or other major roadways and occurs about half the time on roads with speed limits lower than 55 miles per hour.

The 2019 HSP will continue to provide funds for enforcement and education programs to police departments in areas of the State that are overrepresented in speed related crashes.

Number of Social Media Engagements

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

New Jersey did not establish a goal for the Number of Social Media Engagements in FY16, therefore this target is in progress

Public information is the cornerstone of the work in highway safety. 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 has active social media accounts that engage the public on traffic safety topics, safety awareness around holidays and special events, as well as safety related tips and tricks for our users of the roadways. These efforts have led to monthly increases in the audience base, thus broadening the exposure of targeted safety messages.

DHTS will continue to work with an online marketing firm with expertise in social media optimization to produce and promote content that furthers the division's mission. The campaign will continue to increase awareness of the State's traffic safety initiatives, including National sponsored events such as Click it or Ticket, U Text You Drive You Pay, and Drive Sober or Get Pulled Over campaigns. Twitter, Facebook and Instagram pages will be created that engage and inform the public about the division's campaigns and programs. DHTS aims to engage its audience no less than 50 times in the upcoming year with relevant and informative messaging on traffic safety.

4 Performance plan

Open each performance measure listed below or click **Add New** to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	605.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	1,101.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.780
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	131.1
C-5) Number of fatalities in crashes involving a driver or motorcycle	5 Year	2015	2019	122.8

operator with a BAC of .08 and above (FARS)				
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	137.3
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	72.2
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	3.2
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	56.5
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	178.6
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	17.6
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	93.7
Number of Drug Involved Fatalities	5 Year	2015	2019	119.0
Number of Drug Involved Crashes	5 Year	2015	2019	1,139.4
Number of Distracted Driving Related Fatalities	5 Year	2015	2019	117.2
Number of Distracted Driving Related Crashes	5 Year	2015	2019	147,072.0
Number of Speed Related Crashes	5 Year	2015	2019	15,400.0
Number of Older Driver Fatalities	5 Year	2015	2019	71.1
Number of Work Zone Related Crashes	5 Year	2015	2019	4,422.7
Number of Social Media Engagements	Annual	2019	2019	50.0
Number of Counties Supported in CTSPs	Annual	2019	2019	21.0
Number of PAR Training Events Held	Annual	2019	2019	12.0
Number of Registered Crash Analysis Tool Users	Annual	2019	2019	250.0

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

No

C-1) Number of traffic fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 605.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The difference in fatalities 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 2018 and 2019 were calculated using this reduction rate to determine 5-year rolling averages for the target years. A 9.8 percent decrease is forecasted from 2017-2018 and a 2.62 percent increase is forecasted for 2018-2019.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 1,101.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The difference in serious injuries 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 2018 and 2019 were calculated using this reduction rate to determine 5-year rolling averages for the target years. A -66.50 decrease is forecasted from 2017-2018, and a -61.25 decrease is forecasted from 2018-2019

C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 0.780

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

VMTs for 2017, 2018 and 2019 were forecasted based on calculating the difference from year-to-year for the past 5 years and averaging those figures to determine a future rate. 2015 VMTs were used as a base for calculation purposes involving these years. The years 2008, 2012 + 2016 are adjusted for Leap Years (366 days).

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 131.1

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2017, 2018 and 2019 were calculated using this reduction rate to determine 5-year rolling averages for the target years. A -11 decrease is forecasted from 2016-2017, a -8 decrease is forecasted for 2017-2018, and a -4 decrease is forecasted for 2018-2019.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

Target Value: 122.8

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2017, 2018 and 2019 were calculated using this reduction rate to determine 5-year rolling averages for the target years. A -8 reduction is forecasted from 2016-2017, a -7 reduction is forecasted for 2017-2018, and a -3 reduction is forecasted for 2018-2019.

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 137.3

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2017, 2018 and 2019 were calculated using this reduction rate to determine rolling averages for the target years. A +5 increase is forecasted for 2016-2017, a +7 increase is forecasted for 2017-2018, and a +8 increase is forecasted for 2018-2019. Large increases were seen from 2008-2011 and these large increases overshadow the smaller year-to-year decreases, thus deriving a negative decrease for future years. New Jersey expects the number of speed related fatalities to remain consistent, however, the moving average is expected to increase over the next 3 years.

C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 72.2

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2018 and 2019 were calculated using this reduction rate to determine rolling averages for the target years. Preliminary figures were used in 2017. A -0.4 decrease is forecasted for 2017-2018, and a -0.14 decrease is forecasted for 2018-2019. New Jersey experienced an increase in motorcycle fatalities over the last two years. New Jersey expects the number of motorcycle fatalities to reduce in future years, however, the moving average is expected to increase over the next 3 years.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 3.2

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2018 and 2019 were calculated using this reduction rate to determine rolling averages for the target years. Preliminary figures were used in 2017. A -1.2 decrease is forecasted for 2017-2018, and a -0.92 decrease is forecasted for 2018-2019.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
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Target Metric Type: Numeric

Target Value: 56.5

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2017, 2018 and 2019 were calculated using this reduction rate to determine rolling averages for the target years. A -5.8 decrease is forecasted for 2016-2017, a -4.78 decrease is forecasted for 2017-2018, and a -4.66 decrease is forecasted for 2018-2019. New Jersey has made great progress in the area of young driver education and safety. Young drivers are mandated to participate in a Graduated Drivers 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.

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 178.6

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2018 and 2019 were calculated using this reduction rate to determine rolling averages for the target years. Preliminary figures were used for 2017. A +3 increase is forecasted for 2017-2018, and a +5 increase is forecasted for 2018-2019. New Jersey experienced a 12.6 percent increase in pedestrian fatalities in 2016 from 2017. This large increase overshadows the smaller year-to-year decreases, thus deriving a negative decrease for future years.

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 17.6

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2018 and 2019 were calculated using this reduction rate to determine rolling averages for the target years. Preliminary figures were used for 2017. A +1 increase is forecasted for 2017-2018, and no change is forecasted for 2018-2019. New Jersey experienced a +7 increase in bicyclist fatalities in 2015 from 2014. This large increase overshadows the smaller year-to-year decreases, thus deriving a negative decrease for future years.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**Is this a traffic records system performance measure?**

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Numeric

Target Value: 93.7

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2018 and 2019 were calculated using this reduction rate to determine 5-year rolling averages for the target years. A +0.0027 increase is forecasted for 2017-2018, and a +0.0026 increase is forecasted for 2018-2019.

Number of Drug Involved Fatalities**Is this a traffic records system performance measure?**

No

Number of Drug Involved Fatalities-2019
Target Metric Type: Numeric
Target Value: 119.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2018 and 2019 were calculated using this reduction rate to determine 5-year rolling averages for the target years. Preliminary figures were used for 2017. A +10 increase is forecasted for 2017-2018, and a +9 increase is forecasted for 2018-2019. 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 expects to see an increase in detected impairment, therefore, a slight increase in drug involved crashes are predicted.

Number of Drug Involved Crashes

Is this a traffic records system performance measure?

No

Number of Drug Involved Crashes-2019
Target Metric Type: Numeric
Target Value: 1,139.4
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2017, 2018 and 2019 were calculated using the associated reduction rate to determine 5-year rolling averages for the target years. A +7.1 increase is forecasted from 2016-2017, +13.71 increase decrease is forecasted from 2017-2018, and a +13.48 increase is forecasted from 2018-2019. 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 expects to see an increase in detected impairment, therefore, a slight increase in drug involved crashes are predicted.

Number of Distracted Driving Related Fatalities

Is this a traffic records system performance measure?

No

Number of Distracted Driving Related Fatalities-2019

Target Metric Type: Numeric

Target Value: 117.2

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2018 and 2019 were calculated using this reduction rate to determine rolling averages for the target years. Preliminary figures were used in 2017. A +7 increase is forecasted for 2017-2018, and a +12 increase is forecasted for 2018-2019. Tracking distracted driving as a contributing circumstance in fatal crashes began in 2010. There have been large fluctuations in year-to-year trends, making the regression model difficult to predict. Distracted Driving data collection and detection has improved the past few years, deriving higher totals of occurrence. New Jersey expects the number of distracted driving related fatalities to remain consistent to trends seen since 2014, however, the moving average is expected to increase over the next 3 years.

Number of Distracted Driving Related Crashes**Is this a traffic records system performance measure?**

No

Number of Distracted Driving Related Crashes-2019

Target Metric Type: Numeric

Target Value: 147,072.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2017, 2018 and 2019 were calculated using this reduction rate to determine rolling averages for the target years. A +1,138 increase is forecasted for 2016-2017, a +6 increase is forecasted for 2017-2018, and a -463 decrease is forecasted for 2018-2019.

Number of Speed Related Crashes

Is this a traffic records system performance measure?

No

Number of Speed Related Crashes-2019

Target Metric Type: Numeric

Target Value: 15,400.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2017, 2018 and 2019 were calculated using this reduction rate to determine rolling averages for the target years. A -575 decrease is forecasted for 2016-2017, a -824 decrease is forecasted for 2017-2018, and a -768 decrease is forecasted for 2018-2019.

Number of Older Driver Fatalities**Is this a traffic records system performance measure?**

No

Number of Older Driver Fatalities-2019

Target Metric Type: Numeric

Target Value: 71.1

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2018 and 2019 were calculated using this reduction rate to determine rolling averages for the target years. Preliminary figures were used in 2017. A -0.6 decrease is forecasted for 2017-2018, and a +1.94 increase is forecasted for 2018-2019. New Jersey experienced an increase in older driver fatalities over the last 3 years with the largest occurring from 2016 to 2017. New Jersey expects the number of older driver fatalities to remain consistent, however, the moving average is expected to increase over the next 3 years.

Number of Work Zone Related Crashes

Is this a traffic records system performance measure?

No

Number of Work Zone Related Crashes-2019

Target Metric Type: Numeric

Target Value: 4,422.7

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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 2017, 2018 and 2019 were calculated using this reduction rate to determine 5-year rolling averages for the target years. A -140 decrease is forecasted from 2016-2017, a -188.2 decrease is forecast for 2017-2018, and a -127.22 decrease is forecast for 2018-2019.

Number of Social Media Engagements**Is this a traffic records system performance measure?**

No

Number of Social Media Engagements-2019

Target Metric Type: Numeric

Target Value: 50.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Public information is the cornerstone of the work in highway safety. 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 has active social media accounts that engage the public on traffic safety topics, safety awareness around holidays and special events, as well as safety related tips and tricks for our users of the roadways. These efforts have led to monthly increases in the audience base, thus broadening the exposure of targeted safety messages. DHTS will continue to work with an online marketing firm with expertise in social media optimization to produce and promote content that furthers the division's mission. The campaign will continue to increase awareness of the State's traffic safety initiatives, including National sponsored events such as Click it or Ticket, U Text You Drive You Pay, and Drive Sober or Get Pulled Over campaigns. Twitter, Facebook and Instagram pages will be created that

engage and inform the public about the division's campaigns and programs. DHTS aims to engage its audience no less than 50 times in the upcoming year with relevant and informative messaging on traffic safety.

Number of Counties Supported in CTSPs

Is this a traffic records system performance measure?

No

Number of Counties Supported in CTSPs-2019

Target Metric Type: Numeric

Target Value: 21.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Community Traffic Safety Program (CTSP) members share a vision of saving lives and preventing injuries caused by traffic related issues and their associated costs to the community. Each CTSP member 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, injury prevention professionals, educational institutions, businesses, hospital and emergency medical systems, law enforcement agencies, engineers, and other community stakeholders and planning and engineering are brought together to develop county-wide traffic safety education programs based on an analysis of their crash data. The CTSPs also share best practices, provide information and training throughout their counties and have an extensive network of stakeholders that benefit from their targeted safety messaging. DHTS will continue to provide resources to assist the 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.

Number of PAR Training Events Held

Is this a traffic records system performance measure?

No

Number of PAR Training Events Held-2019

Target Metric Type: Numeric

Target Value: 12.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The State PAR (NJTR-1) collects a large volume of data for all reportable crashes (270K+/Year). Needed 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 received. Police officers receive a 5-hour training session on how to properly complete the NJTR-1 crash report. These workshops have increased the overall accuracy and completeness of crash reports that are submitted to the state for processing. The workshop serves as a valuable event where common problems found in the database are addressed, and each year the lessons are modified to target the criteria in the reports that are commonly misused or require additional clarification. In addition to the lessons learned in the workshop, attendees are provided with a flash drive that contains an interactive program on the NJTR-1 that covers each area of the report followed by a quiz for each section. Participants are encouraged to make this software available to the officers in their respective departments, thus broadening the reach of the PAR training.

Number of Registered Crash Analysis Tool Users

Is this a traffic records system performance measure?

No

Number of Registered Crash Analysis Tool Users-2019

Target Metric Type: Numeric

Target Value: 250.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The Numeric Traffic & Safety Application for NJDHTS, called the Crash Analysis Tool, is a powerful analysis 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, analyze segments at varying levels, compare potential projects, and develop benefit-cost analyses per Highway Safety Manual Methods. The tool also provides a public portal, allowing anyone to view high-level crash data summaries through means of pre-determined graphs and charts. The tool allows the user to quickly and easily filter data based on any attribute.

Crash Query is designed for analyzing and reviewing crash data statistics and trends. It provides different views of the data including crash points mapped, segment-based crash aggregations, table view of data, chart view, and an attribute view. The crash points view allows the user to review individual crash points and drill down into the details of each crash including various crash attributes, roadway information, and recommended mitigation measures. The segment view provides crash aggregations based on the filters applied and segments that adjust dynamically based on the users zoom level. The table view presents crash data in table format and allows the user to sort by any attribute and add or remove columns from the table. The chart view allows the user to create a chart representing the data for presentations or reporting. The attribute view displays a dynamic chart or graph for each attribute within the data used for high level statistics and filters.

Access to crash information enables safety professionals in New Jersey make data-driven decisions to improve the overall safety of our roadways. NJDHTS currently has 196 subscribed users in its first year of operation and aims to increase that number to 250 by FY20. The Crash Analysis Tool is showcased at several events each year and training sessions are provided to new users on the functionality of the system.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.	
Check the box if the statement is correct.	Yes
Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.	
A-1) Number of seat belt citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Seat belt citations	33,986
A-2) Number of impaired driving arrests made during grant-funded enforcement activities	
Fiscal year	2017
Impaired driving arrests	4,908
A-3) Number of speeding citations issued during grant-funded enforcement activities*	
Fiscal year	2017
Speeding citations	27,596

5 Program areas

Program Area Hierarchy

1. Impaired Driving (Drug and Alcohol)
 - Youth Programs
 - College Campus Initiative
 - FAST Act 405d Impaired Driving Low
 - Underage Drinking Enforcement
 - Underage Enforcement
 - FAST Act 405d Impaired Driving Low
 - Law Enforcement Training
 - DWI Training, Drug Recognition Expert Program, ARIDE
 - FAST Act 405d Impaired Driving Low
 - DRE Call-Out Program
 - FAST Act 405d Impaired Driving Low
 - Highway Safety Office Program Management
 - Program Management
 - FAST Act NHTSA 402
 - High Visibility Saturation Patrols
 - DWI Enforcement Mobilization
 - FAST Act 405d Impaired Driving Low
2. Community Traffic Safety Program
 - Community Programs and Outreach
 - Community Traffic Safety Programs and Other Statewide Initiatives
 - FAST Act NHTSA 402
3. Communications (Media)
 - Public Outreach
 - Paid Media
 - FAST Act NHTSA 402
4. Young Drivers
 - Enforcement of GDL and Zero-tolerance Laws
 - GDL Enforcement and Education
 - FAST Act NHTSA 402
5. Older Drivers
 - Communication Campaign
 - Education
 - FAST Act NHTSA 402
6. Motorcycle Safety
 - Communication Campaign
 - Motorcycle Training and Awareness
 - FAST Act 405f Motorcycle Programs
7. Traffic Records
 - Training and Data Improvements

- Crash Report Training
 - FAST Act NHTSA 402
 - Traffic Records Information System
 - FAST Act 405c Data Program
 - Data Analysis
 - FAST Act NHTSA 402
 - Traffic Records Coordinating Committee
 - FAST Act NHTSA 402
 - Highway Safety Office Program Management
 - Program Management
 - FAST Act NHTSA 402
8. Non-motorized (Pedestrians and Bicyclist)
- Targeted Enforcement and Education
 - Enforcement/Education Programs
 - FAST Act 405h Nonmotorized Safety
 - Highway Safety Office Program Management
 - Program Management
 - FAST Act NHTSA 402
 - Elementary-age Child Bicyclist Training
 - Local Education Programs
 - FAST Act 405h Nonmotorized Safety
9. Occupant Protection (Adult and Child Passenger Safety)
- Supporting Enforcement
 - Seat Belt Enforcement
 - FAST Act 405b OP High
 - Observational Survey
 - Seat Belt Observational Survey
 - FAST Act NHTSA 402
 - Highway Safety Office Program Management
 - Occupant Protection Program Management
 - FAST Act NHTSA 402
 - Child Restraint System Inspection Station(s)
 - Child Passenger Safety Education
 - FAST Act 405b OP High
10. Police Traffic Services
- Traffic Safety Resource Prosecutor
 - Traffic Safety Resource Prosecutor
 - FAST Act NHTSA 402
 - Speed and Distracted Driving
 - Enforcement Programs
 - FAST Act 405e Comprehensive Distracted Driving
 - FAST Act NHTSA 402
 - Law Enforcement Training
 - Crash Investigation and Specialized Training Programs
 - FAST Act NHTSA 402
 - Law Enforcement Liasion (LEL)
 - LEL
 - FAST Act NHTSA 402
 - Highway Safety Office Program Management

- Program Mangement
 - FAST Act NHTSA 402
 - Equipment
 - Crash Investigation
 - FAST Act NHTSA 402
 - Data Driven Approaches to Crime and Traffic Safety (DDACTS)
 - DDACTS
 - FAST Act NHTSA 402
11. Roadway Safety/Traffic Engineering
- Work Zone Safety Training
 - Training
 - FAST Act NHTSA 402
12. Planning & Administration
- (none)
 - P&A
 - FAST Act NHTSA 402

5.1 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Alcohol and Other Drug Countermeasures

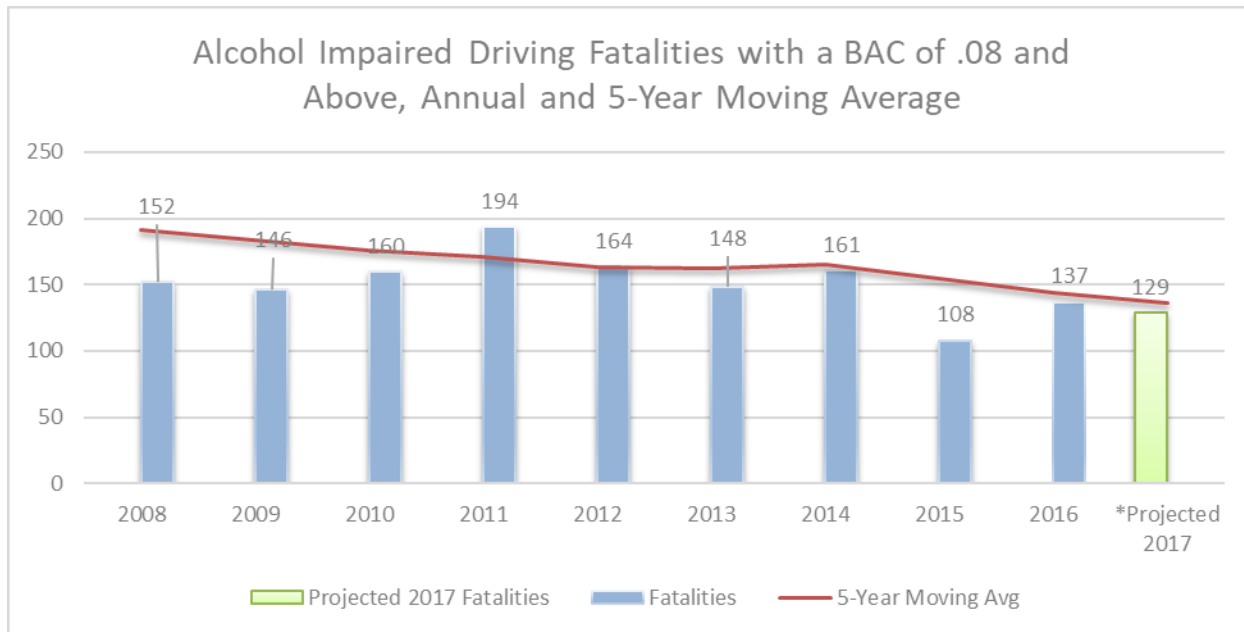
Alcohol Impaired • General Overview

Due to the large volume of alcohol related pending cases that remain open in 2017, the numbers analyzed in this area are based on 2016 fatal records and forecasted data from 2017.

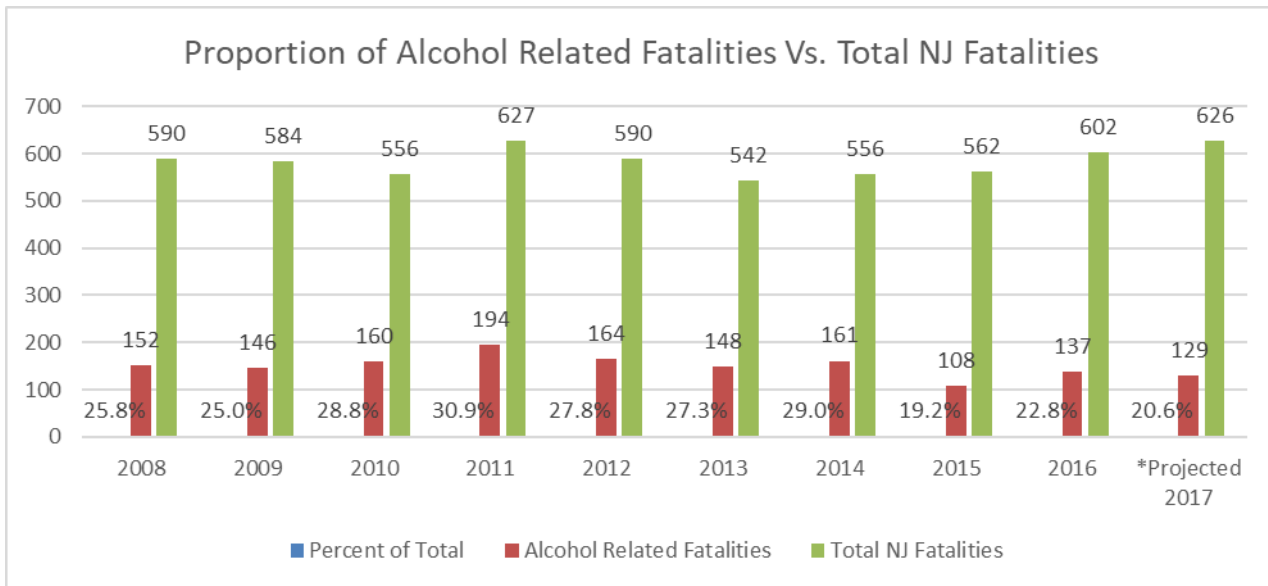
Alcohol involved crashes are defined as any crash where one or more drivers had a blood alcohol concentration level of 0.01 or greater, unless otherwise stated. Alcohol impaired fatalities are defined as any crash where one or more drivers had a blood alcohol concentration level of 0.08 or greater.

Over the past five years, New Jersey’s roadways have experienced 37,964 alcohol involved crashes, resulting in 718 fatalities (2012-2016). Driving while intoxicated remains a major factor in contributing to fatalities, crashes and injuries on the State’s roadways. Preliminary figures in 2017 show a decline in alcohol related fatalities statewide. In terms of alcohol related crashes overall, there was a 0.3 percent reduction from 2015 to 2016 and a 17.8% reduction from 2012 to 2016, although alcohol impaired driving accounts for a large portion of fatalities occurring on the roadways (22.8% in 2016 and 20.6% in 2017 based on preliminary numbers).

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

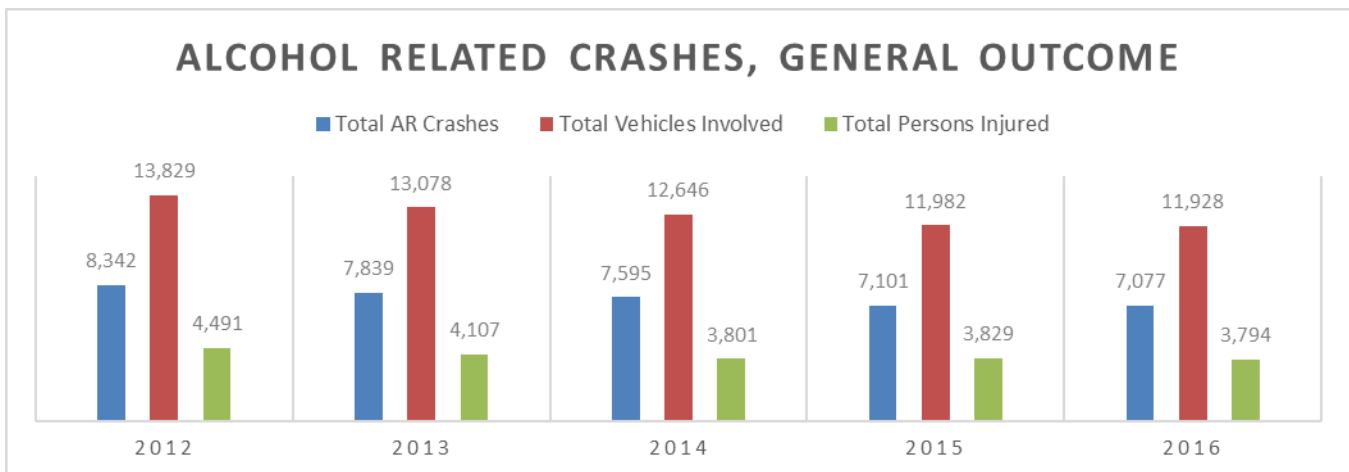


PROPORTION OF ALCOHOL RELATED FATALITIES VERSUS TOTAL NEW JERSEY MV FATALITIES



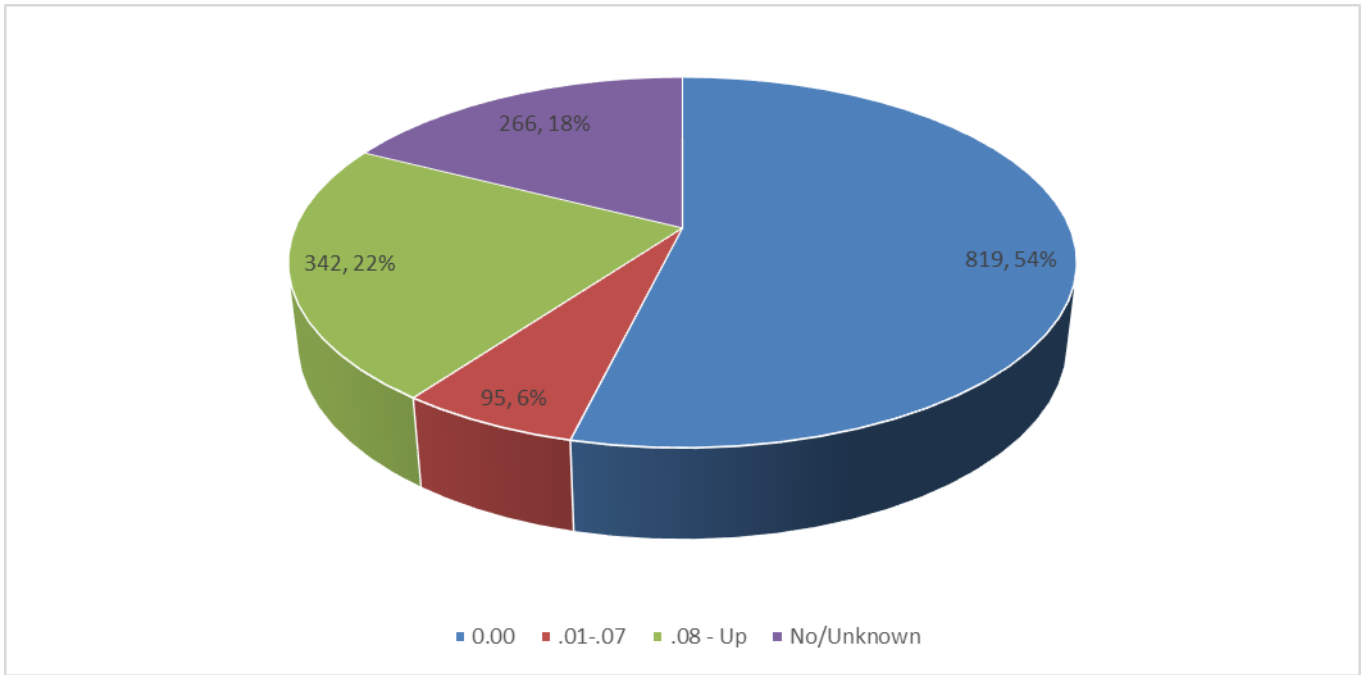
Sixty-four percent (63.4%) of all crashes involving alcohol over the past five years (2012-2016) were single-vehicle crashes involving only one driver.

GENERAL OUTCOME OF ALCOHOL RELATED CRASHES, 2012 – 2016



One thousand five hundred twenty-two (1,522) drivers died in motor vehicle crashes on New Jersey’s roadways between 2012 and 2016. Fifty-four percent (819) had no alcohol in their system. Just over six percent (95) had a BAC between .01 - .07, below the legal limit, and approximately 22.5 percent (342) had a blood alcohol concentration of .08 or higher. Eighteen percent (266) of drivers fatally injured were not tested for alcohol.

BLOOD ALCOHOL CONCENTRATIONS OF FATALLY INJURED DRIVERS, 2012 - 2016



ALCOHOL INVOLVEMENT AND OTHER PERFORMANCE AREAS, 2012 - 2016

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. Below is a representation of crashes involving alcohol and how they combine with other performance areas. From 2012-2016, 13.9% of crashes involving alcohol also involved drug impairment. About 17.5% of crashes involving alcohol also involved speed, 7.1% involved a younger driver and 6.7% involved an older driver.

Alcohol Involvement	2012	2013	2014	2015	2016	Total	5-Year Average	% of 5-Year Total
Total Alcohol Involved								
Crashes	8,342	7,849	7,595	7,101	7,077	37,964	7592.8	100.0%
Alcohol and Drug								
Involvement	1,101	992	972	1,101	1,115	5,281	1056.2	13.9%
Alcohol and Distracted								
Driving	5,409	5,208	5,004	4,741	4,732	25,094	5018.8	66.1%
Alcohol and Unsafe Speed								
Alcohol and Unsafe Speed	1,499	1,443	1,330	1,263	1,117	6,652	1330.4	17.5%
Alcohol and Young Drivers								
Alcohol and Young Drivers	654	540	526	504	457	2,681	536.2	7.1%

Alcohol and Older Drivers	518	517	518	505	480	2,538	507.6	6.7%
Alcohol and Motorcycles	103	101	79	83	73	439	87.8	1.2%
Alcohol and Pedestrians	357	291	302	260	273	1483	296.6	3.9%
Alcohol and Unrestrained Passenger	570	503	449	372	379	2273	454.6	6.0%

Alcohol Impaired • Analysis of Age/Gender

The difference in age and gender was a factor in the likelihood of an individual being involved in alcohol involved crashes. Notably, these demographic groups with elevated crash likelihoods are commonly referred to as “high-risk” drivers. In New Jersey, the particular age group that is the most susceptible to being involved in drug and alcohol related crashes is drivers aged 21-35 years old. This group represents 44 percent of drivers involved in alcohol related crashes for both male and female drivers from 2012-2016. Male drivers account for nearly 70 percent of all alcohol related crashes that occurred from 2012-2016.

Alcohol Involved Crashes by Age and Gender, 2012-2016

Age Group % of Involved	Age Group	Age Group % of Gender		Gender % of Age Group	
		Male	Female	Male	Female
0.02%	0-15	0.02%	0.01%	75.0%	25.0%
5.33%	16-20	5.17%	5.71%	67.3%	32.7%
16.82%	21-25	16.90%	16.65%	69.8%	30.2%
14.87%	26-30	15.01%	14.56%	70.1%	29.9%
12.11%	31-35	12.50%	11.22%	71.7%	28.3%

9.87%	36-40	9.98%	9.64%	70.2%	29.8%
9.13%	41-45	9.07%	9.27%	69.0%	31.0%
9.26%	46-50	8.85%	10.19%	66.4%	33.6%
8.40%	51-55	8.27%	8.70%	68.4%	31.6%
6.02%	56-60	6.00%	6.06%	69.3%	30.7%
3.68%	61-65	3.73%	3.58%	70.4%	29.6%
4.49%	66+	4.52%	4.42%	70.0%	30.0%
Total (Excludes Unidentified driver age or gender type)					
100.00%		100.00%	100.00%	69.5%	30.5%

Essential characteristics of fatally injured drivers and their corresponding crash information are depicted in the table below. A total of 437 drivers with a blood alcohol concentration level of .01 or greater died on New Jersey’s roadways from 2012-2016. The “high-risk” drivers, age 21-34, accounted for almost 50 percent of all fatally injured drivers over the past five years. Of all fatally injured drivers in alcohol-involved crashes, the overwhelming majority, 85 percent, were male. More than half of alcohol involved driver fatalities were single-vehicle occurrences (65%). Over nine out of ten fatally injured drivers with a BAC of .01 or greater were New Jersey Residents.

Approximately 7% of fatally injured drivers with a BAC of 0.01 or greater from 2012 to 2016 had a previous DWI. In 2016, 18.3 percent of fatally injured drivers with a BAC of 0.01 or greater had no valid license (not licensed 5.4%, suspended 12.9%, or revoked license 0.0%).

CHARACTERISTICS OF FATALLY INJURED DRIVERS (BAC > 0.00)

2012	2013	2014	2015	2016	Total 2012 - 2016
n=101	n=88	n=92	n=63	n=93	n=437

Age

<21	5.9%	2.3%	7.6%	6.3%	5.4%	5.5%
21-34	47.5%	51.1%	40.2%	50.8%	60.2%	49.9%
35-49	15.8%	23.9%	26.1%	27.0%	23.7%	22.9%
50+	30.7%	22.7%	26.1%	15.9%	10.8%	21.7%

Sex

Male	87.1%	86.4%	80.4%	88.9%	83.9%	85.1%
Female	12.9%	13.6%	19.6%	11.1%	16.1%	14.9%

Number of Vehicles

Single Vehicle	66.3%	62.5%	62.0%	73.0%	63.4%	65.0%
Multiple Vehicles	33.7%	37.5%	38.0%	27.0%	36.6%	35.0%

License and Residence

Valid License	96.0%	96.6%	94.6%	76.2%	79.6%	89.5%
Previous DUI	5.9%	4.5%	8.7%	3.2%	10.8%	6.9%
NJ Resident	86.1%	95.5%	96.7%	92.1%	90.3%	92.0%

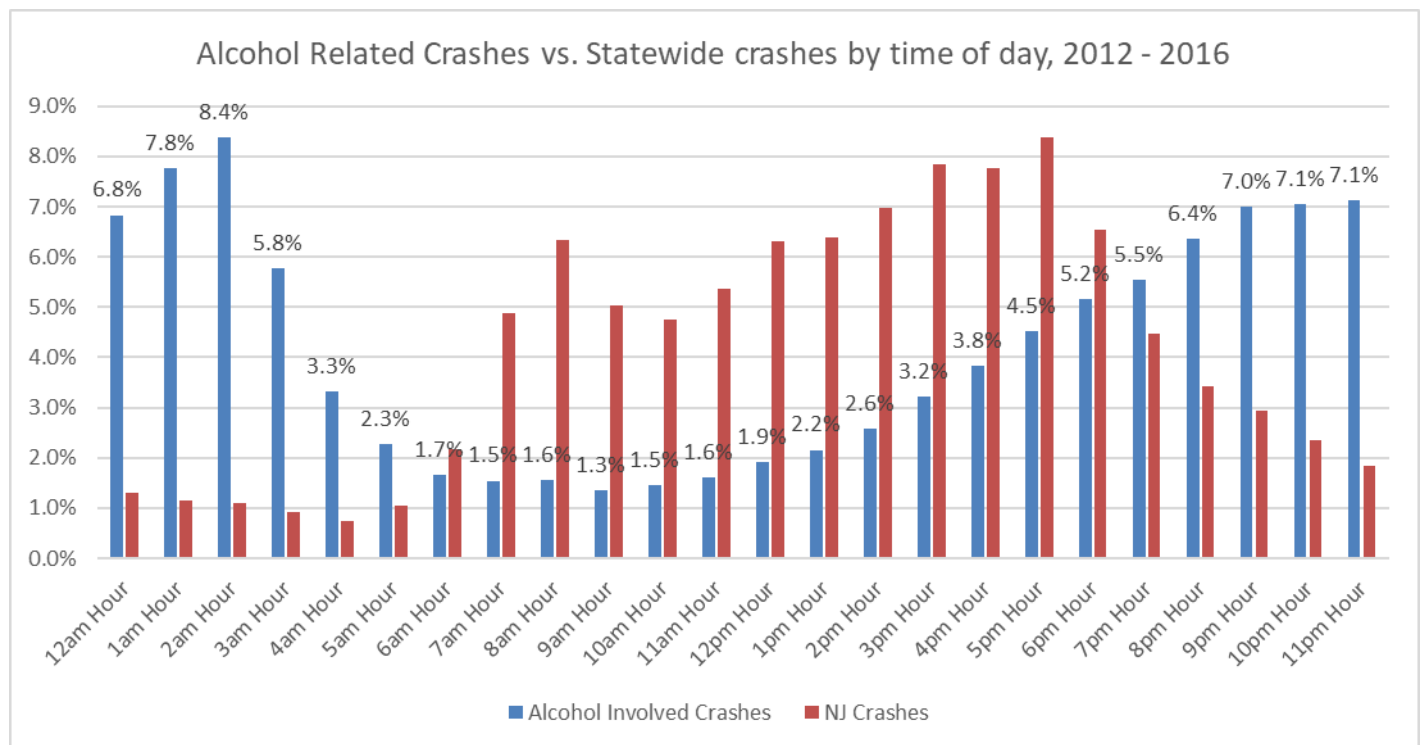
Speed Related

No	52.5%	39.8%	51.1%	50.8%	52.9%	48.7%
Yes	44.6%	51.1%	38.0%	49.2%	47.1%	45.1%

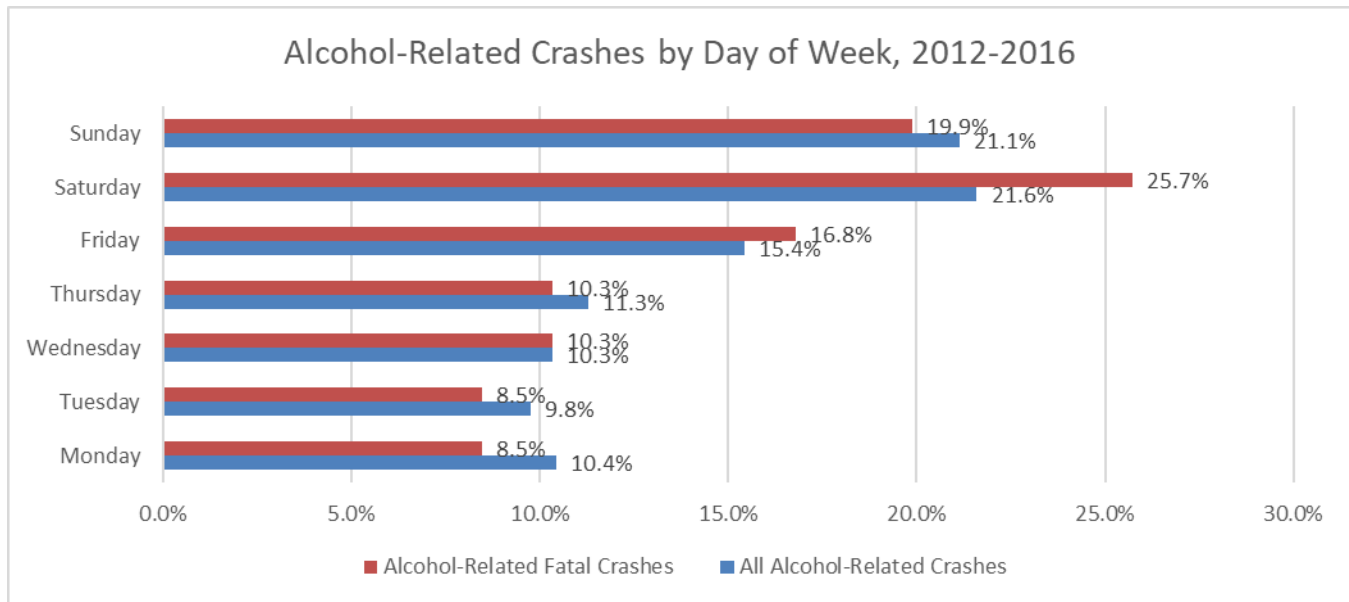
Alcohol Impaired • Analysis of Occurrence

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. Not surprisingly, most alcohol involved crashes take place during the evening hours on weekends. Compared to when all crashes in the State are occurring, an overrepresentation of alcohol involved crashes can be seen starting at 7pm and ending at 5am. Sixty-seven percent of all alcohol involved crashes take place during this ten-hour interval.

NJ CRASH PERCENTAGE VERSUS ALCOHOL RELATED CRASH PERCENTAGE BY TIME OF DAY, 2012 – 2016



Times of day occurrences are one of the more important indicators to help shed light on the issue of alcohol impaired driving. There is a small amount of deviation among the day of week distribution of fatal versus non-fatal alcohol-involved crashes, with a higher proportion of fatal alcohol-related crashes observed on Saturdays. It is important to note that elevated levels of alcohol involved crashes and fatal alcohol involved crashes (58% and 62%, respectively) occur on Friday through Sunday, typically between the hours of 12am and 5am.

ALCOHOL RELATED CRASH % VERSUS ALCOHOL RELATED FATAL CRASH % BY DAY OF WEEK, 2012 - 2016

Similarly, there is not much of a deviation of frequency from month-to-month in alcohol involved crashes. A slight uptick in alcohol involvement is seen in the warmer months (May, June, July and August).

PERCENTAGE OF ALCOHOL RELATED CRASHES AS ANNUAL TOTAL BY MONTH

MONTH	2012	2013	2014	2015	2016
JANUARY	7.7%	8.5%	7.7%	6.9%	6.70%
FEBRUARY	7.3%	7.6%	7.7%	6.2%	6.62%
MARCH	8.2%	9.2%	8.6%	8.5%	7.11%
APRIL	8.8%	8.4%	7.7%	7.6%	7.26%
MAY	8.4%	8.7%	9.3%	8.5%	7.67%
JUNE	8.8%	8.2%	8.1%	7.9%	7.47%
JULY	8.5%	8.1%	8.3%	9.2%	7.92%

	AUGUST	8.9%	8.5%	9.1%	8.8%	7.05%
	SEPTEMBER	8.8%	7.8%	8.0%	7.8%	6.45%
	OCTOBER	8.1%	7.4%	7.9%	8.9%	7.24%
	NOVEMBER	7.7%	8.7%	8.8%	9.2%	6.67%
	DECEMBER	8.9%	8.8%	8.9%	10.6%	6.68%
	TOTAL ALCOHOL RELATED CRASHES	8,608	8,342	7,839	7,595	7,077

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. All counties to experienced a slight decrease in the total number of alcohol involved crashes over the past five years. Mercer and Middlesex Counties experienced a 14 and 13 percent increase in alcohol involved crashes, respectively, from 2015–2016; Hudson experienced a 12 percent increase; Monmouth experienced a 11% increase; Bergen experienced a 5% increase; and Hunterdon and Sussex Counties experienced less than 2% increases, respectively. It is important to note that the total number of alcohol involved crashes has reduced over the last five years.

Alcohol Related Crashes by County 2012 - 2016

County	2012	2013	2014	2015	2016	5-Year Cumulative Change
REGION I ATLANTIC	-1.1%	-3.4%	-4.2%	-12.8%	-2.9%	-5.0%
BURLINGTON	-2.6%	-3.5%	-3.4%	-1.5%	-3.5%	-2.9%
CAMDEN	-11.6%	4.5%	-8.5%	-12.9%	-7.6%	-7.4%

	CAPE MAY	-8.8%	1.1%	-25.1%	-9.0%	-3.3%	-9.5%
	CUMBERLAND	1.0%	8.5%	-3.5%	4.5%	-22.4%	-3.0%
	GLOUCESTER	-8.8%	-19.1%	10.8%	-1.4%	0.0%	-4.2%
	SALEM	-5.2%	-7.6%	10.6%	-22.3%	0.0%	-5.5%
REGION II	HUNTERDON	-0.7%	-12.5%	0.8%	1.7%	0.8%	-2.1%
	MERCER	-3.3%	-13.5%	2.2%	-14.5%	13.7%	-3.7%
	MIDDLESEX	-4.5%	-7.1%	-2.9%	-5.8%	13.4%	-1.7%
	MONMOUTH	-6.5%	-0.3%	-8.9%	-6.2%	10.6%	-2.5%
	OCEAN	0.2%	-8.1%	-8.5%	-3.6%	-5.5%	-5.2%
	SOMERSET	2.0%	-5.9%	-0.8%	2.5%	-21.3%	-5.1%
	UNION	-4.8%	-9.0%	12.0%	-7.5%	-1.4%	-2.4%
	REGION III	BERGEN	3.9%	-5.6%	0.4%	-15.7%	5.3%
ESSEX		3.1%	-14.8%	3.5%	1.8%	-0.4%	-1.6%
HUDSON		3.5%	-12.2%	-1.4%	-7.6%	11.9%	-1.5%
MORRIS		-4.4%	-6.8%	-4.9%	-0.7%	-9.0%	-5.2%
PASSAIC		2.7%	-12.1%	-0.7%	-14.1%	-1.1%	-5.3%
SUSSEX		-19.5%	3.2%	-11.1%	-5.6%	1.5%	-6.7%
WARREN		-18.1%	17.7%	-30.1%	25.8%	-6.0%	-4.4%

TOTAL	-3.1%	-6.0%	-3.1%	-6.5%	-0.3%	-3.8%
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Monmouth (9.0%) and Bergen (8.4%) Counties had the most alcohol involved crashes. Middlesex accounted for 8.0% of crashes, Essex accounted for 7.2% of crashes, and Ocean accounted for 6.8% of alcohol related crashes. Of the total alcohol involved fatalities between 2012 and 2016 (718), Burlington, Middlesex, and Monmouth Counties accounted for over one-quarter of alcohol involved fatalities in the State.

Alcohol involved crashes in the top three municipalities for each county are provided in the following table.

Alcohol Involved Crashes (BAC > 0.00) Top 3 Municipalities by County			
County/Municipality	Alcohol-Related Crashes		% Change from 2011 - 2015 n=39,495
	2012 - 2016	n=37,964	
Atlantic County	2079	100	-4.85
Egg Harbor Township	365	17.56	-0.27
Atlantic City	361	17.36	-9.98
Hamilton Township (Atlantic Co)	290	13.95	-7.64
Bergen County	3222	100	-2.6
Teaneck Township	187	5.8	1.08
Hackensack City	157	4.87	-0.63
Garfield City	150	4.66	-1.96
Burlington County	2310	100	-2.9

Mount Laurel Township	228	9.87	6.54
Evesham Township	204	8.83	5.7
Pemberton Township	164	7.1	-4.65
Camden County	2841	100	-7.28
Camden City	590	20.77	-2.48
Pennsauken Township	368	12.95	-4.17
Cherry Hill Township	302	10.63	-9.85
Cape May County	732	100	-9.41
Middle Township	146	19.95	-17.05
Lower Township	140	19.13	-7.28
Upper Township	104	14.21	-7.96
Cumberland County	1077	100	-2.71
Vineland City	404	37.51	-0.25
Bridgeton City	201	18.66	-8.22
Millville City	169	15.69	8.33
Essex County	2576	100	-1.64
Newark City	877	34.05	3.3
East Orange City	273	10.6	-5.54

Bloomfield Township	249	9.67	-3.11
Gloucester County	1382	100	-4.56
Washington Township (Gloucester Co)	245	17.73	-9.59
Deptford Township	167	12.08	-4.57
Monroe Township (Gloucester Co)	157	11.36	-2.48
Hudson County	1825	100	-1.56
Jersey City	529	28.99	-0.19
Union City	213	11.67	-4.91
Kearny Town	190	10.41	-8.65
Hunterdon County	621	100	-2.2
Readington Township	91	14.65	-2.15
Clinton Township	84	13.53	12
Raritan Township	76	12.24	-5
Mercer County	1394	100	-3.86
Hamilton Township (Mercer Co)	414	29.7	-8.81
Trenton City	284	20.37	0
Ewing Township	111	7.96	7.77
Middlesex County	2740	100	-1.79

Old Bridge Township	268	9.78	-1.47
Woodbridge Township	267	9.74	0.38
Edison Township	266	9.71	-2.56
Monmouth County	3172	100	-2.64
Middletown Township	327	10.31	-2.97
Wall Township	286	9.02	-1.04
Howell Township	265	8.35	-2.21
Morris County	2056	100	-5.17
Parsippany-Troy Hills Township	270	13.13	-12.34
Morristown Town	152	7.39	-6.17
Rockaway Township	147	7.15	5.76
Ocean County	2723	100	-5.09
Toms River Township	609	22.37	-6.31
Brick Township	412	15.13	0.24
Lakewood Township	324	11.9	-0.31
Passaic County	2134	100	-5.2
Paterson City	516	24.18	4.03
Clifton City	486	22.77	-10

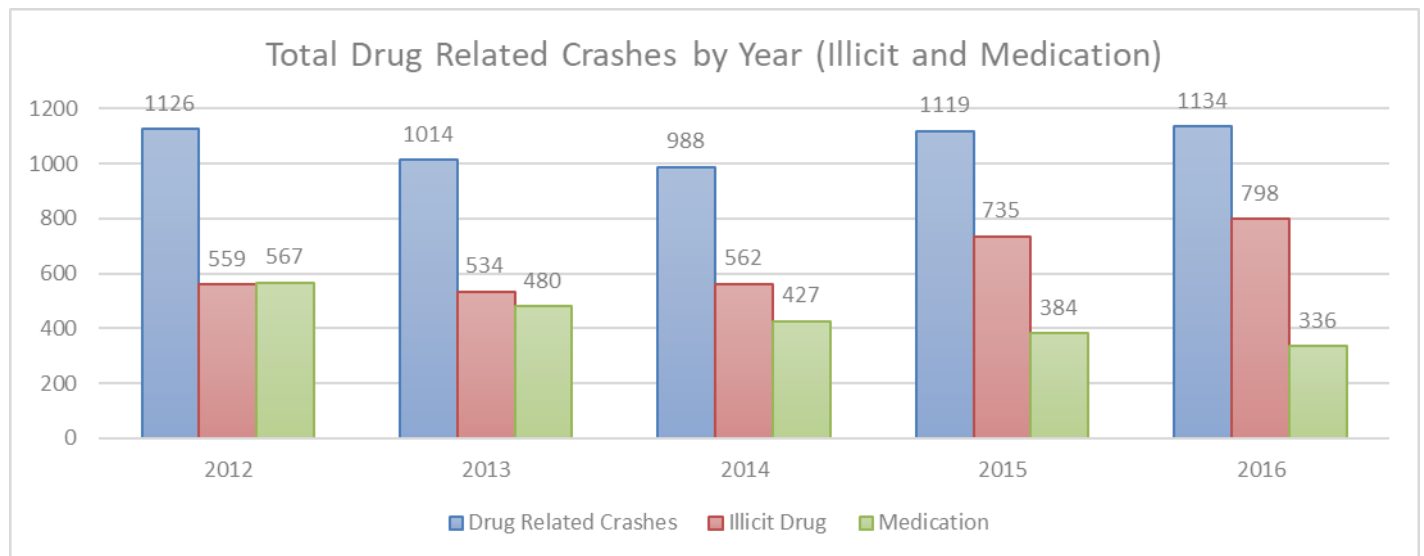
Passaic City	325	15.23	-5.8
Salem County	417	100	-5.44
Carneys Point Township	89	21.34	-7.29
Pittsgrove Township	73	17.51	-2.67
Mannington Township	62	14.87	-11.43
Somerset County	1169	100	-4.73
Bridgewater Township	181	15.48	-5.73
Franklin Township (Somerset Co)	175	14.97	-2.23
North Plainfield Borough	116	9.92	5.45
Sussex County	737	100	-7.18
Vernon Township	119	16.15	-9.16
Sparta Township	100	13.57	-15.97
Wantage Township	79	10.72	0
Union County	2190	100	-2.45
Union Township (Union Co)	355	16.21	-2.2
Elizabeth City	317	14.47	1.93
Linden City	277	12.65	4.53
Warren County	567	100	-4.71

Phillipsburg Town	76	13.4	-12.64
Allamuchy Township	53	9.35	-14.52
Hackettstown Town	45	7.94	-22.41

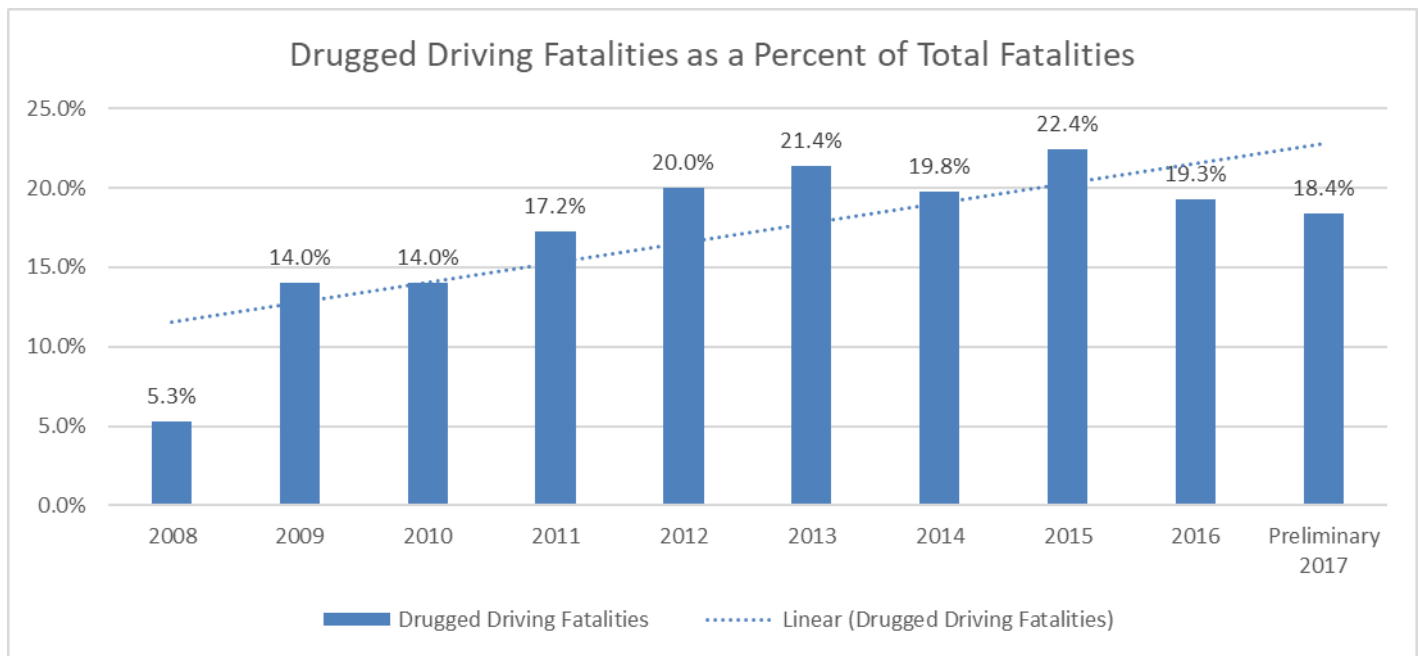
Drugged Driving • General Overview

It is important to recognize and address the increase of dangers imposed by drivers under the influence of illicit drugs and prescription medications. The number of illegal drug related crashes increased in 2016, from 735 in 2015 to 798; however, the number of prescription drug related crashes declined in 2016, from 384 in 2015 to 336. The State is continuing to experience a surge in the number of illicit drug related crashes, accounting for over 70 percent of all drug impaired crashes (medication vs. illicit). Drugged driving involved (illicit or medication) crashes overall comprised 22 and 19 percent of motor vehicle fatalities in 2015 and 2016, respectively. Note the drug-related fatal crashes for 2017 are preliminary and subject to increase.

DRUG RELATED (ILLICIT & MEDICATION) CRASHES, 2012 - 2016



DRUGGED DRIVING FATALITIES AS A PERCENTAGE OF TOTAL FATALITIES



DRUGGED DRIVING AND OTHER PERFORMANCE AREAS, 2012 - 2016

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 2012-2016, 98.1% of crashes involving drugs also involved alcohol impairment. About 15% of crashes involving alcohol also involved speed, 9.6% involved a younger driver and 11.4% involved an older driver.

Drug Involvement	2012	2013	2014	2015	2016	Total	5-Year Average	% of 5-Year Total
Total Drug Involved Crashes	1,126	1,014	988	1,119	1,134	5,381	1076.2	100.0%
Drugs and Alcohol Involvement	1,101	992	972	1,101	1,115	5,281	1056.2	98.1%
Drugs and Distracted Driving	746	677	674	744	761	3,602	720.4	80.2%
Drugs and Unsafe Speed	162	139	97	144	132	674	134.8	15.0%
Drugs and Young Drivers	91	69	87	91	94	432	86.4	9.6%
Drugs and Older Drivers	112	110	98	107	87	514	102.8	11.4%

Drugs and Motorcycles	7	3	8	8	6	32	6.4	0.7%
Drugs and Pedestrians	14	7	13	20	10	64	12.8	1.4%
Drugs and Unrestrained Passenger	76	79	73	51	78	357	71.4	7.9%

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 35 percent of total drug-related crashes that occurred from 2012-2016, and male drivers overall accounted for 68.7% of all drugged driver involved crashes.

DRUG INVOLVED CRASHES BY AGE AND GENDER, 2012 - 2016

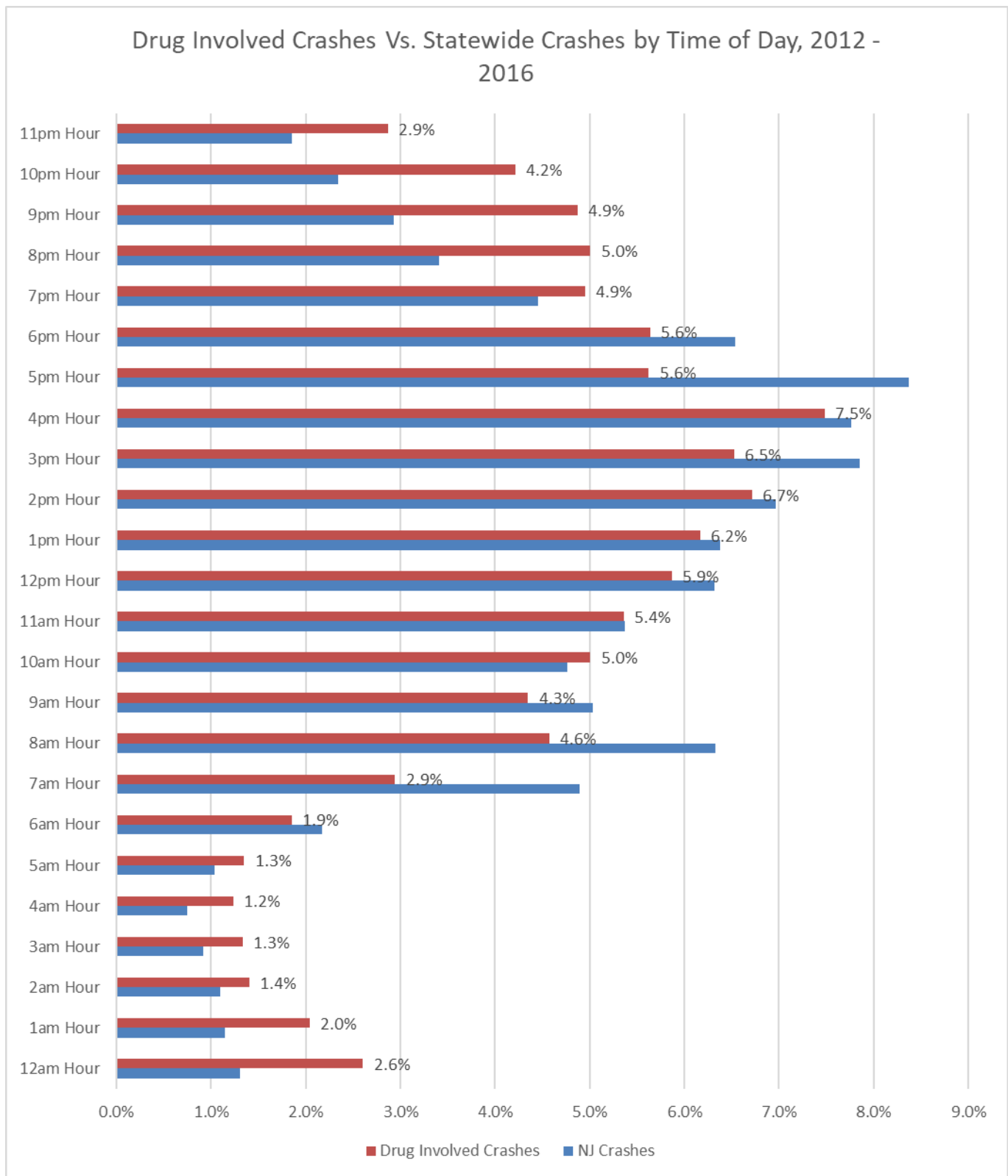
% OF AGE GROUP	AGE GROUP	AGE % OF GENDER		GENDER % OF AGE GROUP	
		MALE	FEMALE	MALE	FEMALE
0.02%	0-15	0.03%	0.00%	100.0%	0.0%
6.09%	16-20	6.43%	5.32%	72.6%	27.4%
16.33%	21-25	17.73%	13.25%	74.6%	25.4%
17.10%	26-30	18.01%	15.12%	72.3%	27.7%
14.30%	31-35	15.00%	12.76%	72.0%	28.0%
10.79%	36-40	10.69%	11.01%	68.0%	32.0%
8.06%	41-45	7.62%	9.01%	64.9%	35.1%
7.09%	46-50	6.68%	7.99%	64.7%	35.3%

7.62%	51-55	6.35%	10.41%	57.2%	42.8%
4.72%	56-60	4.72%	4.72%	68.7%	31.3%
3.22%	61-65	2.68%	4.42%	57.1%	42.9%
4.47%	66+	3.89%	5.75%	59.7%	40.3%
100.00%	TOTAL (EXCLUDES NULL)	100.00%	100.00%	68.7%	31.3%

Drugged Driving • Analysis of Occurrence

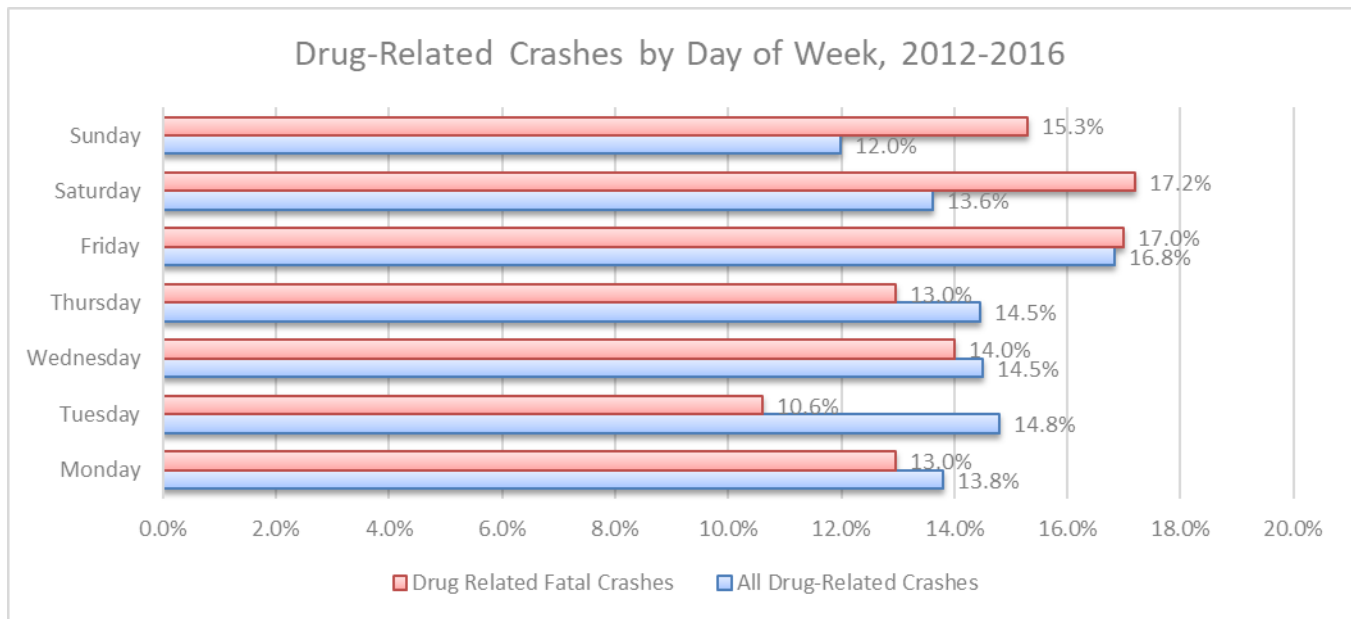
To assist in targeting the enforcement of drivers driving under the influence of drugs, it is important to observe when drug involved crashes are most likely to occur. Most drug involved crashes occur during the evening hours. Similar to trends seen in alcohol involvement, there is an overrepresentation of drug involved crashes beginning at 7pm and ending at 5am. However, only 32 percent of drug involved crashes take place during that time interval compared to 67 percent of alcohol involved crashes during the same interval. The data shows how drugged driving is mirrored in crash occurrences and is an inherent factor for crashes on the State's roadways. This creates a challenge for law enforcement in targeting likely intervals of drugged driving, similar to alcohol use.

NJ CRASH PERCENTAGE VERSUS DRUG INVOLVED CRASH PERCENTAGE BY TIME OF DAY, 2012 - 2016



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, there is an overrepresentation of drug involved crashes and drug involved fatal crashes throughout the weekend. It is important to note that almost 33% percent of all drug involved fatalities occur on Friday and Saturday, typically between the hours of 7pm and 5am.

DRUG INVOLVED CRASH % VERSUS DRUG INVOLVED FATAL CRASH % BY DAY OF WEEK, 2012 - 2016



Similar to alcohol impairment, there little deviation of frequency from month-to-month in drug involved crashes. The table depicts a slight uptick in drug involvement during the summer months in most years.

PERCENTAGE OF DRUG INVOLVED CRASHES AS ANNUAL TOTAL BY MONTH

MONTH	2012	2013	2014	2015	2016
JANUARY	6.0%	9.0%	8.1%	5.6%	5.9%
FEBRUARY	8.2%	8.7%	7.1%	5.7%	7.2%
MARCH	9.1%	9.4%	7.2%	6.6%	9.8%
APRIL	8.8%	10.2%	9.5%	7.4%	9.0%
MAY	9.5%	10.2%	9.9%	7.5%	7.4%
JUNE	8.8%	8.9%	7.6%	8.9%	10.7%
JULY	9.1%	7.6%	8.8%	9.1%	9.4%

AUGUST	9.3%	7.3%	8.7%	8.9%	9.7%
SEPTEMBER	7.8%	9.2%	10.0%	9.2%	7.8%
OCTOBER	9.1%	7.6%	8.3%	9.7%	9.0%
NOVEMBER	7.3%	6.5%	7.8%	9.7%	7.2%
DECEMBER	6.9%	5.6%	7.0%	11.5%	6.9%
TOTAL DRUG INVOLVED CRASHES	1,126	1,014	988	1,119	1,134

Drugged Driving • Analysis of Location

The table represents the top three municipalities in each county that have the highest number of drug involved crashes, as well as percent change for each county and municipality from the previous year's cumulative crash total.

DRUG INVOLVED CRASHES, TOP 3 MUNICIPALITIES BY COUNTY

	DRUG-RELATED CRASHES 2012 - 2016	PERCENT OF STATE/COUNTY TOTAL	% CHANGE FROM 2011- 2015
Atlantic County	290	100	4.32
Hamilton Township (Atlantic Co)	52	17.93	10.64
Egg Harbor Township	48	16.55	-2.04
Galloway Township	41	14.14	10.81
Bergen County	357	100	-1.92

Teaneck Township	18	5.04	5.88
Ridgewood Village	15	4.2	15.38
Saddle Brook Township	15	4.2	15.38
Burlington County	401	100	4.16
Evesham Township	45	11.22	12.5
Mount Laurel Township	41	10.22	-2.38
Westampton Township	26	6.48	8.33
Camden County	595	100	-6
Camden City	168	28.24	-4.55
Gloucester Township	64	10.76	-18.99
Cherry Hill Township	62	10.42	-8.82
Cape May County	81	100	-3.57
Middle Township	31	38.27	14.81
Lower Township	13	16.05	-7.14
Wildwood City	8	9.88	33.33
Cumberland County	68	100	4.62
Vineland City	27	39.71	12.5
Millville City	11	16.18	-15.38
Maurice River Township	6	8.82	0

Essex County	360	100	-6.74
Newark City	134	37.22	-1.47
Bloomfield Township	36	10	-10
Fairfield Township	32	8.89	23.08
Gloucester County	266	100	0
Deptford Township	57	21.43	11.76
Washington Township (Gloucester Co)	42	15.79	-8.7
Monroe Township (Gloucester Co)	28	10.53	16.67
Hudson County	232	100	-0.85
Jersey City	101	43.53	0
Bayonne City	37	15.95	12.12
Kearny Town	19	8.19	-5
Hunterdon County	106	100	6
Raritan Township	22	20.75	0
Clinton Township	19	17.92	11.76
Readington Township	14	13.21	16.67
Mercer County	200	100	5.82
Hamilton Township (Mercer Co)	51	25.5	-7.27

Trenton City	48	24	20
Hopewell Township (Mercer Co)	21	10.5	10.53
Middlesex County	354	100	0.57
Woodbridge Township	51	14.41	4.08
Old Bridge Township	38	10.73	8.57
Edison Township	36	10.17	5.88
Monmouth County	411	100	0.74
Middletown Township	56	13.63	-8.2
Wall Township	50	12.17	6.38
Howell Township	43	10.46	2.38
Morris County	304	100	3.05
Parsippany-Troy Hills Township	48	15.79	-14.29
Rockaway Township	29	9.54	20.83
Roxbury Township	25	8.22	-3.85
Ocean County	457	100	-3.79
Toms River Township	130	28.45	-4.41
Brick Township	62	13.57	-4.62
Jackson Township	49	10.72	11.36
Passaic County	247	100	-4.26

Paterson City	76	30.77	4.11
Clifton City	45	18.22	-2.17
Wayne Township	28	11.34	-22.22
Salem County	67	100	-6.94
Mannington Township	19	28.36	-17.39
Carneys Point Township	11	16.42	-8.33
Oldmans Township	6	8.96	-14.29
Somerset County	122	100	-2.4
Bridgewater Township	17	13.93	0
Warren Township	15	12.3	66.67
Franklin Township (Somerset Co)	13	10.66	0
Sussex County	93	100	-2.11
Frankford Township	11	11.83	22.22
Vernon Township	11	11.83	-8.33
Sparta Township	9	9.68	-18.18
Union County	266	100	1.53
Union Township (Union Co)	61	22.93	-1.61
Elizabeth City	36	13.53	5.88

Clark Township	24	9.02	33.33
Warren County	101	100	-2.88
Allamuchy Township	13	12.87	-13.33
Hackettstown Town	11	10.89	-21.43
Lopatcong Township	11	10.89	22.22

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of Drug Involved Fatalities	5 Year	2019	119.0
2019	Number of Drug Involved Crashes	5 Year	2019	1,139.4
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	122.8

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
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2019	Youth Programs
2019	Underage Drinking Enforcement
2019	Law Enforcement Training
2019	Highway Safety Office Program Management
2019	High Visibility Saturation Patrols

5.1.1 Countermeasure Strategy: Youth Programs

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Youth Programs

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained

passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

General awareness programs are important to remind students about the risks of driving after drinking and a message that requires constant reinforcement. However, these general awareness programs are best combined with other programs that focus on individual behavior change and enhanced enforcement.

Many NJ youth are unclear about the real dangers and consequences of driving under the influence of alcohol and other drugs. The programs that will be offered by the educational institutions are tailored to educate and raise awareness to positively effect change in behavior.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The 16-25-year-old age group in the State represents 23 percent of drivers involved in alcohol related crashes. According to the American College Health Association, National College Health Assessment conducted at select New Jersey colleges and universities indicates that upwards to 66 percent of college students consume alcohol and 19 percent drive after drinking.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Virtually all college students experience the effects of college drinking, whether they drink or not (National Institute on Alcohol Abuse and Alcoholism, 2013). Therefore, it is important to address dangerous drinking behaviors and the cultural expectations, habits, and behaviors that occur among college students. Studies reveal that over 1,700 college student deaths each year are linked to alcohol, with a majority due to automobile crashes.

The 2014 Monitoring the Future Study finds 35.4 percent of college students report binge drinking compared to 29.3 percent of their peers not enrolled in college. The National Council on Alcoholism and Drug Dependence in 2015 reports that about four out of five college students drink alcohol and approximately half of those students consume through binge drinking.

The American College Health Association National College Health Assessment was administered to a random number of undergraduate students on NJ campuses. Over 75 percent of the students surveyed indicated the use of alcohol while on campus even though the majority of the students are under the legal drinking age. Additional initiatives at select colleges and universities will be implemented.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
------------------------------------	-----------------------	------------------------

Youth Programs	College Campus Initiative	Youth Programs
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5.1.1.1 Planned Activity: College Campus Initiative

Planned activity name College Campus Initiative

Planned activity number Youth Programs

Primary countermeasure strategy Youth Programs

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail

required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The College of New Jersey (CNJ) will hold statewide events such as the Peer Institute as a way 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. 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.

Stockton University will sponsor alcohol/drug education workshops on campus emphasizing the risks associated with alcohol/drug abuse and driving. In addition, personnel from local taverns and restaurants will be trained on how to prevent drunk driving by student customers. The prevention program will include an intensive, three-hour training session leading to certification from Stockton University and regular communication with local restaurants and taverns to offer confidential counseling programs to students who are experiencing problems with drinking and driving. In addition, peer educators from the university will present alcohol and drunk driving awareness programs to local high school juniors and seniors emphasizing the consequences of intoxicated driving, peer pressure and decision making.

The Rutgers Comprehensive Alcohol and Traffic Education and Enforcement Program will focus on helping to reduce the number of people killed or seriously injured in crashes caused by impaired drivers. The program combines community prevention efforts in law enforcement with innovative educational and community outreach activities on campus. A series of supplemental enforcement programs will be scheduled, which include DWI stops and the comprehensive *Check for 21* program. The education component will provide training resources for police officers to disseminate materials throughout the Rutgers community. Rutgers police officers will also receive training on alcohol and drug abuse prevention techniques. Police officers will serve as mentors and conduct drug and alcohol abuse education programs for the campus population.

New Jersey City University will focus on strengthening the relationship between university students and high school students in the Jersey City area through interactive role modeling exercises and a peer education training program. The program will focus on training peer educators to present interactively on

various issues including alcohol use and abuse and reaching out to the campus community by providing university students with information and resources on alcohol and driving.

William Paterson University will provide creative and innovative ways to educate students about the negative consequences of drinking and driving and encourage the use of designated drivers. A multi-dimensional health educational program will promote positive, safe and healthy choices for William Paterson University students. The use of innovative technology, such as social media, will be used to promote and guide these educational awareness programs throughout the grant period. Funds will be used 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.

Funds will be used for educational materials that will be distributed at campus events, peer education trainings regarding drinking and driving and enforcement overtime for campus police.

Enter intended subrecipients.

College and Universities

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Youth Programs

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$190,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.2 Countermeasure Strategy: Underage Drinking Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Underage Drinking Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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. Despite underage drinking laws and prevention programs, underage alcohol consumption remains at elevated levels. Drivers in New Jersey under the age of 21 are involved in 5 percent of all alcohol-involved crashes and account for 5 percent of all licensed drivers.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

In a compliance check, law enforcement officers watch as underage people attempt to purchase alcohol and cite the vendor for a violation if a sale is made. Several studies document that well-publicized and vigorous compliance checks reduced sales to youth; for 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).

The State is plagued with a high incident of the underage purchase and consumption of alcoholic beverages, particularly in shore resorts and college towns, where there are liquor establishments in close proximity to colleges. Far too many crashes have been a direct result of underage intoxicated drivers.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Underage Compliance Check	Underage Enforcement	Underage Drinking Enforcement

5.1.2.1 Planned Activity: Underage Enforcement

Planned activity name	Underage Enforcement
Planned activity number	Underage Compliance Check
Primary countermeasure strategy	Underage Drinking Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 will undertake 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.

Funds will be used to continue the *Cops In Shops* program for a seven-month period in municipalities with a college or university either within its borders or in a neighboring community. The program will be implemented in Atlantic, Bergen, Camden, Essex, Gloucester, Mercer, Middlesex, Monmouth, Morris, Ocean, Union and Warren Counties. Additionally, the same program will be implemented during the summer in the State's shore communities. The program will be conducted in various municipalities in Atlantic, Cape May, Monmouth, and Ocean Counties.

Training of municipal police officers in the *Cops In Shops* program is conducted by the Division of Alcoholic Beverage Control's Enforcement Unit. Two undercover officers are assigned to work four-hour shifts in the evening. One officer works undercover as an employee or patron in each establishment and stops any individual under the age of 21 attempting to purchase alcohol or used false identification. The second officer serves as a "backup" outside the establishment to determine if alcoholic beverages have been purchased by an adult and passed off to an underage drinker. A key ingredient for success of the program is public awareness. Signage and brochures are provided to promote the program.

Alcoholic Beverage Control acts and other related laws pertaining to underage alcohol use and/or intoxicated patrons will also be enforced. The use of undercover State and local police is 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 will be initiated against underage persons, those providing alcoholic beverages to underage persons as well as liquor licensees that allow this activity on their premises. This project reduces the purchase and consumption of alcohol by underage persons, while sending a strong message to the owners of licensed beverage establishments.

Throughout the term of the grant, teams will be dispatched to conduct undercover investigative operations in licensed establishments, as well as, conducting surveillance of licensed liquor stores. The teams will consist of Investigators from the ABC and Detectives from the Division of Criminal Justice working at times in conjunction with other law enforcement agencies. An operation involving licensed beverage establishments is anticipated to last approximately six (6) hours. Team members are placed in the licensed establishments to survey the presence of underage purchase or consumption, or intoxicated patrons or employees. These members will communicate with other members when sufficient surveillance is conducted to locate those suspected of illegal conduct. At this time, additional team members shall enter the establishment and conduct the appropriate criminal and administrative

investigation. As for licensed liquor stores, surveillance will be conducted by teams at each liquor store to uncover underage purchase/sale activity. Whenever violations are uncovered, an appropriate criminal and administrative investigation will take place. A total of \$250,000 will be allocated for the year-long program.

Funds will be provided for overtime salaries of police officers to work in an undercover capacity in liquor stores to identify and bring criminal charges against underage persons who purchase or attempt to purchase alcoholic beverages and adults who purchase alcoholic beverages for minors.

Enter intended subrecipients.

Division of Alcoholic Beverage Control and the Division of State Police.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Underage Drinking Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$450,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.1.3 Countermeasure Strategy: Law Enforcement Training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Law Enforcement Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on

rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Training members of the law enforcement community in alcohol and drug impairment will help to ensure officers receive the skill set necessary to identify and apprehend the impaired driver and increase drunk driving arrests. Providing training and guidance to prosecutors who oversee court related issues 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 can assist in prosecuting cases of suspected drugged driving because of the limitations 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 serious issues in several counties. This problem has created a need to create an education program to train local officers on drug related DWI investigations, 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 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 officers will also be available to not only process individuals, but to also follow through with the case and testify in court.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Standardized field sobriety testing (SFST) and Drug Recognition Expert (DRE) training are the cornerstones to DWI enforcement. Giving officers the skills and confidence is a critical investment in any DWI enforcement program. Officers who can clearly and concisely describe an arrest become even more important in obtaining DWI convictions.

The five-year average (2012-2016) for drugged driving related crashes was 1,076. In 2016, approximately 19 percent of all fatalities were drug related. There was also a 9 percent increase in drug related crashes in 2016 from 1119 in 2015 to 1,129 in 2016. The DRE call-out program will assist in helping to identify impairment in drivers under the influence of drugs other than alcohol. Manpower shortage in local law enforcement agencies makes this an especially important initiative in today's environment of shared services. Increases in drug related crashes and the use of drugs while driving has resulted in the need to have additional law enforcement officers trained and made available for assistance to local police agencies.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Officers have used Standardized Field Sobriety Tests (SFST) for more than 20 years 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 7,000 officers (National Sobriety Testing Resource Center, 2014). Several studies have shown DRE judgments of drug impairment are corroborated by toxicological analysis in 85 percent or more of cases (NHTSA, 1996).

A growing body of research suggests that many illicit, prescription, and over-the-counter drugs may impair a driver's ability to operate a vehicle (Couper & Logan, 2004; Jones, Shinar, & Walsh, 2003, and Kelly, Darke & Ross, 2004). The research investigating the effect of drugs on driving has had variable results. Several studies suggest that a benzodiazepine user is at increased risk of being involved in a crash (Movig et al., 2004; Rapoport et al., 2009),

although some studies have not found these results. The findings for marijuana also have been variable, although a recent meta-analysis concluded marijuana doubles the risk of a crash (Asbridge, Hayden, & Cartwright, 2012). Generally, the risk appears highest when marijuana has been used recently, and especially when marijuana is combined with alcohol (Beriness & Simpson, 2006; Sewell, Poling, & Sofuoglu, 2009).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Training	DWI Training, Drug Recognition Expert Program, ARIDE	Law Enforcement Training
DRE Program	DRE Call-Out Program	Law Enforcement Training

5.1.3.1 Planned Activity: DWI Training, Drug Recognition Expert Program, ARIDE

Planned activity name	DWI Training, Drug Recognition Expert Program, ARIDE
Planned activity number	Training
Primary countermeasure strategy	Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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. 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 and forty DWI/SFST refresher courses are anticipated in FY 2019. Additionally, three DRE regional course and one DRE Instructor course is expected to be conducted.

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. Fifteen classes are scheduled to be conducted. The New Jersey Association of Drug Recognition Experts will also receive funds for training purposes.

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 breathalyzer related instruments used for training and testing.

Enter intended subrecipients.

Division of State Police and the New Jersey Association of Drug Recognition Experts

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Law Enforcement Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$1,100,000.00	\$10,000,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3.2 Planned Activity: DRE Call-Out Program

Planned activity name DRE Call-Out Program
Planned activity number DRE Program
Primary countermeasure strategy Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The DRE call-out program will be operational in six counties. The Division of State Police will also participate in the program. DRE training will be provided to law enforcement officers. County and municipal Prosecutors will be included in the conversation to provide an understanding of the depth of the training and the expertise it creates for a successful prosecution. Chiefs of Police will also need to have an understanding of the training and what is required. Law enforcement officers in the counties will be advised of the program so they can call on a DRE when needed. Funds will be used to pay for the services provided by the DRE at the time of the call-out.

Enter intended subrecipients.

County Prosecutor Offices

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Law Enforcement Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$415,000.00
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.4 Countermeasure Strategy: Highway Safety Office Program Management

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The program managers will work with and coordinate the development, implementation and monitoring of all tasks and activities called for under the alcohol and other drug countermeasures section of the plan.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program managers will continue to support the existing community traffic safety programs in the State and work with local, state, and community organizations to develop alcohol and drug awareness campaigns. The staff will continue to work with and support the colleges and universities as well as the municipal and State law enforcement agencies in their efforts to reduce impaired driving.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

NA

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Alcohol/Other Drug Mgt.	Program Management	Highway Safety Office Program Management

5.1.4.1 Planned Activity: Program Management

Planned activity name	Program Management
Planned activity number	Alcohol/Other Drug Mgt.
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 force 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.

Salaries and fringe benefits account for \$335,000 of the budgeted amount in the alcohol and other drug countermeasures program area. Additionally, another \$5,000 is budgeted for travel and other miscellaneous expenditures.

Enter intended subrecipients.

In-house DHTS grant

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$340,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.5 Countermeasure Strategy: High Visibility Saturation Patrols

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy High Visibility Saturation Patrols

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained

passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enforcement is the most critical element in the system for controlling drinking drivers. Highly visible patrols making arrests for driving while intoxicated, particularly when coupled with an effective public information campaign, can reduce the incidence of alcohol related crashes by increasing the perceived risk of arrest.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

A review of alcohol related crashes by county over a five-year period (2012-2016) reveals an overall decrease in crashes. However, over a one-year period, there has been an increase in alcohol involved crashes in Bergen, Hudson, Hunterdon, Mercer, Middlesex, Monmouth, and Sussex counties. The primary focus of the alcohol enforcement activities will be on increasing the overall level of surveillance particularly in those towns and counties that are identified as high-risk areas.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 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.

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).

Over 27,000 drunk driving arrests are made in NJ on average each year. Only one arrest is made for approximately every 135 occurrences for driving under the influence. Repeat offenders also account for a high number of alcohol-related crashes. Drivers must perceive that the risk of being caught is high before behavior will change.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
DWI Enforcement	DWI Enforcement Mobilization	High Visibility Saturation Patrols

5.1.5.1 Planned Activity: DWI Enforcement Mobilization

Planned activity name	DWI Enforcement Mobilization
Planned activity number	DWI Enforcement
Primary countermeasure strategy	High Visibility Saturation Patrols

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 200 State, county and local police agencies will partner with DHTS during the summer holiday enforcement campaign that will be conducted from August 16 — September 2, 2019. In addition, another 175 police departments are expected to participate in the winter holiday season crackdown which will be held from December 13, 2018 — January 1, 2019.

The majority of the funds (approximately 90 percent) will be granted to both local and county law enforcement agencies. County-wide sobriety checkpoint programs will be coordinated by Prosecutor offices in Morris, Monmouth, Gloucester, Somerset, Middlesex, Atlantic and Ocean counties. Municipal police agencies from these counties will participate in a coordinated drunk driving enforcement initiative during the two mobilizations. Mobilization grants will also be provided to municipal agencies on an individual basis throughout the rest of the State. The Division of State Police will receive approximately 10 percent of the funds to participate in the mobilizations.

County-wide enforcement grants will also be provided to conduct sustained year-long DWI enforcement efforts separate from the mobilization crackdowns. Funds will be provided for overtime enforcement. In addition to Federal funds being used for the enforcement efforts, the Alcohol Education, Rehabilitation and Enforcement Fund receive monies from a tax imposed on the sale of liquors. The Fund receives approximately \$11 million in annual deposits from alcohol beverage tax collections. Of the balances in the Fund, 75 percent is spent on alcohol rehabilitation initiatives, 15 percent on enforcement initiatives, and 10 percent on education initiatives.

A five-year analysis of alcohol related crashes by county is conducted to determine which counties are experiencing a high number of alcohol involved crashes. This information is used when selecting county participation in year-long impaired driving initiatives. Funds are provided to these counties to conduct sustained enforcement efforts through both impaired driving checkpoint programs and saturation patrols.

An analysis is also conducted to determine those municipalities that have the highest number of impaired crashes by county. Those that are overrepresented are invited to participate in the two *Drive Sober or Get Pulled Over* mobilizations to conduct high visibility enforcement during the 2-3 week campaigns.

To help spread the *Drive Sober or Get Pulled Over* message, a statewide press release is issued prior to the start of each crackdown. Police agencies also engage their communities through the dissemination of local press releases and public service announcements. Additional campaign awareness is generated by the use of variable message boards displaying campaign slogans.

The Drunk Driving Enforcement Fund (DDEF) also provides funds 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. The monies from this Fund are used on a statewide basis as a supplement to the federal funds and provide sustained enforcement throughout the year.

Enter intended subrecipients.

State, County and Municipal Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Saturation Patrols

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$3,345,000.00	\$20,000,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.2 Program Area: Community Traffic Safety Program

Program area type Community Traffic Safety Program

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

An analysis identifying those counties 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. These include the likes of Atlantic, Burlington, Bergen, Middlesex, Essex, Camden, Cumberland, Gloucester, Hudson, Morris, Ocean and Monmouth counties. Other factors including impaired driving, pedestrian and bicycle, unrestrained occupant, and distracted driving crashes and fatalities are reviewed when determining county participation.

In 2017, pedestrian fatalities were the most prevalent in Essex County (22) accounting for 12 percent of all pedestrians killed in the State. The County with the highest number of motor vehicle fatalities (53) was Ocean County and comprised mostly driver fatalities followed by pedestrians. The most bicycle fatalities (4) occurred in Ocean County followed by Hudson County with 3 bicycle fatalities. Burlington County had the highest number of motorcycle fatalities in 2017 (10).

2017 VICTIM CLASSIFICATION BY COUNTY

	DRIVER	PASSENGER	PEDESTRIAN	BICYCLIST	MOTORCYCLIST	TOTAL
ATLANTIC	18	5	10	0	3	36
BERGEN	10	5	8	1	3	27
BURLINGTON	21	5	12	0	10	48
CAMDEN	15	6	15	1	7	44
CAPE MAY	4	5	2	0	5	16
CUMBERLAND	15	4	5	1	1	26
ESSEX	9	3	22	1	5	40
GLOUCESTER	21	9	9	1	4	44
HUDSON	2	2	15	3	4	26
HUNTERDON	7	0	1	0	0	8
MERCER	11	2	11	0	2	26
MIDDLESEX	22	7	12	2	4	47
MONMOUTH	21	6	11	1	4	43
MORRIS	11	5	7	1	5	29
OCEAN	23	8	13	4	5	53
PASSAIC	8	4	5	0	2	19
SALEM	12	1	0	0	4	17
SOMERSET	9	2	8	1	4	24

SUSSEX	5	0	1	0	1	7
UNION	10	3	14	0	7	34
WARREN	5	3	2	0	1	11
NJ STATE TOTALS	259	85	183	17	81	625

For Driver Actions, *Driver Inattention* is cited as the State's largest contributing circumstance in crashes annually and was a cited reason in 29.8 percent of all vehicles involved in 2016, up from 29.7 percent in 2015. *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. *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.

TOP CONTRIBUTING DRIVER ACTIONS IN CRASHES, 2012 - 2016

CONTRIBUTING DRIVER ACTION	2012	2013	2014	2015	2016	TOTAL
DRIVER INATTENTION	160,660	164,433	163,956	152,433	158,416	799,898
FOLLOWING TOO CLOSELY	28,964	30,972	32,422	33,497	38,500	164,355
FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN	22,707	23,041	21,856	22,297	24,541	114,442
UNSAFE SPEED	17,878	18,556	18,430	18,018	16,252	89,134
BACKING UNSAFELY	22,236	23,099	20,908	10,750	11,277	88,270
IMPROPER LANE CHANGE	11,684	12,671	13,501	14,438	16,078	68,372
FAILED TO OBEY TRAFFIC CONTROL DEVICE	9,264	9,170	9,004	9,461	25,541	62,440
IMPROPER TURNING	8,818	8,896	9,321	8,605	9,552	45,192

IMPROPER PASSING	5,934	5,939	6,055	6,123	6,764	30,815
IMPROPER PARKING	3,461	3,734	3,599	2,105	2,291	15,190
FAILURE TO KEEP RIGHT	2,639	2,564	2,439	2,265	2,425	12,332
WRONG WAY	659	611	604	608	621	3,103
IMPROPER USE/FAILED TO USE TURN SIGNAL	486	514	450	433	450	2,333
IMPROPER USE/NO LIGHTS	135	128	161	124	141	689
OTHER DRIVER ACTION	13,703	12,835	12,783	11,619	11,714	62,654
NONE	253,556	260,648	259,635	247,811	258,461	1,280,111

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 areas that DHTS monitors from year-to-year to determine fluctuations within the program areas, which aids in targeting safety programing needed to make New Jersey's roads safer.

	2012	2013	2014	2015	2016	12-16 Total
Total Crash Records	284,065	289,460	289,873	271,445	279,874	1,414,717
Total Vehicle Records	535,628	546,015	546,459	512,773	532,054	2,672,929
Total Driver Records	535,628	546,015	546,459	512,773	532,054	2,672,929
Total Occupant Records	648,010	652,909	643,233	624,252	642,800	3,211,204
Total Ped Records	8,706	8,358	7,775	7,303	7,334	39,476
Total Roadway Records	284,065	289,460	289,873	271,445	279,874	1,414,717

Total Distracted Driving Crashes	149,192	151,779	151,034	142,107	147,572	741,684
Total Unsafe Speed Involved Crashes	17,470	18,140	17,549	17,610	15,884	86,653
Total Pedestrian Involved Crashes	5,732	5,649	5,214	4,709	4,840	26,144
Total Bicyclists Involved Crashes	2,211	2,010	1,863	1,959	1,923	9,966
Total Young Driver Involved Crashes	38,951	37,959	36,040	35,942	36,352	185,244
Total Older Driver Involved Crashes	45,294	47,770	47,779	43,729	46,265	230,837
Total Motorcycle Involved Crashes	2,632	2,414	2,193	2,300	2,188	11,727
Total Unrestrained Crashes	4,768	4,476	4,376	3,741	3,661	21,022
Work Zone Related Crashes	5,969	6,561	6,594	5,221	4,454	28,799
Live Animal Crashes	9,645	10,061	10,274	10,114	11,270	51,364
Drugged Driving Crashes	1,126	1,016	988	1,119	1,129	5,378
Single Vehicle Crashes	53,768	54,564	54,246	51,844	50,588	265,010
Drowsy Driving Crashes	2,642	2,754	2,740	2,753	2,834	13,723
Head-On Collision Crashes	6,473	6,861	7,475	6,976	6,984	34,769
Curve Related Crashes	27,077	27,468	26,703	26,004	25,542	132,794
Run Off Road Crashes	22,391	23,420	22,468	23,465	21,837	113,581

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of Counties Supported in CTSPs	Annual	2019	21.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Community Programs and Outreach

5.2.1 Countermeasure Strategy: Community Programs and Outreach

Program area	Community Traffic Safety Program
Countermeasure strategy	Community Programs and Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 the DHTS.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

An analysis identifying those counties 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. These include the likes of Atlantic, Burlington, Bergen, Middlesex, Essex, Camden, Cumberland, Gloucester, Hudson, Morris, Ocean and Monmouth counties. Other factors including impaired driving, pedestrian and bicycle, unrestrained occupant, and distracted driving crashes and fatalities are reviewed when determining county participation.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The effectiveness of the Seminole County Community Traffic Safety Team (Best Practices) effort is 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 agencies involved in traffic safety address road improvements, driver education and enhanced response times. The task force brings a variety of perspectives into play when solving mutual traffic safety problems. The counties selected to participate in the community traffic safety program initiatives are the most populous in the State and are ranked within the top ten for counties with the highest number of fatalities on the State's roadways.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Community Traffic Safety	Community Traffic Safety Programs and Other Statewide Initiatives	Community Programs and Outreach

5.2.1.1 Planned Activity: Community Traffic Safety Programs and Other Statewide Initiatives

Planned activity name	Community Traffic Safety Programs and Other Statewide Initiatives
Planned activity number	Community Traffic Safety
Primary countermeasure strategy	Community Programs and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided to continue the Community Traffic Safety Programs (CTSPs), which address priority traffic safety concerns in the following counties: Atlantic, Bergen, Burlington, Camden, Essex, Gloucester, Hudson, Middlesex, Morris, Ocean and Monmouth. 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 program related expenses, printing of training and educational materials, program coordinator expenses, and public outreach initiatives.

The Brain Injury Alliance will continue to advance its transportation safety message with the most current information and technology available and expand its network of participants through the use of outreach, websites, and social media. In addition, the transportation safety websites created in prior years, including *ugotbrains.com*, *njteendriving.com*, *njdrivereducation.com*, *njsmartrider.org* and *brainybunch.info* will continue to be updated with the most current information on a regular basis. This approach will build upon the foundation that the Alliance has laid during previous years, with an emphasis on teen drivers, motorcycle riders, wheeled sport and pedestrian safety. In an effort to continue their transportation safety message, the project will reach out to high schools across the State to participate in the Champion Schools program. This aspect of the project will include 30-50 high schools. In addition, the project will continue to provide transportation safety related traveling workshops (50) for school-aged children, focused on helmet, pedestrian, motor vehicle and passenger safety issues. Traveling workshops will be promoted through continuous outreach to community and school-based systems. The Alliance will also work with Children's Hospital of Philadelphia to develop New Jersey's Annual Report on teen drivers. The scope of the work will include the ascertainment of required data, management and analysis of licensing and crash databases and creation and formatting of the report. Funds will be used for expenses related to the teen driver study, hosting, updating and maintenance of the websites, and staff salary. Program implementation will target those areas of the State that have been identified as problem areas in pedestrian, bicycle, motorcyclist and teen driving and have high crash and fatality rates.

The State's eight Transportation Management Associations or TMAs (Meadowlink, TransOptions, HART Commuter Information Services, Greater Mercer, Cross County Connections, Ridewise, Keep Middlesex Moving, and Hudson), which serve all 21 counties in the State, will partner with local agencies, schools and businesses to conduct traffic safety outreach and education programs. Pedestrian safety will be addressed for all ages while bicycle safety for recreational riders as well as bicycle commuters will be covered with an emphasis on techniques for safely sharing the road. Funds will also be used to raise awareness of the rules of the road. In particular, laws pertaining to occupant protection, ice and snow removal, pedestrian safety, and the use of handheld devices will 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 and motorcycle safety. AAA will partner with child

passenger safety technicians and hospitals to disseminate child passenger safety toolkits to local pediatricians to foster a greater awareness of proper restraint and free child safety seat checks. *Dare to Prepare* teen driving seminars will be offered for parents and teens at high schools, PTA/PTO meetings, community gatherings, and health fairs. Low conspicuity can increase the risk of motorcycle crash related injuries. Conspicuity is very important to riders of motorcycles and increasing the use of reflective clothing could considerably reduce motorcycle crash related injury and death. In cooperation with existing public and private motorcycle safety organizations, education seminars will be conducted and reflective safety vests will be made available to a select number of riders.

Safe Kids New Jersey 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 not only kids about occupant protection and vehicle safety, but parents and other adults as well, will be conducted. Safe Kids New Jersey will also support the child passenger safety certification process including recertification and senior checkers. 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 incidences, Safe Kids New Jersey will incorporate this topic in all of the information sessions, publications and outreach activities.

The New Jersey Prevention Network coordinates an annual addiction conference that 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.

Funds will be used for printing educational materials, training expenses, staff salaries and website updates.

Enter intended subrecipients.

County government and non-profit organizations.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019 Community Programs and Outreach

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$2,000,000.00		\$2,000,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3 Program Area: Communications (Media)

Program area type Communications (Media)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Paid media efforts in conjunction with national enforcement mobilizations will provide outreach to the general public about impaired driving and seat belt use as well as other traffic safety related areas. Outreach efforts will also include an additional emphasis on including the Hispanic community. According to U.S. Census Bureau population estimates as of July 1, 2017, approximately 1.8 million Hispanics reside in the State which represents 20 percent of the population in New Jersey. In 2016, 106 Hispanics were killed in motor vehicle crashes which represented 17.6 percent of all fatalities in the State. Further analysis indicates that Hispanics account for 21 percent of alcohol related driver fatalities and pedestrian fatalities. In addition, individuals from Hispanic origin represent nearly a third of all bicycle fatalities and 25 percent of unrestrained occupant fatalities.

Everyone in New Jersey needs further education regarding traffic safety issues, however, the Hispanic community is at a distinct disadvantage with the language barrier. Concentrated in dense urban environments, immigrants to this State have learned to walk, drive and ride bicycles in other countries with notable changes in their native country's laws. Therefore, the Hispanic population in New Jersey greatly benefits from the Division's targeted Spanish language education and work with the media. This is accomplished through statewide paid and earned media.

TRAFFIC RELATED FATALITIES BY CULTURE, 2016

	HISPANIC	NON-HISPANIC	UNKNOWN	TOTAL
WHITE	78	343	1	422
BLACK	16	104	0	120
CHINESE	0	10	0	10
ASIAN INDIAN	0	8	0	8
AMERICAN INDIAN	0	3	0	3
KOREAN	0	2	0	2
ASIAN OR PACIFIC ISLANDER	0	1	0	1
FILIPINO	0	1	0	1

MULTIPLE RACES	3	8	0	11
ALL OTHER RACES	7	0	0	7
UNKNOWN	2	1	13	14
TOTAL	106	481	14	601

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of Social Media Engagements	Annual	2019	50.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Public Outreach

5.3.1 Countermeasure Strategy: Public Outreach

Program area	Communications (Media)
Countermeasure strategy	Public Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B)

[Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 generally essential that public information and education be provided specifically for traffic law enforcement programs.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Paid media efforts in conjunction with national enforcement mobilizations will provide outreach to the general public about impaired driving and seat belt use as well as other traffic safety related areas. Outreach efforts will also include an additional emphasis on including the Hispanic community. According to U.S. Census Bureau population estimates as of July 1, 2017, approximately 1.8 million Hispanics reside in the State which represents 20 percent of the population in New Jersey. In 2016, 106 Hispanics were killed in motor vehicle crashes which represented 17.6 percent of all fatalities in the State. Further analysis indicates that Hispanics account for 21 percent of alcohol related driver fatalities and pedestrian fatalities. In addition, individuals from Hispanic origin represent nearly a third of all bicycle fatalities and 25 percent of unrestrained occupant fatalities.

Everyone in New Jersey needs further education regarding traffic safety issues, however, the Hispanic community is at a distinct disadvantage with the language barrier. Concentrated in dense urban environments, immigrants to this State have learned to walk, drive and ride bicycles in other countries with notable changes in their native country's laws. Therefore, the Hispanic population in New Jersey greatly benefits from the Division's targeted Spanish language education and work with the media. This is accomplished through statewide paid and earned media.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Public information and education projects are designed and executed to support specific enforcement activities. Both the enforcement and public information and education portions of a project are planned and coordinated at the same time so they are mutually supportive. By conducting enforcement and public information and 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 effect.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Public Information	Paid Media	Public Outreach

5.3.1.1 Planned Activity: Paid Media

Planned activity name	Paid Media
Planned activity number	Public Information
Primary countermeasure strategy	Public Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Public information is the cornerstone of the work in highway safety. 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. 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, pedestrian safety, bicycle safety, distracted driving, aggressive driving, and impaired driving and motorcycle safety. Funds will be used to print the various publications provided by the DHTS to the public. Brochures and banners will also be purchased and used by law enforcement agencies to supplement the enforcement efforts of the national mobilization campaigns.

DHTS will continue to work with an online marketing firm (Webimax) with expertise in social media optimization to produce and promote content that furthers the division's mission. The campaign will continue to increase awareness of the State's traffic safety initiatives. Twitter, Facebook and Instagram pages will be created that engage and inform the public about the division's campaigns and programs.

Funds will be used to place paid advertisements that address various traffic safety messages in an effort to reach the Latino community. This initiative will allow DHTS to continue its efforts to provide information that educates the community about traffic safety issues that will potentially decrease motor vehicle related crashes, injuries and fatalities. The newspaper advertisements are a component in the strategy to combine education and enforcement during the *U Drive. U Text. U Pay* campaign in April, *Click It or Ticket* campaign in May and the *Drive Sober or Get Pulled Over* campaign during Labor Day and between Thanksgiving and New Year's Day. Provided below are the highway safety messages that will be included in the weekly publications of *Reporte Hispano* and *Hechos Positivos*.

October 2018

- Teen Driving message in support of National Teen Driver Safety Week from October 15-21.
- Impaired Driving message informing of the hazards of drinking and driving during Halloween.

November 2018

- Impaired Driving message informing of the dangers of drinking and driving during the Thanksgiving holiday period.

December 2018

- Holiday impaired driving message during the national *Driver Sober or Get Pulled Over* campaign.

January 2019 — March 2019

- Continuation of the impaired driving message during the New Year's holiday period in January and an emphasis on curtailing drinking and driving during Super Bowl Sunday is advertised in February along with promoting the impaired driving message in March during St. Patrick's Day.

April 2019

- Distracted driving cell phone message in support of *U Drive. U Text. U Pay* national enforcement campaign.

May 2019

- Seat belt message in support of the *Click It or Ticket* campaign and *Share the Road with Bicycles*.

June 2019

- Impaired driving messages are produced to support Driver Sober messages after the *Click It or Ticket* campaign.

July 2019 — August 2019

- Impaired driving messages are produced to support *Driver Sober or Get Pulled Over* programs during Fourth of July and the Impaired Driving National Campaign in August.

September 2019

- Child passenger safety messages are produced in support of *Child Passenger Safety Week* and *National Seat Check Saturday*.

Additional efforts to promote the impaired driving and seat belt messages will be pursued with the NY Jets and include public service messages during the football season. Funds will be used for media advertising costs including print, radio and message board announcements.

Enter intended subrecipients.

Activities will be funded through a DHTS in-house paid advertising grant. Reimbursement of expenses by Webimax, Reporte Hispano, Hechos Positivos and the NY Jets will be made after planned activities are satisfied.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Public Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$490,000.00		\$340,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4 Program Area: Young Drivers

Program area type Young Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

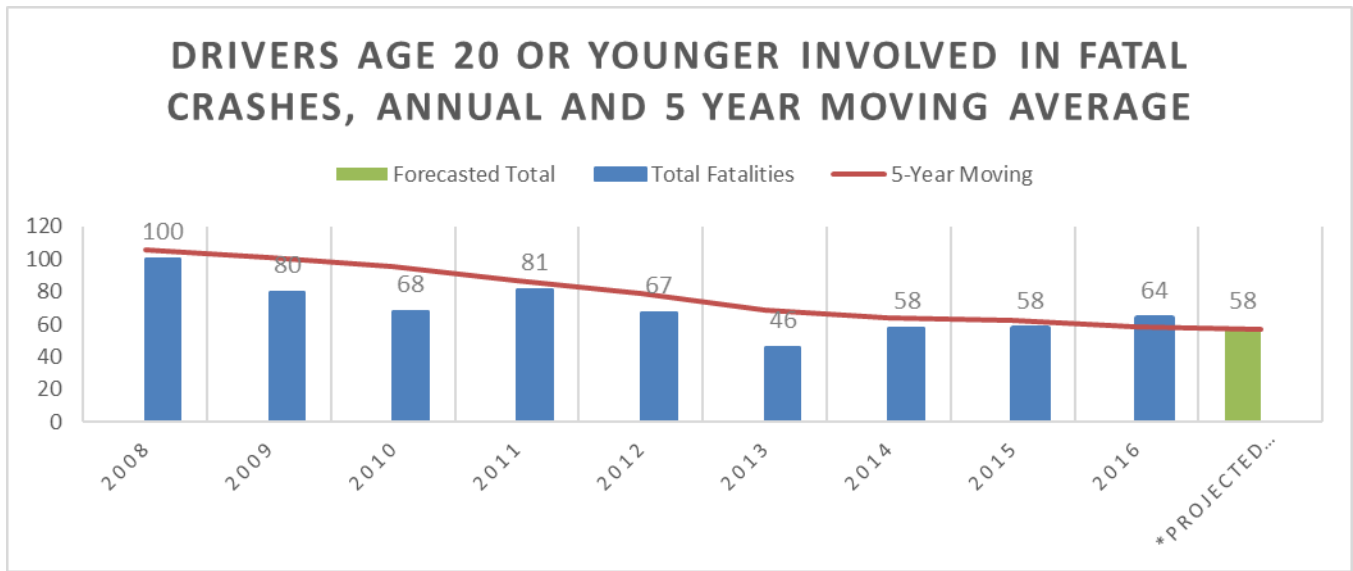
Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Younger Drivers • General Overview

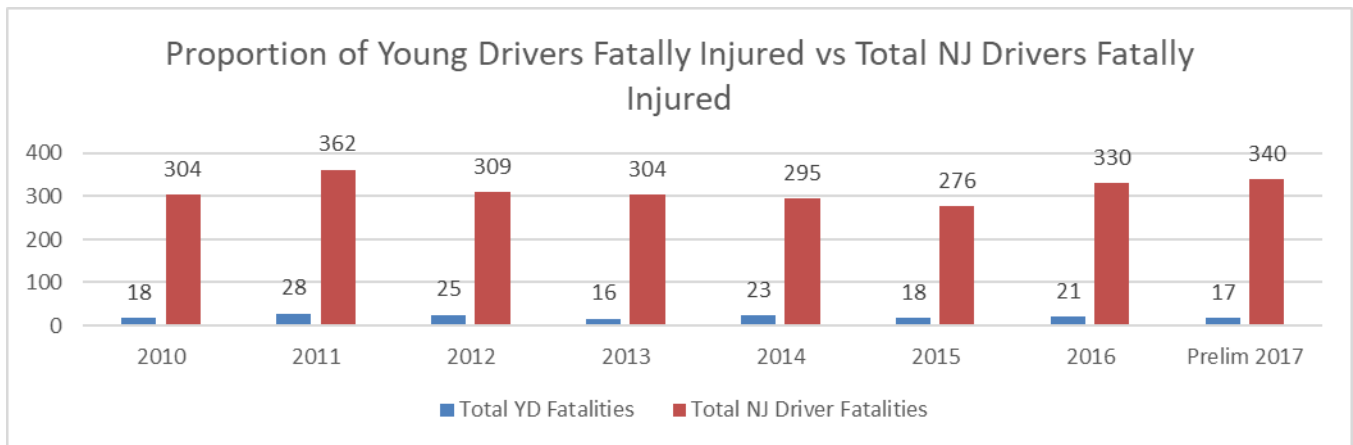
A younger driver is defined as an operator of a motor vehicle or motorcycle between 16-20 years of age. During the last ten years (2008-2017), there were 680 fatalities involving younger drivers. In 2017, younger drivers are projected to have been involved in 9.3 percent of total motor vehicle fatalities (58 out of 625), down from 10.6 percent in 2016.

DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES, ANNUAL AND 5-YEAR MOVING AVERAGE



A total of 17 drivers between the ages of 16-20 died on the State’s roadways in 2017. Younger driver fatalities in 2017 accounted for 5 percent of total drivers killed, down from 6.4 percent in 2016. 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 FATALITIES VERSUS TOTAL NEW JERSEY DRIVER FATALITIES



Although younger driver involvement accounted for 9.3 percent of all fatalities, they were involved in 13 percent of all crashes statewide, down from 13.2 percent in 2016. Compared to all drivers involved in crashes, younger drivers represented 7.2 percent of all drivers involved.

YOUNG DRIVER CRASHES VERSUS ALL CRASHES BY YEAR, 2010 - 2016

	2010	2011	2012	2013	2014	2015	2016
ALL CRASHES	301,544	295,094	284,064	289,304	289,873	271,445	279,874
16-20 YO DRIVER INVOLVED CRASHES	44,848	41,468	38,951	37,959	36,040	35,942	36,352
YOUNG DRIVER CRASHES VS ALL CRASHES*	14.9%	14.1%	13.7%	13.1%	12.4%	13.2%	13.0%
DRIVERS INVOLVED IN ALL CRASHES	566,904	554,892	535,626	545,659	546,459	512,773	532,054
16-20 YO DRIVERS INVOLVED IN CRASHES	47,899	44,142	41,316	40,173	38,019	37,986	38,353
YOUNG DRIVERS VS ALL DRIVERS IN CRASHES*	8.4%	8.0%	7.7%	7.4%	7.0%	7.4%	7.2%
* Excludes undefined driver age.							

The majority of younger drivers involved in crashes had one or more factors reported at the time of the crash. Over the past 5 years in which there were a total of 775,686 contributing circumstances cited, the most common factor for crashes involving younger drivers was “Driver Inattention” (118,615 or 15.3%), followed by “Following Too Closely” (30,131 or 3.88%).

TOP 10 CONTRIBUTING CIRCUMSTANCES IN CRASHES INVOLVING YOUNG DRIVERS, 2012 - 2016

CONTRIBUTING CIRCUMSTANCE	2012	2013	2014	2015	2016	TOTAL
DRIVER INATTENTION	24,907	24,119	23,154	23,044	23,391	118,615
FOLLOWING TOO CLOSELY	5,629	5,903	5,704	6,037	6,858	30,131
FAILED TO YIELD RIGHT OF WAY TO VEHICLE / PEDESTRIAN	4,993	4,897	4,544	4,716	5,012	24,162

UNSAFE SPEED	3,842	3,753	3,217	3,349	3,065	17,226
BACKING UNSAFELY	2,598	2,575	2,252	1,180	1,225	9,830
IMPROPER LANE CHANGE	1,694	1,802	1,766	1,955	2,022	9,239
ROAD SURFACE CONDITION	1,585	2,070	2,129	1,815	1,481	9,080
FAILED TO OBEY TRAFFIC CONTROL DEVICE (DRIVER)	1,790	1,693	1,559	1,715	1,900	8,657
IMPROPER TURNING	1,587	1,518	1,486	1,415	1,607	7,613
IMPROPER PASSING	871	867	807	828	797	4,170

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 crashes occurrences that have many causation factors. Below is a representation of crashes involving young drivers and how they relate to other performance areas. From 2012-2016, 8.8 percent of crashes involving a young driver also involved one or more drivers being cited for unsafe speed, 9.1 percent also involved an older driver and over 50 percent involved driver inattention.

YOUNGER DRIVER INVOLVEMENT IN CRASHES BY PERFORMANCE AREA

YOUNG DRIVER INVOLVED CRASHES	2012	2013	2014	2015	2016	Total	5-Year Average	% of 5-Year Total
TOTAL YOUNG DRIVER CRASHES	38,951	37,959	36,040	35,942	36,352	185,244	37,048.8	100.00%
YOUNG DRIVERS AND ALCOHOL IMPAIRMENT	654	540	526	504	467	2,691	538.2	1.45%
YOUNG DRIVERS AND DRUG IMPAIRMENT	91	69	87	91	94	432	86.4	0.23%

YOUNG DRIVERS AND DISTRACTED DRIVING	21,963	21,126	20,405	20,313	20,818	104,625	2,0925	56.48%
YOUNG DRIVERS AND UNSAFE SPEED	3,597	3,547	3,034	3,137	2,911	16,226	3,245.2	8.76%
YOUNG DRIVERS AND OLDER DRIVERS	3,271	3,476	3,307	3,401	3,441	16,896	3,379.2	9.12%
YOUNG DRIVERS AND PEDESTRIANS	285	261	257	201	186	1,190	238	0.64%

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 46 percent. Drivers between the ages of 16 and 20 accounted for 7.2 percent of all drivers involved in crashes in 2016. Over the last five years (2012-2016), only 1.45 percent of all crashes involving younger drivers involved alcohol, an area that is trending downward.

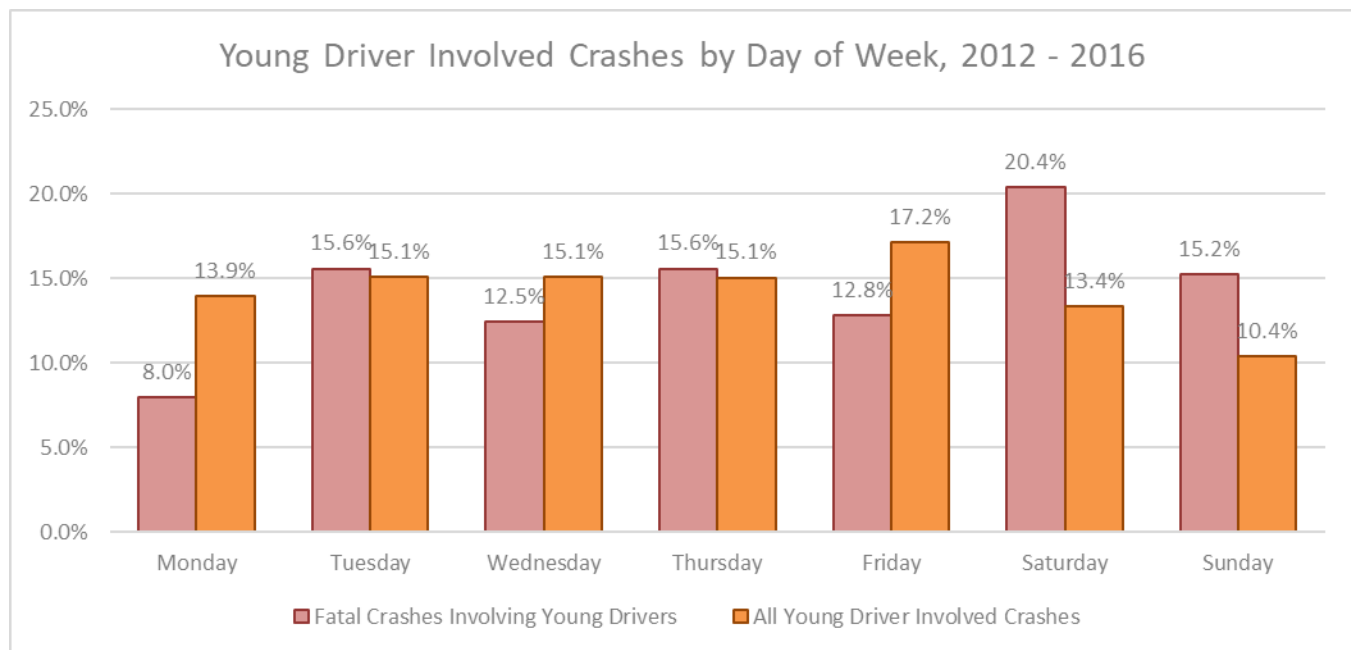
PERCENTAGE OF YOUNG DRIVERS INVOLVED IN CRASHES BY AGE AND GENDER, 2012 - 2016

AGE	% OF 16-20 AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
16 YEARS OLD	0.8%	0.4%	0.4%	0.0%	1,561
17 YEARS OLD	14.4%	7.4%	7.0%	0.0%	28,288
18 YEARS OLD	28.3%	15.1%	13.0%	0.1%	55,342
19 YEARS OLD	28.3%	15.6%	12.6%	0.1%	55,357
20 YEARS OLD	28.2%	15.5%	12.6%	0.1%	55,320
TOTAL	100.0%	54.1%	45.6%	0.3%	195,868

Younger Drivers • Analysis of Occurrence

The occurrence of crashes involving a younger driver helps decision makers in addressing the specific concerns that are facing inexperienced users of the roadways. Day-of-week representation does not vary greatly for younger driver involved crashes, Friday being the most dangerous day for younger drivers (17.2% of all crashes). Younger driver crashes where one or more person was killed mostly occurred on Saturday (20.4%).

YOUNG DRIVER INVOLVED CRASH % VS YOUNG DRIVER INVOLVED FATAL CRASH % BY DAY OF WEEK, 2012 - 2016

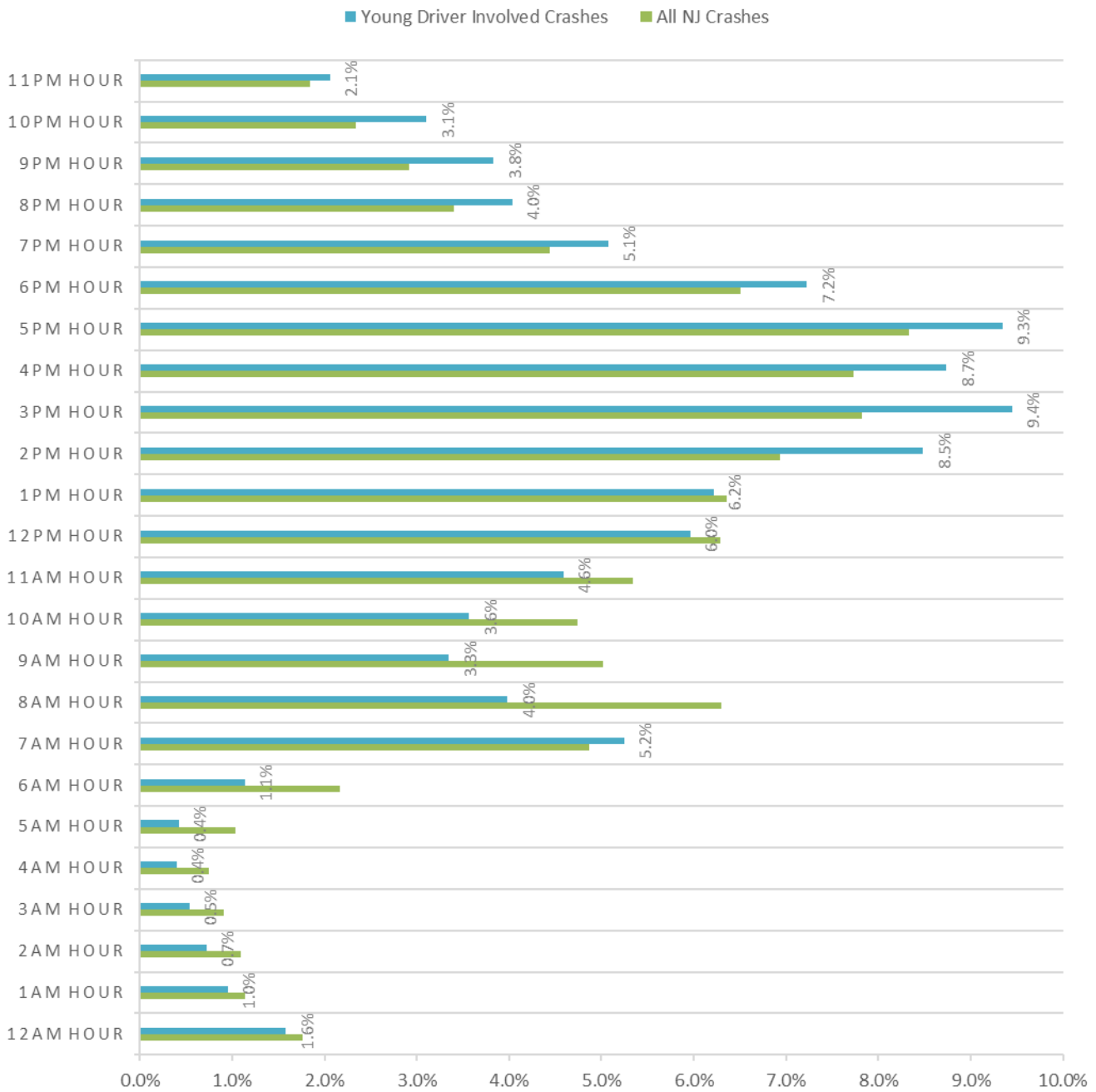


The State has made great advances in creating laws to protect the inexperienced users of the roadways, younger drivers between 16 and 20 years of age. The law governing the rules for new drivers, known as Kyleigh's Law, became effective on May 1, 2010. The law limits the number of passengers allowed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

Crashes involving younger drivers from 2012-2016 reveal an overrepresentation of younger drivers involved in crashes starting at 2pm with the majority of crashes occurring during the 3pm interval, accounting for 9.4 percent of all crashes during the 24-hour period. Twenty seven percent (27.5%) of younger driver crashes occur between the hours of 3pm and 5pm, and 20.7percent between 12pm and 2pm.

YOUNG DRIVER INVOLVED CRASH PERCENTAGE VS NJ CRASH PERCENTAGE BY TIME OF DAY, 2012 - 2016

YOUNG DRIVER INVOLVED CRASHES VS. STATEWIDE CRASHES BY TIME OF DAY, 2012 - 2016



There was a 6.67 percent reduction in crashes involving younger drivers from 2012 to 2016. In 2012, younger drivers were involved in 13.7 percent of all crashes statewide compared to 13.0 percent involvement in 2016. To assess the effectiveness of Kyleigh’s law, an analysis was conducted of the time of day when a younger driver is permitted to operate a motor vehicle (5:01am–11:00pm) compared to restricted hours (11:01pm–5:00am). The time

----- KYLEIGH’S LAW EFFECTS -----

PERCENTAGE OF YOUNG DRIVER CRASHES

BY YEAR AND TIME PERIOD, 2012 - 2016

YEAR	11:01PM - 4:59AM	5 AM - 11PM
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of day permissible for younger drivers to use the roadways experienced a 5.58 percent reduction in crashes involving younger drivers from 2012 to 2016. The largest percent change occurred during the restricted hours of 11:01pm – 5:00am with a 20.52 percent reduction. The limitation of the hours in which a younger driver is permitted to drive has had a positive effect on the total number of crashes experienced.

Year	Percentage	Percentage
2012	6.9%	92.6%
2013	6.5%	93.2%
2014	6.0%	93.6%
2015	5.9%	93.7%
2016	5.9%	93.6%
2012 - 2016 DIFFERENCE	-20.52%	-5.58%

Younger Drivers • Analysis of Location

Over the past 5 years, Middletown had the largest decrease of crashes involving younger drivers with a 28.8 percent reduction. Bridgewater and Toms River had the second and third largest reductions with 28.2 percent and 24 percent reductions respectively. Elizabeth stands out as having the largest increase in the number of younger driver involved crashes with a 26.9 percent increase from 2012 to 2016.

TOP 20 MUNICIPALITIES WITH CRASHES INVOLVING YOUNG DRIVERS, 2012 - 2016

MUNICIPALITY	2012	2013	2014	2015	2016	TOTAL	2012-2016 % CHANGE
TOMS RIVER	890	902	849	765	676	4,082	-24.0%
EDISON	782	705	637	658	596	3,378	-23.8%
WOODBIDGE	656	663	661	651	642	3,273	-2.1%
PATERSON	617	582	535	572	654	2,960	6.0%

NEWARK	581	585	572	556	585	2,879	0.7%
PARAMUS	566	550	557	533	534	2,740	-5.7%
CLIFTON	546	563	533	493	504	2,639	-7.7%
HAMILTON (MERCER)	523	533	507	470	466	2,499	-10.9%
WAYNE	511	482	411	385	423	2,212	-17.2%
JERSEY CITY	427	444	364	439	494	2,168	15.7%
CHERRY HILL	415	439	440	381	462	2,137	11.3%
UNION (UNION)	406	413	381	397	417	2,014	2.7%
LAKESWOOD	393	389	405	376	426	1,989	8.4%
BRIDGEWATER	475	421	397	348	341	1,982	-28.2%
ELIZABETH	360	353	385	405	457	1,960	26.9%
BRICK	387	449	380	294	385	1,895	-0.5%
EAST BRUNSWICK	363	378	358	356	296	1,751	-18.5%
MIDDLETOWN	430	366	342	275	306	1,719	-28.8%
OLD BRIDGE	366	330	341	299	339	1,675	-7.4%
VINELAND	314	312	338	338	331	1,633	5.4%

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	56.5

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement of GDL and Zero-tolerance Laws

5.4.1 Countermeasure Strategy: Enforcement of GDL and Zero-tolerance Laws

Program area	Young Drivers
Countermeasure strategy	Enforcement of GDL and Zero-tolerance Laws

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 their teenagers.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Motor vehicle crashes are the leading cause of death for teenagers. In 2017, drivers 16-20 years of age were involved in over 9 percent of motor vehicle fatalities while accounting for 5 percent of licensed drivers in the State.

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 and nighttime driving.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

High visibility enforcement of GDL provisions should encourage compliance. One 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).

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 parent limit setting, and several studies show that teenagers whose parents impose more strict driving limits report fewer risky driving behaviors, traffic violations and crashes (Simons-Morton, 2007). Educational programs alone are unlikely to produce changes in behavior. However, education in combination with other strategies may deliver stronger results.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each

program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
GDL	GDL Enforcement and Education	Enforcement of GDL and Zero-tolerance Laws

5.4.1.1 Planned Activity: GDL Enforcement and Education

Planned activity name	GDL Enforcement and Education
Planned activity number	GDL
Primary countermeasure strategy	Enforcement of GDL and Zero-tolerance Laws

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Division of State Police will conduct patrols in high young driver crash areas pertaining to the enforcement of GDL laws and other related traffic violations. In addition, troopers will also take part in GDL checks at various high schools throughout the State ensuring 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 will continue to be offered in FY 2019. 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. To that end, ensuring that parents and teens fully understand the risks and responsibilities associated with driving is essential to teen driver safety. The orientation is designed for parents and their teens in the pre-permit/permit stage of licensing and includes a resource guide full of materials that support parental involvement and safe driving behaviors. The 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.

Enter intended subrecipients.

Division of State Police and Kean University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Enforcement of GDL and Zero-tolerance Laws

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Teen Safety Program (FAST)	\$35,000.00		\$35,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5 Program Area: Older Drivers

Program area type Older Drivers

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

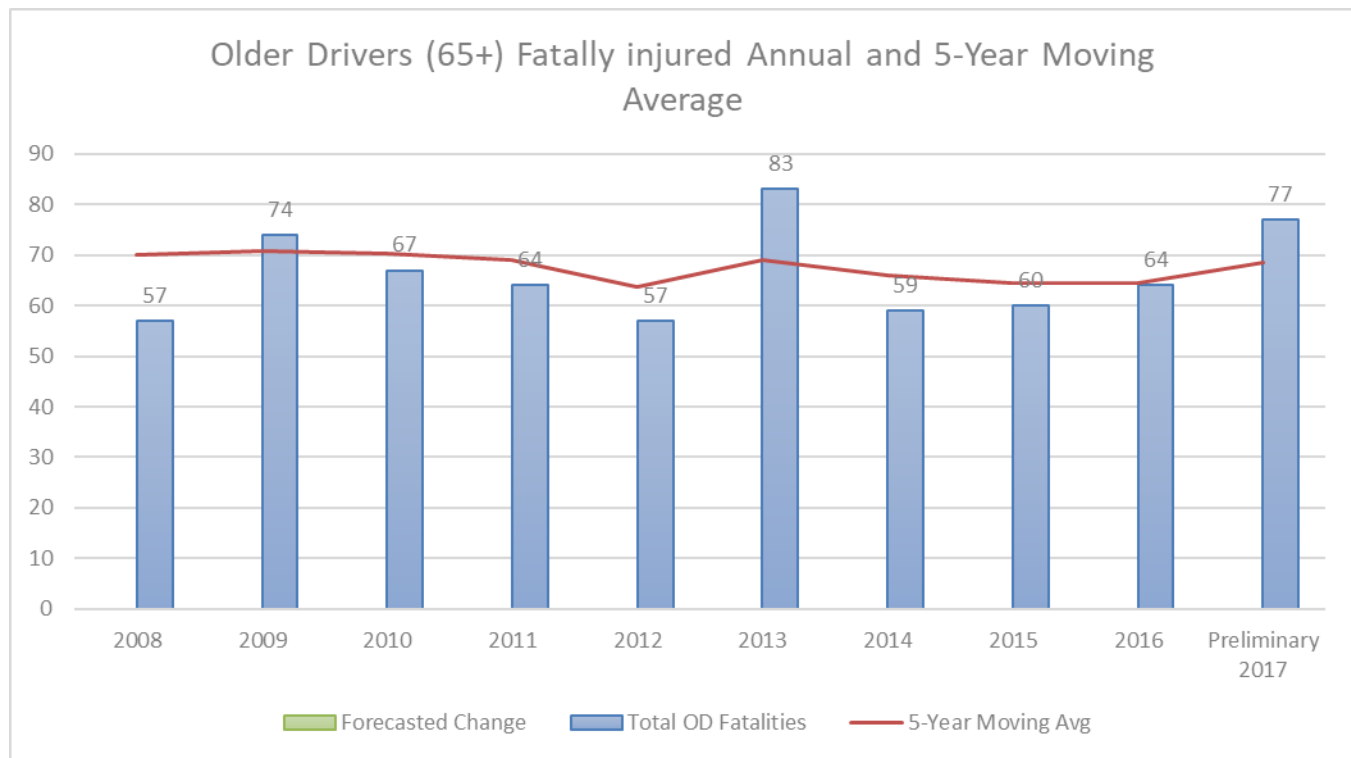
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement,

and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Older Drivers • General Overview

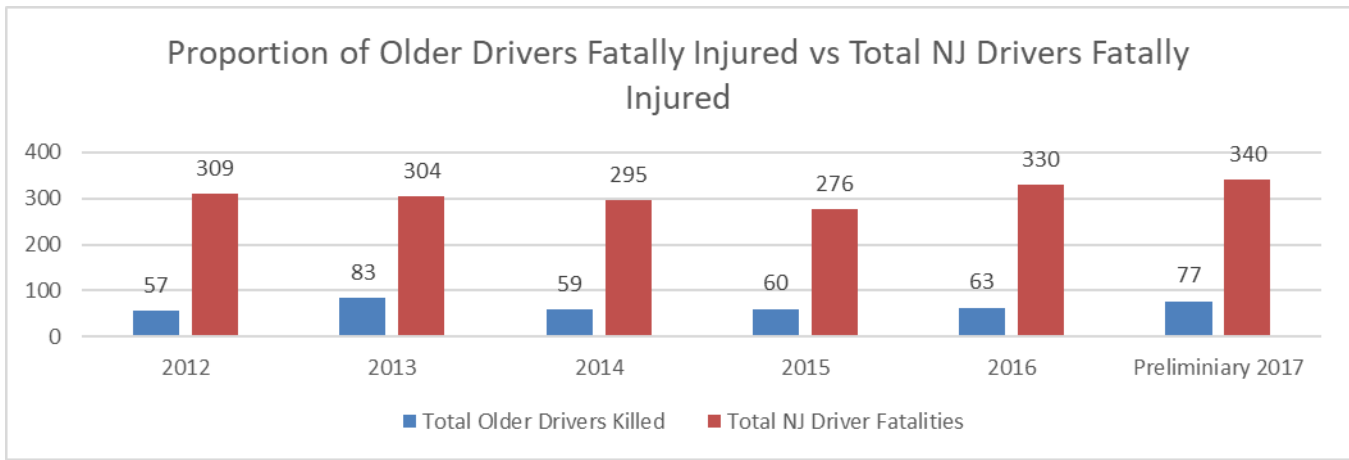
An older driver is defined as an operator of a motor vehicle or motorcycle who is 65 years of age and older. During the last ten years (2008–2017), there were 662 older driver (65+) fatalities. In 2017, 77 drivers age 65 or older were killed compared to 64 in 2016.

OLDER DRIVER FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



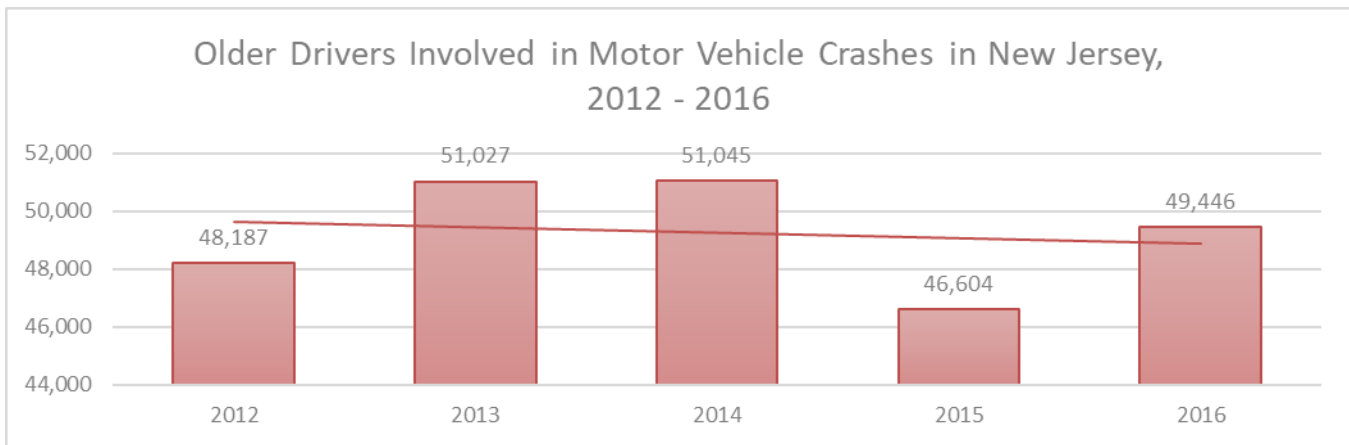
Similar to younger drivers, older drivers are considered a higher-risk population on the roadways. The amount of crashes involving older drivers has experienced an upward trend in the total number of motor vehicle crashes since 2006. In 2016 alone, there were 46,265 crashes involving 49,446 older drivers. In 2017, older drivers accounted for 22.6 percent of all driver fatalities in the State and were involved in 16.5 percent of all crashes, both being an increase from 2016. 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



After a decline in older drivers involved in crashes from 2014 to 2015, New Jersey saw an increase in 2016 with 49,446 drivers. There was a 6.1 percent increase in crashes involving older drivers from 2015 (46,604) to 2016. Older drivers once involved in 14.8 percent of all crashes in 2010 now account for 16.5 percent in 2016.

OLDER DRIVERS INVOLVED IN CRASHES, 2012 - 2016



The majority of crashes involving older drivers had one or more contributing factors reported at the time of the crash. From 2012-2016 the most common factor for crashes involving older drivers was “Driver Inattention” (141,712 or 26.65 percent), followed by “Failure to Yield Right of Way to Another Vehicle or Pedestrian” (31,605 or 5.94 percent), both increases from the 2011-2015 totals.

TOP 10 CONTRIBUTING CIRCUMSTANCES IN CRASHES INVOLVING OLDER DRIVERS, 2012 - 2016

CONTRIBUTING CIRCUMSTANCE	2012	2013	2014	2015	2016	TOTAL
DRIVER INATTENTION	26,464	28,210	28,470	28,424	30,144	141,712
FAILED TO YIELD RIGHT OF WAY TO VEHICLE / PEDESTRIAN	5,849	6,179	5,873	6,438	7,266	31,605

FOLLOWING TOO CLOSELY	4,286	4,743	5,003	5,879	6,689	26,600
BACKING UNSAFELY	4,290	4,769	4,225	2,006	2,155	17,445
IMPROPER LANE CHANGE	2,060	2,331	2,390	3,084	3,416	13,281
FAILED TO OBEY TRAFFIC CONTROL DEVICE	2,130	2,237	2,200	2,570	2,835	11,972
IMPROPER TURNING	1,839	1,892	2,059	2,059	2,427	10,276
UNSAFE SPEED	1,289	1,393	1,429	1,432	1,396	6,939
IMPROPER PASSING	1,080	1,084	1,100	1,139	1,433	5,836
ROAD SURFACE CONDITION	591	850	1,176	1,166	712	4,495

There are many other circumstances present in crashes, not only with older drivers but all users of the roadway. Many of these circumstances are overlapping and aid in New Jersey's understanding of crashes occurrences that have many causation factors. Below is a representation of crashes involving older drivers and how they relate to other performance areas. From 2012-2016, 2.9 percent of crashes involving an older driver also involved one or more drivers being cited for unsafe speed, 7.3 percent also involved and young driver (16-20) and over 50 percent involved driver inattention.

OLDER DRIVER INVOLVEMENT IN CRASHES BY PERFORMANCE AREA

OLDER DRIVER INVOLVED CRASHES	2012	2013	2014	2015	2016	Total	5-Year Average	% of 5-Year Total
TOTAL OLDER DRIVER CRASHES	45,294	47,757	47,779	43,729	46,265	230,824	46,164.8	100.0%
OLDER DRIVERS AND ALCOHOL IMPAIRMENT	518	517	518	505	480	2,538	507.6	1.1%
OLDER DRIVERS AND DRUG IMPAIRMENT	112	110	98	107	87	514	103	0.2%

OLDER DRIVERS AND DISTRACTED DRIVING	25,620	27,031	27,323	24,811	26,141	130,926	26,185.2	56.7%
OLDER DRIVERS AND UNSAFE SPEED	1,275	1,374	1,410	1,322	1,314	6,695	1,339	2.9%
OLDER DRIVERS AND YOUNG DRIVERS	3,271	3,476	3,307	3,401	3,441	16,896	3,379.2	7.3%
OLDER DRIVERS AND PEDESTRIANS	784	776	756	643	705	3,664	732.8	1.6%

Older Drivers • Analysis of Gender

A breakdown of the gender make-up of older drivers involved in crashes shows that males age 65 and older accounted for 57 percent of older drivers involved in crashes while females represented 43 percent during the past five years. These percentages are nearly identical to the gender breakdown found among all New Jersey motorists. Drivers between the ages of 65-69 accounted for 37.6 percent of total older drivers involved, a slight increase from the previous 5-years (2011-2015 total).

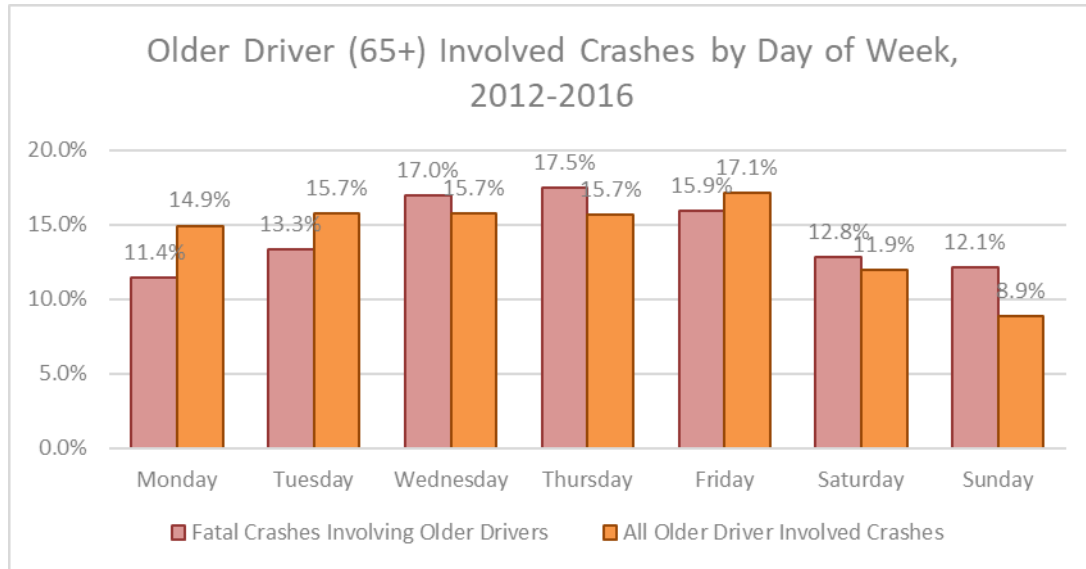
PERCENTAGE OF OLDER DRIVERS INVOLVED IN CRASHES BY AGE AND GENDER, 2012 - 2016

AGE	% OF 65 - 85+ AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
65 - 69 YEARS OLD	37.6%	22.1%	15.4%	0.1%	92,681
70 - 74 YEARS OLD	25.1%	14.4%	10.6%	0.1%	61,796
75 - 79 YEARS OLD	16.5%	9.4%	7.1%	0.0%	40,684
80 - 84 YEARS OLD	11.4%	6.2%	5.2%	0.0%	28,045
85+ YEARS OLD	9.4%	5.2%	4.2%	0.0%	23,116
TOTAL	100.0%	57.3%	42.4%	0.3%	246,322

Older Drivers • Analysis of Occurrence

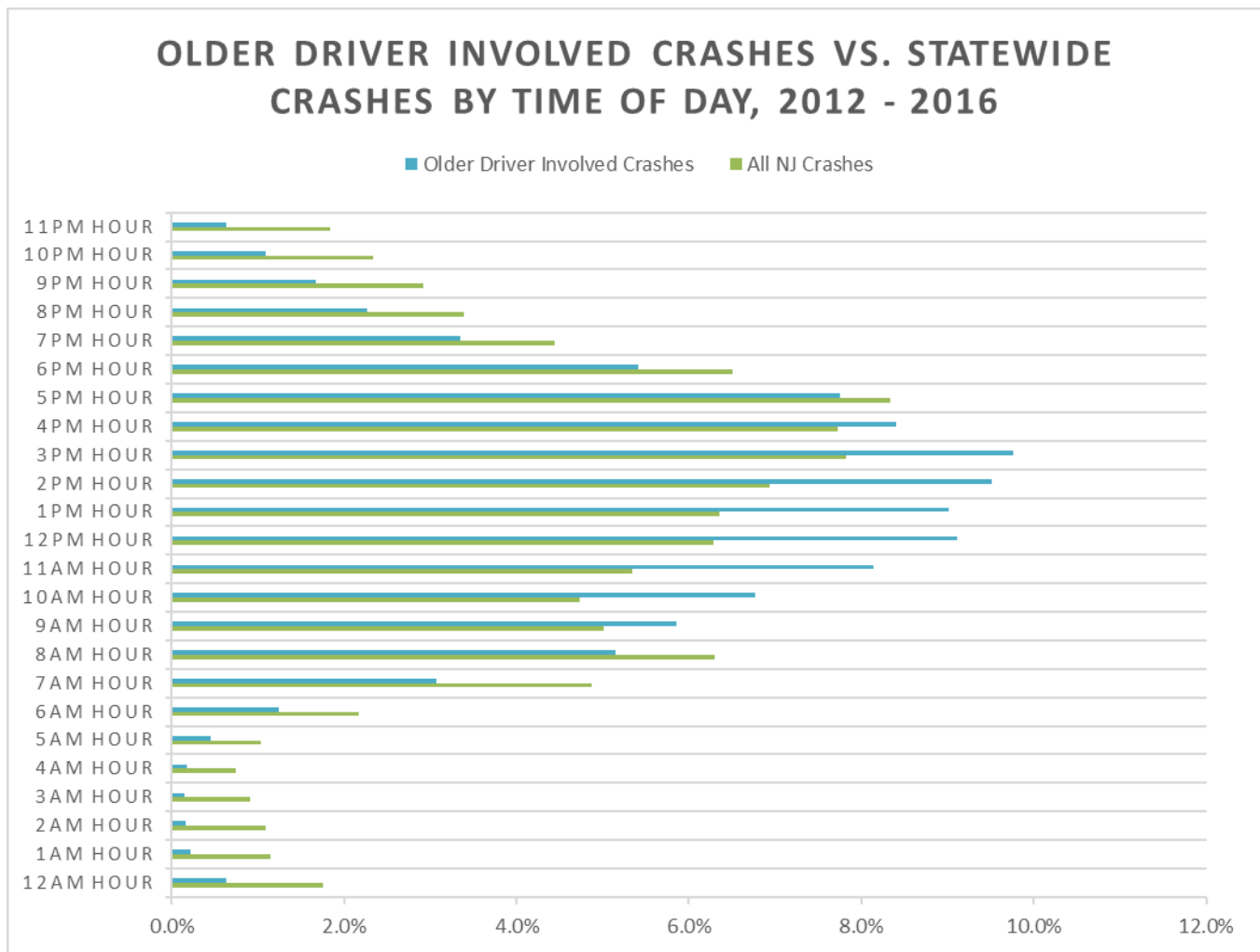
Day of week representation does not vary greatly. Sunday was the day that experienced the least volume of all crashes, with 8.9 percent occurring. Monday experience the least volume of fatal crashes with 11.4 percent occurring that day. The day of the week that experiences the highest volumes of all crashes involving older drivers was Friday which accounted for 17.1 percent of the total crashes, and 17.5 percent of older driver involved fatal crashes occurring on Thursdays.

OLDER DRIVER INVOLVED CRASH % VS OLDER DRIVER INVOLVED FATAL CRASH % BY DAY OF WEEK, 2012 - 2016



Older drivers become overrepresented in motor vehicle crashes from 9am to 4pm, accounting for 66.5 percent of all older crashes over the past 5 years (2012-2016) down from 67.6 percent from 2011-2015. Thirty seven percent occurred between 12pm and 3pm.

OLDER DRIVER INVOLVED CRASH PERCENTAGE VS NJ CRASH PERCENTAGE BY TIME OF DAY, 2012 - 2016



Older Drivers • Analysis of Location

New Jersey experienced an increase in overall older driver involved crashes from 2015 to 2016, and progress can be seen in the Top 20 towns that experience older driver crashes. Parsippany-Troy Hills experienced the largest decline in older driver crashes with a 19.8 percent decrease from 2012 to 2016, followed by Toms River with a 19.2 percent decrease. Elizabeth has seen the largest increase in older driver involved crashes, increasing 35.5 percent from 2012 to 2016.

MUNICIPALITY	2012	2013	2014	2015	2016	TOTAL	5-YEAR AVG.	2012-2016 % CHANGE
TOMS RIVER	1,058	1,136	1,141	848	855	5,038	1,008	-19.2%
NEWARK	741	788	856	875	937	4,197	839	26.5%

JERSEY CITY	767	760	807	768	907	4,009	802	18.3%
WOODBIDGE	681	743	744	665	814	3,647	729	19.5%
EDISON	669	684	679	587	643	3,262	652	-3.9%
CLIFTON	639	679	645	595	563	3,121	624	-11.9%
CHERRY HILL	571	679	656	583	615	3,104	621	7.7%
PATERSON	609	569	550	610	706	3,044	609	15.9%
PARAMUS	518	613	636	527	600	2,894	579	15.8%
BRICK	570	627	616	406	521	2,740	548	-8.6%
HAMILTON (MERCER)	560	566	556	509	511	2,702	540	-8.8%
ELIZABETH	459	455	527	508	622	2,571	514	35.5%
UNION (UNION)	471	517	453	455	494	2,390	478	4.9%
HACKENSACK	465	468	504	392	456	2,285	457	-1.9%
LAKEWOOD	390	483	431	401	450	2,155	431	15.4%
WAYNE	426	460	478	368	418	2,150	430	-1.9%
VINELAND	402	391	414	358	382	1,947	389	-5.0%
TEANECK	375	330	412	344	410	1,871	374	9.3%
PARSIPPANY-TROY HILLS	354	388	445	364	284	1,835	367	-19.8%
FORT LEE	342	386	384	295	379	1,786	357	10.8%

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of Older Driver Fatalities	5 Year	2019	71.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

5.5.1 Countermeasure Strategy: Communication Campaign

Program area	Older Drivers
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned

activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and

planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

There are a number of 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.

Older drivers are an increasing proportion of the population. Their mobility is vital to maintain a full and independent life. The programs addressed in this section will help to maintain the mobility of older drivers while keeping them safe on the roads.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Older drivers represent approximately 17 percent of licensed drivers in the State, but accounted for nearly 23 percent of all driver fatalities, up from 19 percent in 2016. Older drivers were involved in 16 percent of all crashes in the State in 2016. 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Many organizations 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 restricting their driving in more risky situations (National Cooperative Highway Research Program, 2004, Strategy D2). The limited information available suggests that some material may increase driver's knowledge.

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Education/Older Drivers	Education	Communication Campaign

5.5.1.1 Planned Activity: Education

Planned activity name	Education
Planned activity number	Education/Older Drivers
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Educating older drivers to assess their driving capabilities and limitations will be provided through a series of Car Fit 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. Programs will be targeted for those areas of the State overrepresented in older driver crashes.

Enter intended subrecipients.

AAA

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	\$30,000.00		\$30,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.6 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

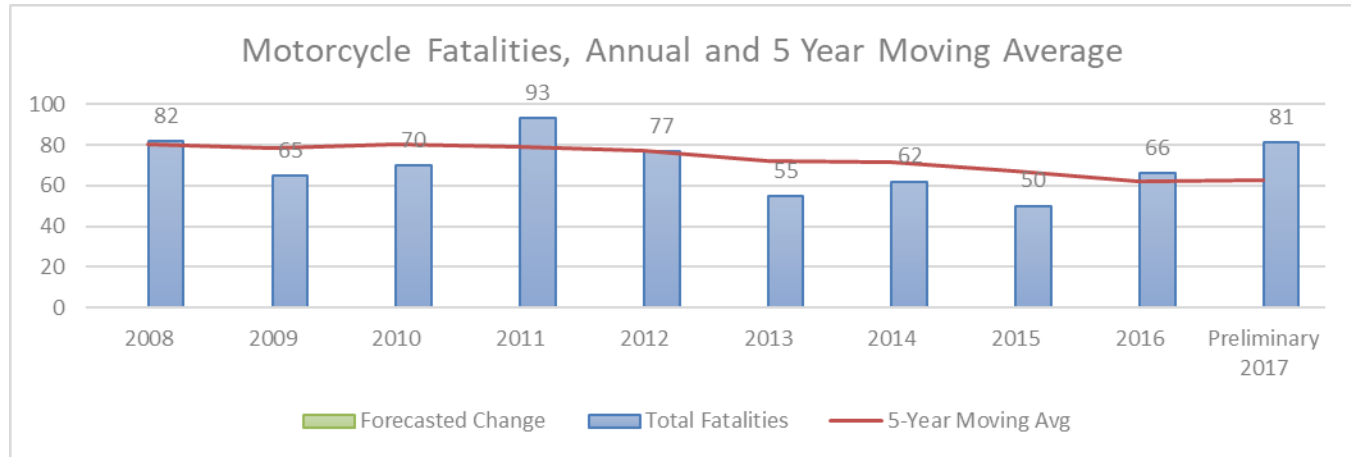
Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

General Overview

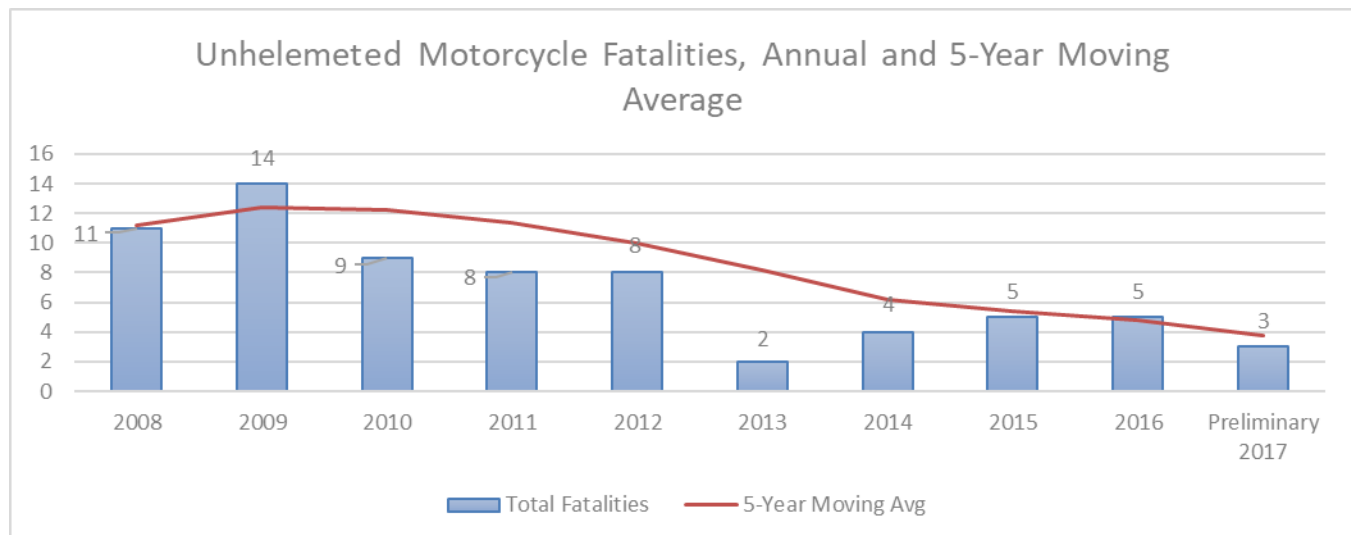
Motorcycle fatalities have varied over the ten-year period from 2008-2017. The highest number of fatalities (93) occurred in 2011 while the lowest number (50) occurred in 2015. The ten-year average (2008-2017) of motorcycle fatalities is 70 fatalities per year, down from the 2007-2016 average of 71.

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 3 motorcyclists died on the roadways in 2017 without wearing a helmet at the time of the crash, accounting for 16 percent of motorcyclist fatalities.

UNHELMETED MOTORCYCLE FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



NHTSA estimates that in 2016, 40 motorcycle riders lives were saved because they were wearing a helmet at the time of the crash. It is also estimated that if every rider involved was wearing a helmet at the time of the crash, it could have saved one additional life out of the two lost because of non-helmet use.

HELMET USE IN FATAL MOTORCYCLE CRASHES, 2014 - 2016						
	----- 2014 -----		----- 2015 -----		----- 2016 -----	
	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL
DOT-COMPLIANT HELMET	42	67.7%	39	78.0%	55	80.9%
OTHER HELMET	11	17.7%	1	1.5%	5	7.4%
NO HELMET	4	6.5%	5	10.0%	1	1.5%
UNKNOWN	5	8.1%	5	10.0%	7	10.3%

Alcohol was involved in under 4 percent of all motorcycle crashes over the past five years and was a contributing circumstance in 2.5 percent of all crashes in 2016.

ALCOHOL INVOLVEMENT IN MOTORCYCLE CRASHES, 2012 - 2016						
INVOLVEMENT	2012	2013	2014	2015	2016	TOTAL
NO INVOLVEMENT	2,529	2,313	2,114	2,217	2,115	11,288
INVOLVEMENT	103	101	79	83	73	439
TOTAL	2,632	2,414	2,193	2,300	2,188	11,727
INVOLVEMENT PERCENT OF TOTAL	3.91%	4.18%	3.60%	3.61%	3.34%	3.74%

There are many other circumstances present in crashes, not only with motorcycle riders but all users of the roadway. Many of these circumstances are overlapping and aid in New Jersey's understanding of crashes occurrences that have many

causation factors. Below is a representation of crashes involving motorcyclists and how they relate to other performance areas. From 2012-2016, 13.7 percent of crashes involving a motorcyclist also involved one or more drivers being cited for unsafe speed, 11 percent also involved an older driver, 8.3 percent involved a younger driver and 42 percent involved driver inattention.

MOTORCYCLE INVOLVEMENT IN CRASHES BY PERFORMANCE AREA

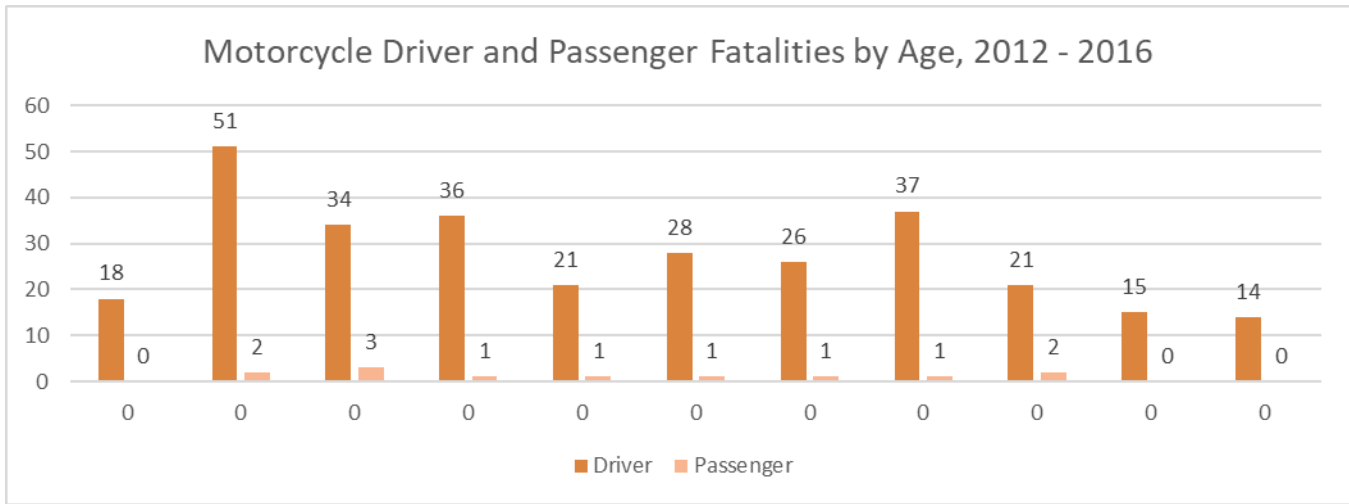
YOUNG DRIVER INVOLVED CRASHES	2012	2013	2014	2015	2016	Total	5-Year Average	% of 5-Year Total
Total Motorcycle Crashes	2632	2,414	2,193	2,300	2,188	11,727	2345.4	100.0%
Motorcycles and Alcohol Involvement	103	101	79	83	73	439	87.8	3.7%
Motorcycles and Drug Involvement	7	3	8	8	6	32	6.4	0.3%
Motorcycles and Distracted Driving	1087	1016	940	985	945	4,973	994.6	42.4%
Motorcycles and Unsafe Speed	352	325	281	320	330	1,608	321.6	13.7%
Motorcycles and Young Drivers	222	194	166	204	193	979	195.8	8.3%
Motorcycles and Older Drivers	245	267	252	272	250	1,286	257.2	11.0%

Analysis of Age/Gender

The difference in age and gender was a factor in the likelihood of an individual being involved in motorcycle crashes. The 21-35 year old rider accounted for 40.6 percent of all riders involved in motorcycle crashes and the majority of

motorcycle riders involved in crashes were male riders, accounting for over 90 percent of total riders involved in crashes that occurred from 2012-2016.

MOTORCYCLE FATALITIES (DRIVER AND PASSENGER) BY AGE, 2012 - 2016



Riders that operate a motorcycle without proper licensure are also at risk not only to other motorists on the road but also to themselves. Twenty-one percent (21%) of motorcyclists killed on the roadways in 2016 did not have the proper license endorsement to operate that class of vehicle. All motorcycle operators possessed a valid driver’s license.

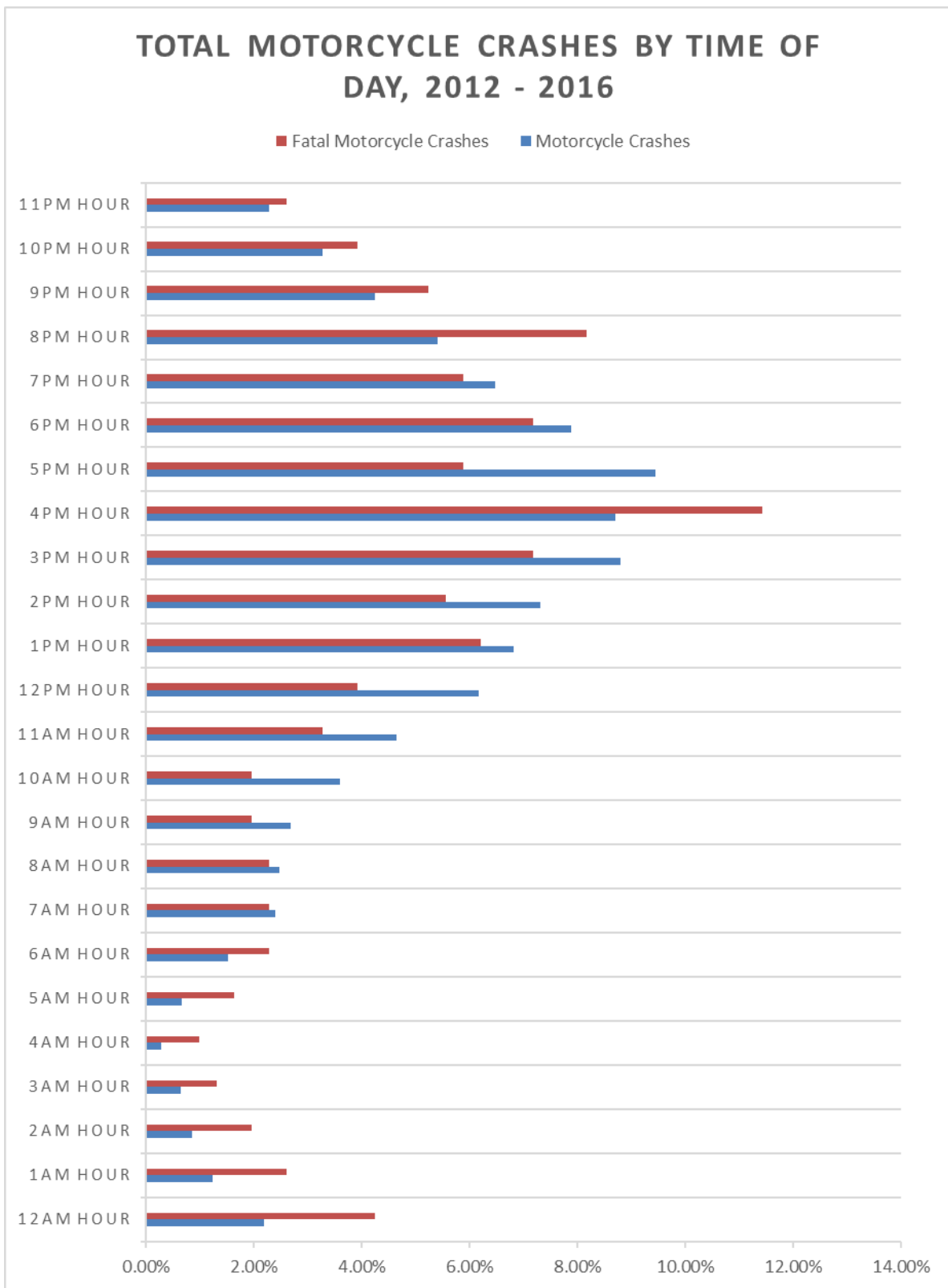
LICENSE COMPLIANCE IN FATAL CRASHES FOR MOTORCYCLE DRIVERS, 2014 - 2016

	2014		2015		2016	
	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL
NOT LICENSED	4	6%	0	0%	4	6%
NO VALID M ENDORSEMENT	10	16%	10	20%	14	21%
VALID ENDORSEMENT	49	78%	41	80%	48	71%
UNKNOWN	0	0%	0	0%	2	3%

Analysis of Occurrence

Motorcycle crashes are typically aligned with overall motor vehicle crash patterns, with the most dangerous hour of the day being the 5pm (9.45%) time period. Crashes that occur from 8pm–4am (night-time) account for approximately 20 percent of total motorcycle crashes during the past five years.

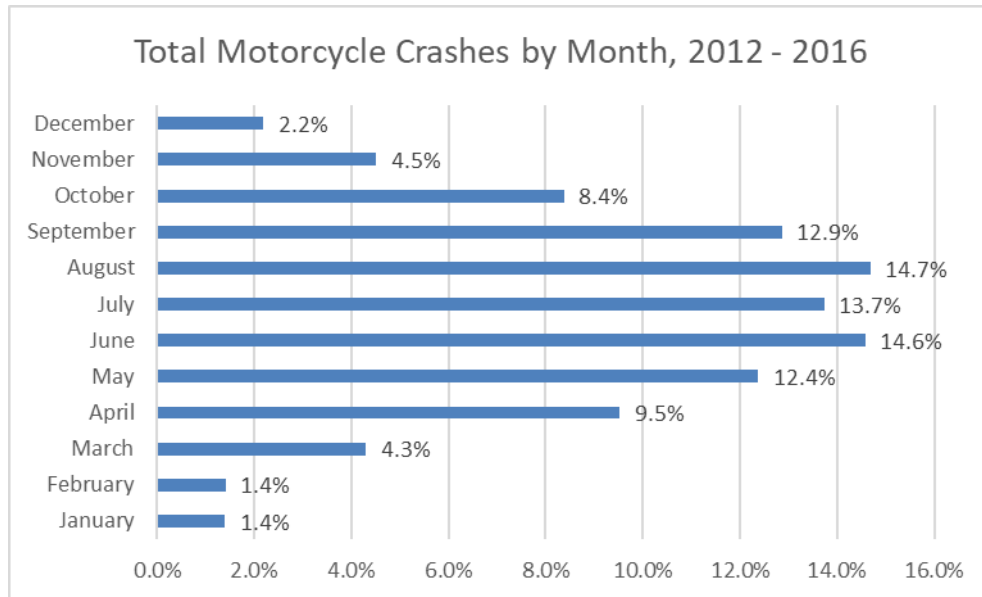
MOTORCYCLE CRASH % VERSUS FATAL MOTORCYCLE CRASH % BY TIME OF DAY, 2012 - 2016



The majority of crashes occur during the warmer months of the year. The most active month for crashes over the past five years occurred in August, accounting for 14.7 percent of all motorcycle crashes. Sixty eight percent (68%) of

motorcycle crashes take place between the months of May and September.

PERCENTAGE OF MOTORCYCLE CRASHES BY MONTH, 2012 - 2016



There has been a reduction of crashes in the majority of counties since 2012, and a 20 percent reduction overall. Camden County experienced a 53 percent reduction in the number of crashes taking place in 2016 compared to 2012.

Analysis of Location

	2011	2012	2013	2014	2015	TOTAL
ATLANTIC	87	87	74	82	82	412
BERGEN	220	218	207	195	190	1,030
BURLINGTON	163	121	136	130	126	676
CAMDEN	153	139	122	118	100	632
CAPE MAY	39	46	37	46	30	198

CUMBERLAND	66	68	48	52	61	295
ESSEX	209	197	197	219	169	991
GLOUCESTER	77	72	66	58	74	347
HUDSON	129	159	138	153	153	732
HUNTERDON	74	51	52	63	51	291
MERCER	105	84	91	71	76	427
MIDDLESEX	201	172	163	169	186	891
MONMOUTH	199	200	186	153	181	919
MORRIS	141	123	117	123	108	612
OCEAN	176	163	136	156	116	747
PASSAIC	203	151	125	144	163	786
SALEM	32	28	19	27	21	127
SOMERSET	100	81	76	85	79	421
SUSSEX	87	78	54	74	50	343
UNION	133	133	108	137	133	644
WARREN	38	43	41	45	39	206
NJ STATE TOTALS	2,632	2,414	2,193	2,300	2,188	11,727

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	72.2
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	3.2

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

5.6.1 Countermeasure Strategy: Communication Campaign

Program area	Motorcycle Safety
Countermeasure strategy	Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

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 shareholders cannot be ignored.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The State experienced a spike in motorcycle fatalities in 2017 from 66 in 2016 to a preliminary number of 81. Motorcyclists account for approximately 13 percent of all traffic fatalities. Although the younger rider (21-35 years of age) is overrepresented in fatalities, representing 41 percent of motorcycle fatalities (2012-2016), one trend that appears to be changing is that fatalities among older motorcyclists and passengers (51+ years of age) have increased. Motorcyclists over 50 years of age now account for 47 percent of motorcycle fatalities (2012-2016), out pacing the younger driver category. In addition, motorcycle fatalities of unhelmeted riders have increased in three of the last four years (2013-2017).

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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. However, data suggests that having training for motorcyclists may reduce crashes and offenses by discouraging motorcycle riding, thus limiting exposure.

Several States have conducted communications and outreach campaigns to increase other drivers 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 material available. Some organizations also make presentations on drivers’ awareness of motorcyclists to driver education classes.

Though motorcyclists are only involved in one percent of all motor vehicle crashes in NJ, motorcycle driver fatalities comprise of 13 percent of all driver fatalities. More than one-half of crashes occur at intersections and when asked about a crash, more than 2/3 of motor vehicle drivers say they did not see the motorcyclists at the time of the crash. The Share the Road message is an important component of the motorcycle safety initiative in the State.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Communication/Outreach	Motorcycle Training and Awareness	Communication Campaign

5.6.1.1 Planned Activity: Motorcycle Training and Awareness

Planned activity name	Motorcycle Training and Awareness
Planned activity number	Communication/Outreach
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Motorcycle Safety Coalition is a committee of the Brain Injury Alliance of New Jersey and is comprised of stakeholders throughout the State. The Coalition is comprised of the following groups and agencies: AAA Clubs of NJ, ABATE of the Garden State, Back Roads USA, Bergen Harley Davidson, Central Jersey Rider Training, Farleigh Dickenson University Ride Safe, Metropolitan Motor Bikes, NJ Motor Vehicle Commission, Rider Education of NJ, Rider Insurance, Sinister Steel Motorcycle

Association, DHTS, South Jersey Traffic Safety Alliance, TransOptions and the TLJ Foundation. The accomplishments of the Coalition include educational and awareness programs geared towards the rider and general public, providing rider coaches' annual trainings, and the development of print material. The programs are interactive and engaging and are promoted through the web, social and traditional media with the "Share the Road" message.

Recognizing the importance of training motorcycle riders, the members of the Coalition brought the Motorcycle Safety Foundations Basic Rider Course Update (BRCu) to all of the rider training programs in the State in 2018. The Coalition will continue to work with the Motor Vehicle Commission to include the e-course in the BRCu curriculum to facilitate expeditious trainings for all motorcycle riders. Also, by the Spring of 2019, the new Motorcycle Safety Foundation *Basic Rider Course* curriculum will be fully implemented in the State.

In addition, the Brain Injury Alliance will again 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 *NJSmartDrivers* website focuses on a *Share the Road* message, including the importance of why to share the road and how to share the road safely. Social and traditional media will be utilized to promote the website.

Also, 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 8,036 riders in 2017 in motorcycle education basic and experienced rider courses. The Motorcycle Safety Education Fund supports the program and is used to defray the costs of the program. 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.

Funds will be used for motorcycle safety rider coach trainings and materials to promote the *Share the Road* campaign.

Enter intended subrecipients.

Brain Injury Alliance

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Communication Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$200,000.00	\$800,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

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

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

Timeliness:

The transfer of motor vehicle crash data in an electronic format enhances timeliness facilitating a quick turn-around 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 enables the State to move forward in providing a way for law enforcement agencies to submit their records electronically in the future. Over the next few years, NJDOT will be developing a systematic way to allow for statewide participation and making sure the technical needs are met in order to do so.

Accuracy:

Despite there being geocoders responsible for identifying crash locations for unidentified crashes in the system, locating crashes remains 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 (270k+/Year). Training and education is provided to law enforcement agencies on the proper method of data collection to ensure the most accurate data is received.

Integration:

The State Traffic Records Coordinating Committee aims to integrate statewide crash data to the Motor Vehicle Commission's licensing information as well as Emergency Medical Service information.

Accessibility:

The DHTS Crash Analysis Tool is a decision support tool developed for Utah Department of Transportation by Numeric, a business intelligence company. Several states throughout the US also subscribe to this software for their data accessibility needs. This new multi-layered support program is made available to all law enforcement personnel and stakeholders of DHTS.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of PAR Training Events Held	Annual	2019	12.0
2019	Number of Registered Crash Analysis Tool Users	Annual	2019	250.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Training and Data Improvements
2019	Highway Safety Office Program Management

5.7.1 Countermeasure Strategy: Training and Data Improvements

Program area	Traffic Records
Countermeasure strategy	Training and Data Improvements

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B)

[Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 the coming year will need to be analyzed to identify trends and problem causes for crashes. This information will be provided to managers in highway traffic safety program development and will be offered to other public and private agencies.

The 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 is 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 have been generated for each recommended Data Element and Attribute collected or derived from New Jersey's PAR. The mapping process has provided a straightforward roadmap for implementing the

MMUCC into the data collection process in the State. New Jersey updated its PAR, which became effective January 1, 2017, and will use the results of the recent mapping process in future revisions of the NJTR-1.

New Jersey modified the NJTR-1 to include criteria where data collection was lacking or needed to be enhanced. The new NJTR-1 went into use on January 1, 2017 and there have been a number of 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Timeliness:

The transfer of motor vehicle crash data in an electronic format enhances timeliness facilitating a quick turn-around 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 enables the State to move forward in providing a way for law enforcement agencies to submit their records electronically in the future. Over the next few years, NJDOT will be developing a systematic way to allow for statewide participation and making sure the technical needs are met in order to do so.

Accuracy:

Despite there being geocoders responsible for identifying crash locations for unidentified crashes in the system, locating crashes remains 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 (270k+/Year). Training and education is provided to law enforcement agencies on the proper method of data collection to ensure the most accurate data is received.

Integration:

The State Traffic Records Coordinating Committee aims to integrate statewide crash data to the Motor Vehicle Commission's licensing information as well as Emergency Medical Service information.

Accessibility:

The DHTS Crash Analysis Tool is a decision support tool developed for Utah Department of Transportation by Numetric, a business intelligence company. Several states throughout the US also subscribe to this software for their data accessibility needs. This new multi-layered support program is made available to all law enforcement personnel and stakeholders of DHTS.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
NJTR-1 Training	Crash Report Training	Training and Data Improvements
Information System	Traffic Records Information System	Training and Data Improvements
Data Analysis	Data Analysis	Training and Data Improvements
Coordinating Committee	Traffic Records Coordinating Committee	Training and Data Improvements

5.7.1.1 Planned Activity: Crash Report Training

Planned activity name	Crash Report Training
Planned activity number	NJTR-1 Training
Primary countermeasure strategy	Training and Data Improvements

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The NJTR-1 crash report form is completed by law enforcement officers for any incident resulting in injury, death, or damage of \$500 or more. With respect to police academy or in-service training, police officers receive only brief training on how to properly complete the NJTR-1 crash form. Funds from this task will be used to provide workshops for law enforcement that will address proper form completion and the importance of data accuracy. The training will help improve data and support information that is used by decision makers to improve roadway safety. Funds will be used to pay for training materials and hourly wages of instructors.

Enter intended subrecipients.

Rutgers University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 Training and Data Improvements

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	\$100,000.00		\$100,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.7.1.2 Planned Activity: Traffic Records Information System

Planned activity name Traffic Records Information System

Planned activity number Information System

Primary countermeasure strategy Training and Data Improvements

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail

required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The projects listed below will be continued in 2019 and funds from this task will be used to implement projects under the traffic safety information system improvement grant program.

The Department of Health will continue to use 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. The Funds will again be used for contractual services to expand the current electronic patient care report project. This project will provide data sets and real-time surveillance with analysis reports/statistics that is tied to the NHTSA data set.

The on-going project of the Office of Information Technology will continue to integrate crash data collected by police agencies and maintained by the Department of Transportation and the Division of State Police, injury and fatality data collected by volunteer and career EMS units and maintained by the Department of Health, and motor vehicle inspection and driver data maintained by the Motor Vehicle Commission. This is an initiative recommended in the traffic records assessment. Funds will be used to pay hourly wages of staff dedicated to the project as well as supporting software.

Approximately 25 percent of crash records reach the crash database with no geocoding information, leaving an unacceptable number of records that are excluded when users search for problem locations and crash clusters essential in determining where countermeasures are needed. Until crash records are generated and submitted electronically with precise GIS information automatically entered at the site of

the crash, there will be a need to have crash locations identified. Crash records geocoded under this task will be shared with the Department of Transportation. The Department of Transportation will then upload the enhanced records to the crash database, impacting the completeness and quality of crash data available in the state repository. Funds will be used to pay the hourly wages of geocoders.

The New Jersey Department of Transportation, Bureau of Transportation Data and Safety (BTDS) collects all crash report NJTR-1 forms statewide from state and local law enforcement agencies. At each crash, the investigating officer completes the NJTR-1. This report records the collection of over 140 pieces of information regarding the crash, the crash type, individuals involved in the crash and various other types of information at the crash site. The BTDS receives an average of 315,000 crash reports a year that need to be processed, scanned, verified and stored. This information is used to develop the Department’s safety programs. In addition, crash data is sent on a regular basis to the DHTS, Federal Motor Carriers and the Motor Vehicle Commission. The DHTS uses the information to support their educational and grant programs, Federal Motor Carriers uses the information for their Safety Net Program and the Motor Vehicle Commission uses the data to support driver licensing efforts.

The completed NJTR-1 forms are submitted to BTDS who submits the records to a vendor who scans each into an electronic database. Both the original record and the resulting database are returned to BTDS where verifiers run processes to the database for accuracy. Funds will be provided to the vendor for their services, including scanning and courier services.

Enter intended subrecipients.

Office of Information Technology, Office of Emergency Medical Services, Rutgers University.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Training and Data Improvements

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$1,800,000.00
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Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.1.3 Planned Activity: Data Analysis

Planned activity name Data Analysis

Planned activity number Data Analysis

Primary countermeasure strategy Training and Data Improvements

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii)

[Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Promoting and supporting the collection and use of data is critical for reducing fatalities and serious injuries on New Jersey's roadways. Each year the DHTS is responsible for producing the Highway Safety Plan and Annual Report. These documents detail the data behind the various highway safety program areas and review not only the progress made in the Annual Report, but discusses priority and emphasis areas based on recent data analysis for steps in the future to minimize motor vehicle crashes and the involvement of people, vehicles and roadways in crashes. The data analysis behind these documents is extensive and involves several databases in order to ensure accuracy. The DHTS Crash Analysis Tool as well as the FARS database has been 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 individuals are assigned to this task to perform data analysis and assist in the preparation of the Highway Safety Plan and Annual Report. Funds will be provided to Rutgers University to pay for staff salaries and travel expenses.

Enter intended subrecipients.

Rutgers University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Training and Data Improvements

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	\$190,000.00		\$190,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.1.4 Planned Activity: Traffic Records Coordinating Committee

Planned activity name Traffic Records Coordinating Committee

Planned activity number Coordinating Committee

Primary countermeasure strategy Training and Data Improvements

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required

under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This task will continue to provide resources to lead the STRCC. Responsibilities will include facilitating STRCC meetings, recruiting new members and retaining current members, and updating the Strategic

Plan in accordance with the recent traffic records assessment, preparing reports of the STRCC projects, and facilitating and/or participating in any subcommittees. Funds will be used to pay for the salary of the STRCC Chairperson.

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.

Enter intended subrecipients.

Rutgers University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Training and Data Improvements

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	\$150,000.00		\$150,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area Traffic Records

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The program managers will work with the State traffic records agencies to coordinate activities within the Traffic Records area and will direct oversight of grant development with State and local agencies.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program managers will network with Federal, State, local and university transportation groups and individuals to become familiar with the Traffic Records program area and issues that impact traffic records. Traffic record grants will be monitored to determine if they are impacting the problem and using resources in both an effective and efficient manner.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

NA

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Traffic Records Prog. Mgt	Program Management	Highway Safety Office Program Management

5.7.2.1 Planned Activity: Program Management

Planned activity name	Program Management
Planned activity number	Traffic Records Prog. Mgt
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This 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 \$30,000 of the budgeted amount and another \$3,000 is budgeted for travel and other miscellaneous expenditures.

Enter intended subrecipients.

In-house DHTS grant.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Traffic Records (FAST)	\$33,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

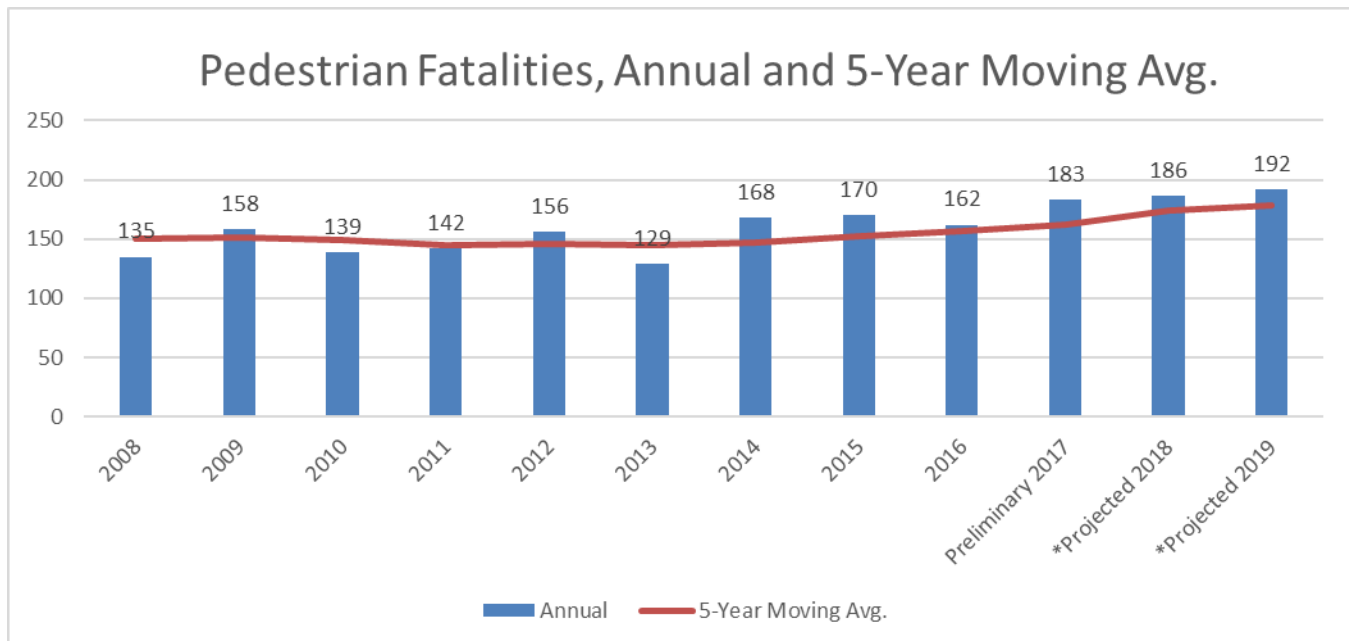
Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Pedestrian Safety • General Overview

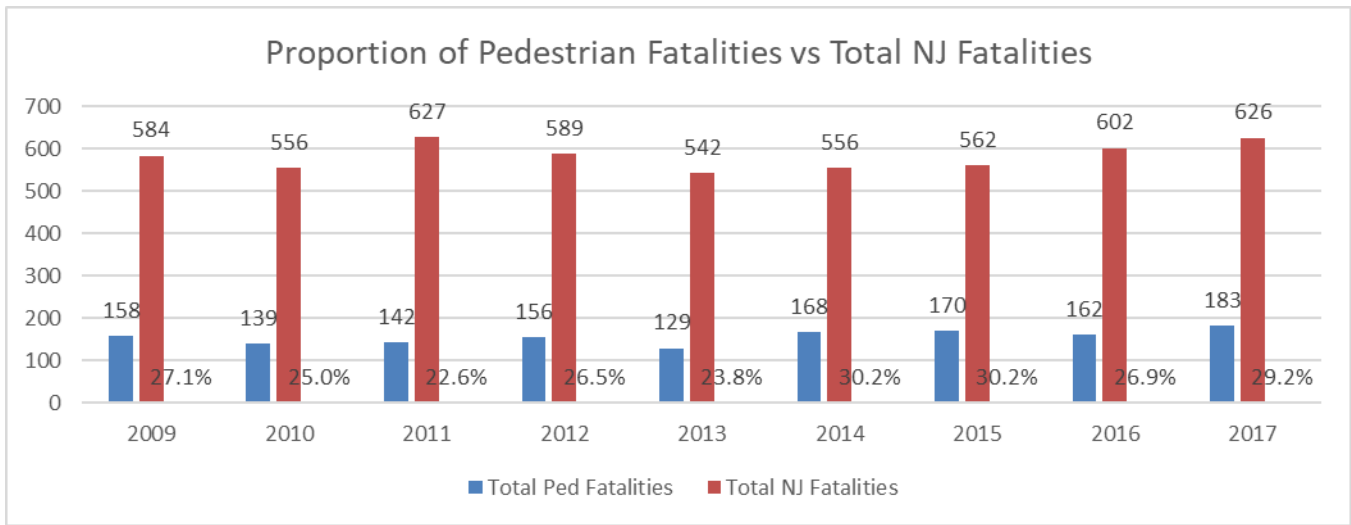
Over the past ten years, from 2008-2017, there have been a total of 1,542 pedestrian fatalities in the State. In 2016, 162 pedestrian fatalities occurred, representing a 4.7% decline from the previous year. However, in 2017, a preliminary total of 183 pedestrians were killed on New Jersey's roadways, resulting in a 13% percent increase from 2016 and a new ten-year high.

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 30 percent of total roadway fatalities in 2015, 27 percent in 2016, and 29 percent in 2017.

PROPORTION OF PEDESTRIAN FATALITIES VERSUS TOTAL NEW JERSEY FATALITIES, 2012 - 2016



Reductions in the number of crashes between motor vehicles and pedestrians have been seen throughout the State each year since 2012, with a slight increase in 2016. 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. As a result of those efforts, a reduction in the non-fatal injury rate for pedestrians can be seen from 2010 through 2014, with increases in non-fatal injuries occurring in 2015 and 2016.

PEDESTRIAN INJURIES BY SEVERITY, 2012 - 2016

	2012	2013	2014	2015	2016
TOTAL PEDESTRIAN CRASHES	5,732	5,649	5,214	4,709	4,840
KILLED	156	129	168	170	162
TOTAL INJURED	4,317	4,208	3,842	3,948	4,086
SERIOUS INJURY (A)	254	195	173	175	171
MODERATE INJURY (B)	1,251	1,199	1,064	1,214	1,220
MINOR INJURY (C)	2,812	2,814	2,605	2,559	2,699
FATALITY RATE PER 100,000 POPULATION	1.76	1.45	1.88	1.90	1.80

NON FATAL INJURY RATE PER 100,000 POPULATION	48.64	47.22	42.98	44.07	45.51
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The majority of pedestrians involved in crashes had one or more factors reported. Forty-five percent (44.5%) of crashes with pedestrians occurred at an intersection. The most common factor for pedestrians was “Crossing Where Prohibited” (2,277 or 12.3%), followed by “Running/Darting Across Traffic” (2,186 or 11.8%). Over the last five years, approximately 18.4% of the pedestrians were running or darting across traffic, crossing where they should not have been crossing, or were not visible to the driver because they were wearing dark clothing.

PEDESTRIAN CONTRIBUTING CIRCUMSTANCES BY INTERSECTION INVOLVEMENT 2012 - 2016				
CONTRIBUTING CIRCUMSTANCE	AT INTERSECTION	AT OR NEAR RAILROAD CROSSING	NOT AT INTERSECTION	TOTAL
FAILED TO OBEY TRAFFIC CONTROL DEVICE	544	162	0	706
CROSSING WHERE PROHIBITED	464	1,813	0	2,277
DARK CLOTHING/LOW VISIBILITY TO DRIVER	747	998	0	1,745
PEDESTRIAN INATTENTIVE	616	1,177	3	1,796
FAILURE TO YIELD ROW	121	231	0	352
WALKING ON WRONG SIDE OF ROAD	18	108	0	126
WALKING IN ROAD WHEN SIDEWALK PRESENT	97	380	0	477
RUNNING/DARTING ACROSS TRAFFIC	608	1,577	1	2,186
NONE	3,450	2,536	5	5,991
OTHER PEDESTRIAN FACTORS	952	1,911	1	2,864
UNKNOWN	11,530	13,547	22	25,099

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. Below is a representation of crashes involving pedestrians and how they combine with other performance areas. From 2012-2016, 5.9% of crashes involved drugs or alcohol impairment. About 11% of crashes involving pedestrians also involved older drivers, 4.6% involved a younger driver and 2.8% involved an unsafe speed.

PEDESTRIAN CRASHES BY PERFORMANCE AREA, 2012 – 2016

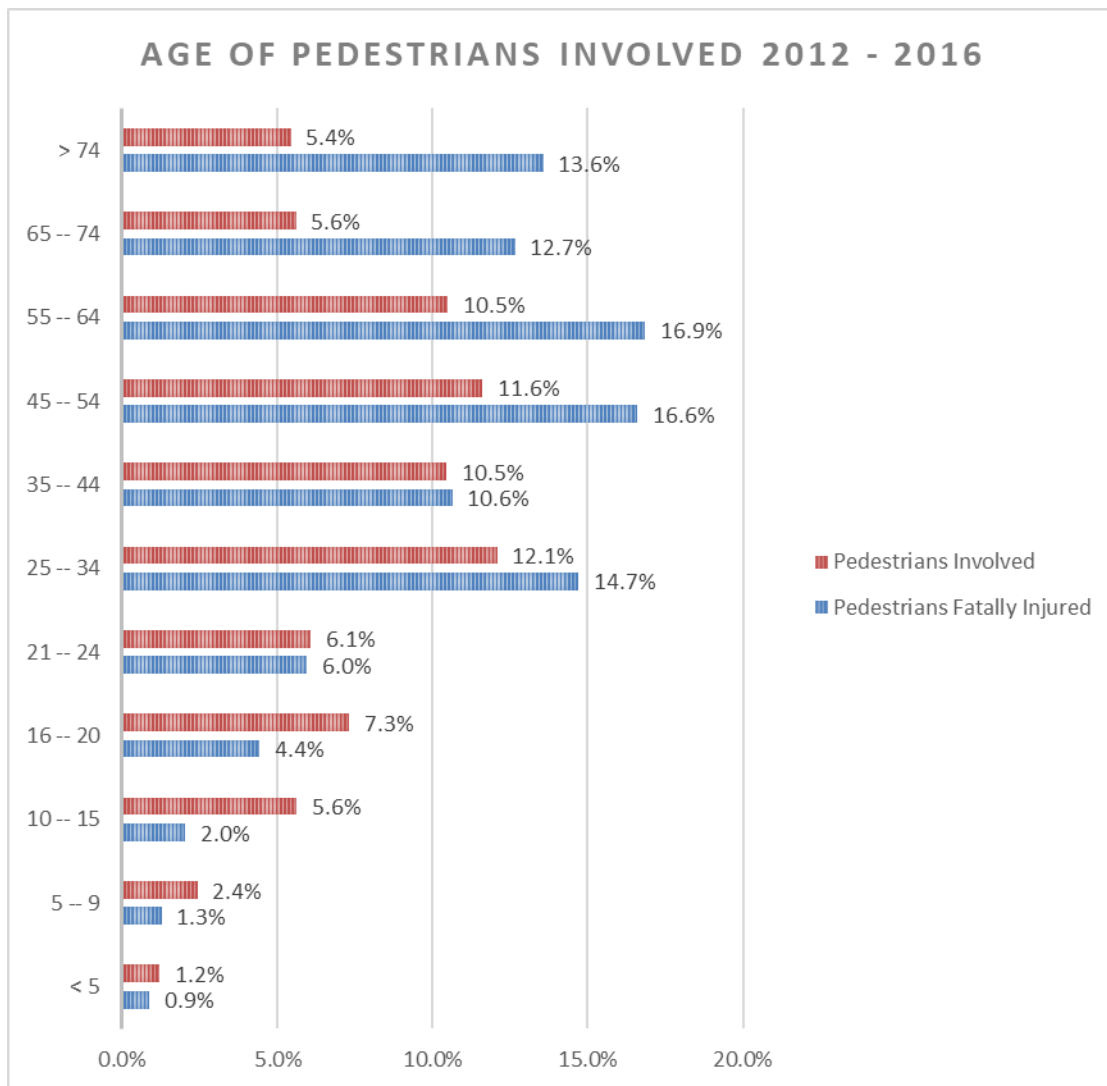
Pedestrian Crashes	2012	2013	2014	2015	2016	Total	5-Year Average	% of 5-Year Total
Total Pedestrian Involved Crashes	5,732	5,649	5,214	4,709	4,840	26,144	5228.8	100.0%
Pedestrians and Alcohol Involvement	357	291	302	260	273	1,483	296.6	5.7%
Pedestrians and Drug Involvement	14	7	13	20	10	64	12.8	0.2%
Pedestrians and Distracted Driving	2,486	2,523	2,378	2,018	2,107	11,512	2302.4	44.0%
Pedestrians and Unsafe Speed	170	153	149	141	122	735	147	2.8%
Pedestrians and Young Drivers	285	261	257	201	186	1,190	238	4.6%
Pedestrians and Older Drivers	784	76	756	643	705	2,964	592.8	11.3%
Pedestrians and Motorcycles	16	16	15	23	18	88	17.6	0.3%

Pedestrian Safety • Analysis of Age/Gender

Pedestrian related crashes continue to be a concern for younger travelers, specifically the 0-15 year-old age group, representing 9.3 percent of total pedestrians involved in motor vehicle crashes. The age group of 16–20 represented 7.3 percent of total pedestrians involved in crashes over the past five years (2012-2016). Pedestrian safety education is an important component for all genders and all age groups. Pedestrian safety is a particular 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 pedestrian infrastructure and being required to travel by foot in non-pedestrian friendly locations.

Over the past five years (2012-2016), the 55-64 year-old age group has represented the largest proportion of pedestrians being struck and killed (16.9%) in the State, followed by 45-54 years old (16.6%). The younger populations, 0-15 years old, represent 4.2 percent of total pedestrians being killed even though they are involved in 9.3 percent of pedestrian involved crashes.

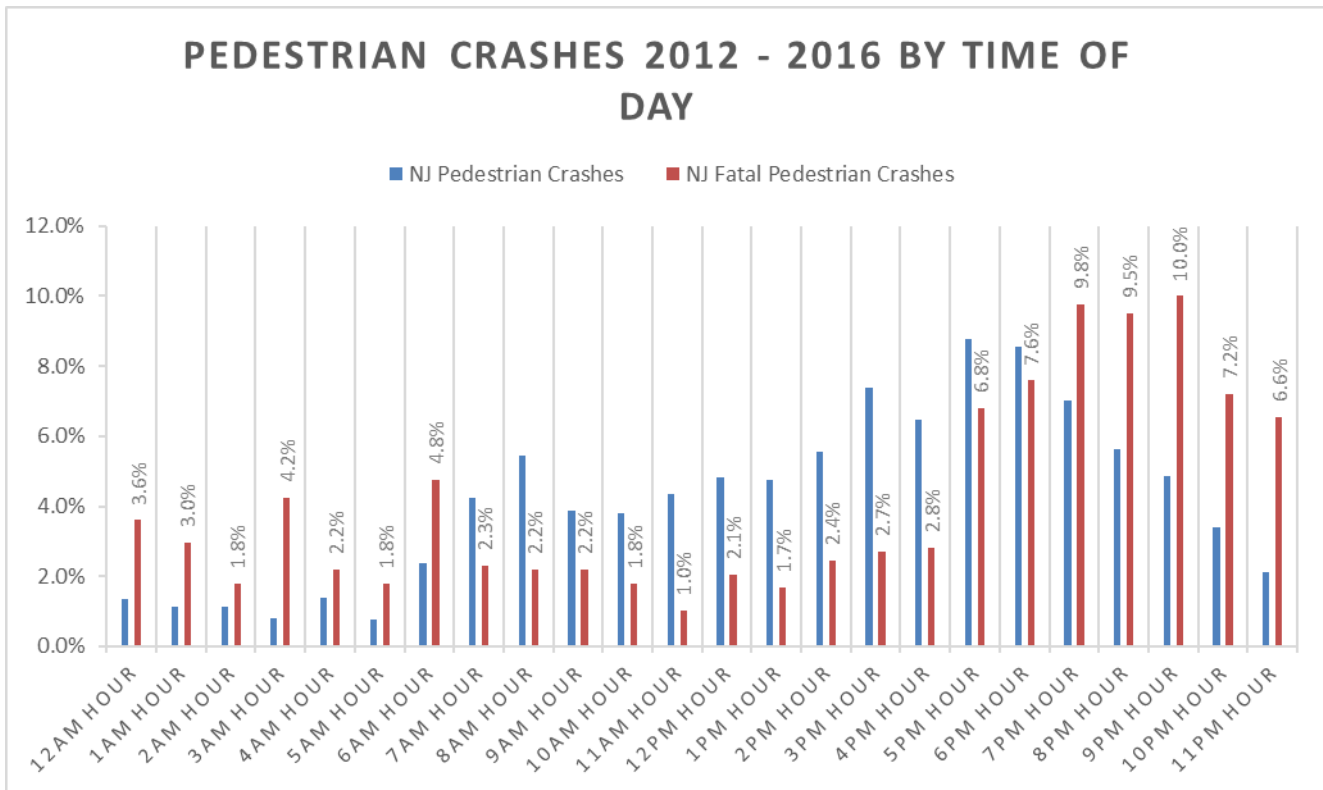
PEDESTRIAN CRASH % VERSUS FATAL PEDESTRIAN CRASH % BY AGE GROUP, 2012 – 2016



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 graph below indicates that from 2012-2016 there was an overrepresentation of fatal pedestrian crashes from 7pm until 6am, consisting of 64.4 percent of all pedestrian fatalities. The highest volume of pedestrian fatalities over the last five years occurred during the 9pm hour, (10.0% of all pedestrian fatalities). During the early commute times of 7-9 am, 13.6 percent of crashes involving pedestrians occurred and 6.7 percent of pedestrian fatalities occur. Twenty-four percent (24.3%) of crashes involving pedestrians occurred during the afternoon commute times of 5-7pm.

PEDESTRIAN CRASH % VERSUS FATAL PEDESTRIAN CRASH % BY TIME OF DAY, 2012 - 2016



During the colder months of the year, the amount of daylight dwindles. The months of October, November and December see the highest incidents of pedestrian fatalities, consisting of 33.8 percent of all pedestrian fatalities over the past five years (2012-2016). With primary and secondary schools resuming in September and October, the number of pedestrians walking increases and with less daylight the number of crashes tend to increase during these months.

PEDESTRIAN INVOLVED CRASHES BY MONTH, 2012 - 2016

MONTH	FATAL PEDESTRIAN CRASHES		PEDESTRIAN CRASHES	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
JANUARY	67	8.6%	2,280	8.7%
FEBRUARY	55	7.1%	1,856	7.1%
MARCH	81	10.5%	2,023	7.7%
APRIL	47	6.1%	1,967	7.5%
MAY	51	6.6%	2,213	8.5%

JUNE	42	5.4%	2,044	7.8%
JULY	53	6.8%	1,856	7.1%
AUGUST	64	8.3%	1,915	7.3%
SEPTEMBER	53	6.8%	2,082	8.0%
OCTOBER	76	9.8%	2,498	9.6%
NOVEMBER	74	9.5%	2,656	10.2%
DECEMBER	112	14.5%	2,754	10.5%
TOTALS	775	100.0%	26,144	100.0%

PEDESTRIAN INVOLVED CRASHES BY DAY OF WEEK, 2012 - 2016

MONTH	----- FATAL PEDESTRIAN CRASHES -----		----- PEDESTRIAN CRASHES -----	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
MONDAY	113	14.6%	3,794	14.5%
TUESDAY	106	13.7%	4,025	15.4%
WEDNESDAY	110	14.2%	4,014	15.4%
THURSDAY	104	13.4%	3,960	15.1%
FRIDAY	119	15.4%	4,409	16.9%
SATURDAY	122	15.7%	3,363	12.9%
SUNDAY	101	13.0%	2,579	9.9%

TOTALS	775	100.0%	26,144	100.0%
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Although improvements have been made and concerted efforts to educate all users of the roadways on pedestrian safety and awareness continue, more work is required. Education on behalf of motorists and pedestrians needs to be provided to all age groups and regularly conditioned in our young and impressionable populations.

Through education, enforcement and outreach, the DHTS will continue to strive towards reducing pedestrian injuries and fatalities in FFY 2019.

Pedestrian Safety • Analysis of Location

A table that represents the Top 10 municipalities 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; 9.67 percent of all pedestrian crashes in the State occurred in Newark, followed by Jersey City (6.59%) and Paterson (4.24%).

PEDESTRIAN INVOLVED CRASHES, TOP 10 MUNICIPALITIES, 2012 - 2016

RANK	MUNICIPALITY	CRASHES	% OF TOTAL
1	Newark City	2,527	9.67%
2	Jersey City	1,724	6.59%
3	Paterson City	1,109	4.24%
4	Irvington Township	547	2.09%
5	Camden City	518	1.98%
6	Trenton City	481	1.84%

7	Passaic City	464	1.77%
8	East Orange City	433	1.66%
9	Union City	430	1.64%
10	Bayonne City	394	1.51%

PEDESTRIAN INVOLVED CRASHES, TOP 10 COUNTIES, 2012 - 2016

RANK	MUNICIPALITY	TOTAL	% OF TOTAL
1	ESSEX	4,898	18.73%
2	HUDSON	3,876	14.83%
3	BERGEN	3,236	12.38%
4	PASSAIC	2,276	8.71%
5	MIDDLESEX	1,834	7.01%
6	UNION	1,627	6.22%
7	CAMDEN	1,312	5.02%
8	MONMOUTH	1,028	3.93%
9	OCEAN	1,015	3.88%
10	MERCER	975	3.73%

The number of pedestrian crashes that have occurred over the past five years by county and the top three municipalities for each county that had the highest volume of pedestrian crashes as well as the percent of the county total is found on the next page. Essex County (4,898 crashes) had the highest 5-year total (2012-2016) of pedestrian crashes in the State consisting of 18.7 percent of all pedestrian crashes up from 17.9 percent in 2011-2015. Over 50 percent of all pedestrian crashes in Essex County over the past five years occurred in Newark, followed by Irvington with 11.17 percent.

Hudson County had the second highest number of pedestrian crashes over the past five years (2012-2016 with 3,876) consisting of 14.83 percent of all pedestrian crashes. Over 40 percent of all pedestrian crashes in Hudson County over the past five years occurred in Jersey City, followed by Union City with 11.09 percent.

It is important to analyze trends occurring in municipalities and counties throughout the State, not only for the highest volumes of pedestrian crashes, but also the changes seen over time. Though a municipality or county may not have the highest, or even second-to-highest occurrence, it may be experiencing a pedestrian crash problem. For example, Elizabeth City in Union County had a 15.61 percent increase in pedestrian crashes over the last five years, Pennsauken Township in Camden County experienced a 13.64 percent increase, and Princeton in Mercer County experienced a 12.68 percent increase from between the 2011 – 2015 and 2012 – 2016 five-year periods. Overall, each county in New Jersey experienced a decrease in pedestrian crashes from 2011-2015 to 2012-2016. However, despite the decrease in crashes overall during this time, there was an increase in pedestrian fatalities, indicating the continued presence of pedestrian safety issues to be addressed at the local level. Further education and pedestrian awareness efforts should be enhanced to improve pedestrian safety, continue the decrease in pedestrian crashes overall, and avert future pedestrian fatalities.

PEDESTRIAN CRASHES, TOP 3 MUNICIPALITIES BY COUNTY

	PEDESTRIAN CRASHES	PERCENT OF	% CHANGE FROM
	2012 - 2016	COUNTY TOTAL	2011 - 2015
Atlantic County	830		-11.13
Atlantic City	384	46.27	-15.42
Egg Harbor Township	85	10.24	-2.3

Galloway Township	72	8.67	-12.2
Bergen County	3236		-6.04
Hackensack City	344	10.63	-4.97
Fort Lee Borough	225	6.95	-4.66
Teaneck Township	191	5.9	0.53
Burlington County	651		-5.92
Mount Laurel Township	66	10.14	-7.04
Willingboro Township	63	9.68	-7.35
Pemberton Township	43	6.61	0
Camden County	1312		-5.48
Camden City	518	39.48	-3
Pennsauken Township	125	9.53	13.64
Cherry Hill Township	120	9.15	-13.67
Cape May County	257		-3.02
Middle Township	61	23.74	1.67
Ocean City	38	14.79	5.56
Lower Township	34	13.23	0
Cumberland County	378		-5.97
Vineland City	162	42.86	-6.36

Bridgeton City	92	24.34	-9.8
Millville City	92	24.34	-1.08
Essex County	4898		-0.65
Newark City	2527	51.59	1.53
Irvington Township	547	11.17	3.6
East Orange City	433	8.84	-3.78
Gloucester County	369		-5.14
Washington Township (Gloucester Co)	58	15.72	1.75
Monroe Township (Gloucester Co)	57	15.45	1.79
Glassboro Borough	53	14.36	-3.64
Hudson County	3876		-1.15
Jersey City	1724	44.48	-0.4
Union City	430	11.09	-4.02
Bayonne City	394	10.17	2.6
Hunterdon County	98		-7.55
Flemington Borough	21	21.43	-19.23
Raritan Township	21	21.43	5
Clinton Town	10	10.2	25

Mercer County	975		-5.34
Trenton City	481	49.33	-3.41
Hamilton Township (Mercer Co)	173	17.74	-0.57
Princeton Township	80	8.21	12.68
Middlesex County	1834		-5.27
New Brunswick City	329	17.94	-7.06
Perth Amboy City	257	14.01	0.78
Woodbridge Township	256	13.96	-3.76
Monmouth County	1028		-10.37
Neptune Township	106	10.31	-2.75
Middletown Township	98	9.53	-11.71
Asbury Park City	97	9.44	-10.19
Morris County	658		-8.61
Morristown Town	120	18.24	0
Dover Township (Morris Co)	74	11.25	0
Parsippany-Troy Hills Township	64	9.73	-22.89
Ocean County	1015		-8.89
Lakewood Township	335	33	0.9
Toms River Township	203	20	-16.8

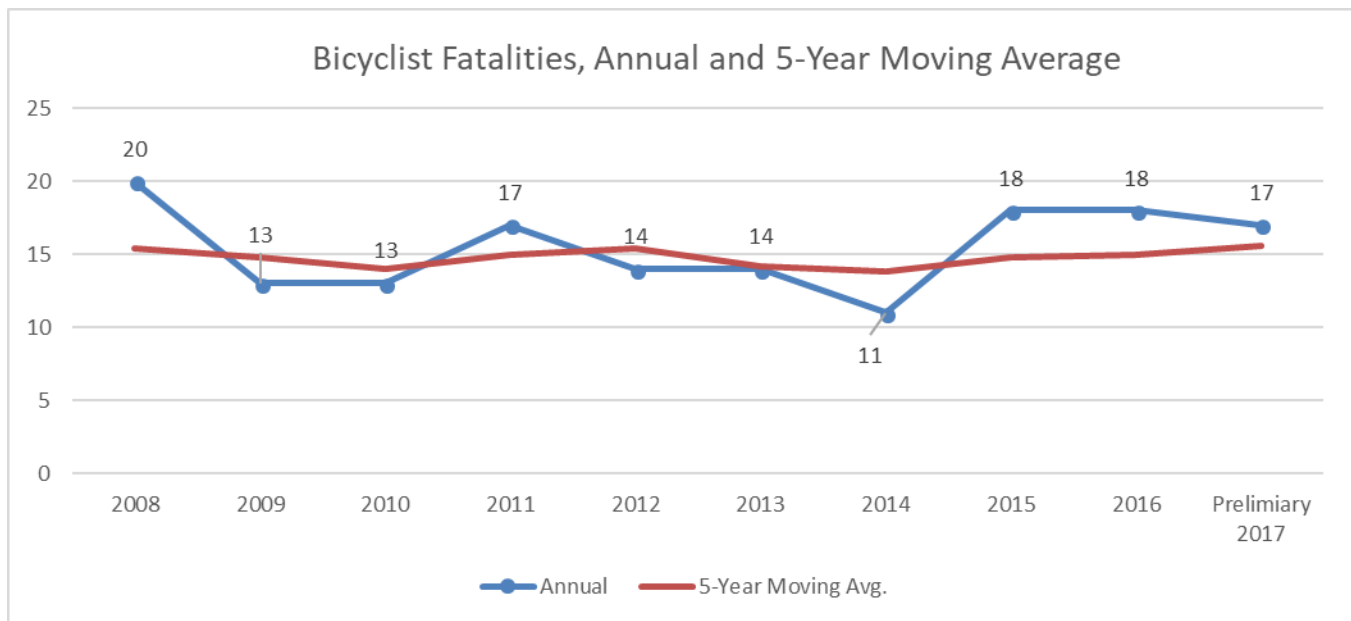
Brick Township	106	10.44	-12.4
Passaic County	2276		-6.45
Paterson City	1109	48.73	-2.97
Passaic City	464	20.39	-7.2
Clifton City	376	16.52	-8.07
Salem County	64		-5.88
Carneys Point Township	14	21.88	-6.67
Salem City	12	18.75	0
Mannington Township	9	14.06	-25
Somerset County	527		-2.95
Franklin Township (Somerset Co)	105	19.92	0
North Plainfield Borough	88	16.7	4.76
Bridgewater Township	53	10.06	-8.62
Sussex County	113		-13.74
Newton Town	30	26.55	-11.76
Sparta Township	14	12.39	-17.65
Franklin Borough	11	9.73	-8.33
Union County	1627		-2.81

Elizabeth City	348	21.39	15.61
Plainfield City	228	14.01	-2.98
Union Township (Union Co)	219	13.46	-10.61
Warren County	122		-15.86
Phillipsburg Town	33	27.05	3.13
Hackettstown Town	29	23.77	-23.68
Washington Borough	15	12.3	-6.25

Bicycle Safety • General Overview

Bicycling activity has increased in New Jersey in recent years, including for purposes of commuting to work, running errands, riding for leisure and fitness. Over the ten-year period from 2008-2017, there have been a total of 155 bicyclist fatalities in the State, 17 occurring in 2017 alone, one fewer than 2016. Bicycle fatalities represented 2.7 percent of total roadway fatalities in 2017. As indicated in the chart, the number of bicyclist fatalities has remained rather consistent over the 10-year period, despite there being a concerted effort throughout New Jersey to enhance bicycle safety and awareness.

BICYCLIST FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



In 2016, bicycles were involved in 0.69 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. However, the non-fatal injury rate in 2016 is higher than the 5-year average (16.55 non-fatal injuries per 100,000 population in 2016 vs 15.12 5-year average) The fatal injury rate in 2016 is also higher than the 5-year average (0.19 fatal injuries per 100,000 population vs 0.17).

BICYCLIST INJURIES BY SEVERITY, 2012 - 2016

	2012	2013	2014	2015	2016	TOTAL
TOTAL BICYCLE CRASHES	2,211	2,010	1,863	1,959	1,923	9,966
KILLED	14	14	11	18	18	74
TOTAL INJURED	1,469	1,277	1,148	1,372	1,486	6,752
SERIOUS INJURY (A)	49	29	26	33	38	175
MODERATE INJURY (B)	551	483	437	499	554	2,524
MINOR INJURY (C)	869	765	685	840	877	4,036
UNKNOWN	673	638	685	521	492	3,009

FATALITY RATE PER 100,000 POPULATION	0.16	0.16	0.12	0.20	0.19	0.17
NON-FATAL INJURY RATE PER 100,000 POPULATION	16.55	14.33	12.84	15.32	16.55	15.12

The majority of crashes with bicyclists had one or more factors reported. The most common factor for cyclists involved in crashes from 2012-2016 was “None (Driver/Pedalcyclist)” (3,500 or 33.64%) followed by “Driver Inattention” (1,764 or 16.96%). “Other Driver/Pedalcyclist Action” was cited next most frequently (1,490 or 14.32%), followed by “Failure to Yield the Right of Way to Vehicle/Pedestrian” (711 or 6.83%).

BICYCLIST CONTRIBUTING CIRCUMSTANCES, 2012 - 2016

CONTRIBUTING CIRCUMSTANCE	BICYCLISTS CITED	% OF BICYCLISTS IN CRASHES
DRIVER INATTENTION (DRIVER/PEDALCYCLE)	1,764	16.96%
FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN	711	6.83%
WRONG WAY	600	5.77%
FAILED TO OBEY TRAFFIC CONTROL DEVICE	607	5.83%
FAILURE TO KEEP RIGHT	380	3.65%
IMPROPER USE/NO LIGHTS	103	0.99%
BRAKES	99	0.95%
UNSAFE SPEED	107	1.03%
IMPROPER TURNING	96	0.92%
IMPROPER PASSING	95	0.91%
NONE (DRIVER/PEDALCYCLE)	3,500	33.64%

OTHER DRIVER/PEDALCYCLIST ACTION	1,490	14.32%
TOTAL BICYCLISTS INVOLVED IN CRASHES	10,404	100.00%

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. Below is a representation of crashes involving bicyclists and how they combine with other performance areas. From 2012-2016, 3.8% of crashes involved drugs or alcohol impairment. About 14% of crashes involving pedestrians also involved older drivers, 5.1% involved a younger driver and 35% involved a distracted driver.

BICYCLE CRASHES BY PERFORMANCE AREA, 2012 – 2016

Bicycle Crashes	2012	2013	2014	2015	2016	Total	5-Year Average	% of 5-Year Total
Total Bicycle Involved Crashes	2,180	1,980	1,843	1,959	1,923	9,885	1,977	100.0%
Bicycles and Alcohol Involvement	85	72	69	73	67	366	73.2	3.7%
Bicycles and Drug Involvement	1	3	2	3	1	10	2	0.1%
Bicycles and Distracted Driving	720	738	641	706	650	3,455	691	35.0%
Bicycles and Unsafe Speed	30	8	20	13	22	93	18.6	0.9%
Bicycles and Young Drivers	120	114	88	90	90	502	100.4	5.1%
Bicycles and Older Drivers	285	283	265	273	273	1,379	275.8	14.0%

Bicycles and Motorcycles	13	8	11	9	8	49	9.8	0.5%
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Bicycle Safety • Analysis of Age/Gender

Crashes involving bicycles continue to be a concern for younger travelers. Riders in the age group 0-15 years of age accounted for 12.6 percent of all bicycle related crashes from 2012-2016, the largest percentage of all age groups. Meanwhile, the 16-20-year-old rider accounted for the second largest age group, at 11.1 percent. A breakdown of age group and gender of bicyclists injured in crashes is depicted below. Male riders heavily outweigh the number of female riders in every age group and accounted for at least 81 percent of all cyclists involved in crashes over the last five years. As seen in the table, younger cyclists experience the highest numbers of crashes with motor vehicles, mostly due to their lack of access to other modes of personal conveyance (i.e. driving), and the fact that younger people are still gaining experience bicycling in and around roadways and developing motor skills.

The younger the cyclist the more prone they are to have a conflict with a motor vehicle. According to the data, as the age of the bicyclist increases, there is a decrease in the number of crashes experienced. Overall, in 2016 bicycle fatalities represented roughly 2.8 percent of annual roadway fatalities in the State.

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.

PERCENTAGE OF BICYCLISTS INVOLVED IN CRASHES BY AGE GROUP AND GENDER, 2012 - 2016

AGE GROUP	% OF BICYCLISTS IN CRASHES	MALE	FEMALE	UNKNOWN
0-15	12.6%	10.6%	1.9%	3.1%
16-20	11.1%	9.2%	1.8%	3.1%
21-25	8.2%	6.7%	1.3%	3.8%
26-30	5.9%	4.8%	0.9%	2.1%

31-35	5.1%	4.2%	0.8%	1.4%
36-40	4.7%	4.0%	0.6%	1.2%
41-45	5.1%	4.2%	0.7%	2.6%
46-50	6.1%	5.0%	0.9%	2.3%
51-55	6.9%	5.8%	1.0%	2.3%
56-60	4.7%	4.0%	0.7%	1.2%
61-65	2.9%	2.6%	0.3%	0.7%
66+	5.4%	4.5%	0.8%	1.2%
UNKNOWN	21.5%	15.9%	2.6%	3.1%
TOTALS	100.0%	81.5%	14.4%	4.1%

Bicycle Safety • Analysis of Occurrence

The occurrence of crashes involving bicycles by month and by day of week provides insight as to why crashes between motor vehicles and bicyclists occur. During the period from 2012-2016, the months that experienced the highest volume of bicycle crashes were July and August with 1,383 and 1,433 crashes, respectively. July and August each accounted for 13.9 and 14.4 percent, respectively 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 63 percent of all crashes that occurred. According to the data, the Day of Week occurrence does not vary greatly from day-to-day, although Sundays have higher occurrences.

BICYCLE INVOLVED CRASHES BY MONTH, 2012 - 2016

MONTH ----- FATAL BICYCLE CRASHES ----- ----- BICYCLE CRASHES -----

	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
JANUARY	4	5.4%	297	3.0%
FEBRUARY	4	5.4%	267	2.7%
MARCH	7	9.5%	457	4.6%
APRIL	3	4.1%	686	6.9%
MAY	6	8.1%	1,014	10.2%
JUNE	10	13.5%	1,235	12.4%
JULY	3	4.1%	1,383	13.9%
AUGUST	8	10.8%	1,433	14.4%
SEPTEMBER	11	14.9%	1,216	12.2%
OCTOBER	8	10.8%	899	9.0%
NOVEMBER	5	6.8%	576	5.8%
DECEMBER	5	6.8%	503	5.0%
TOTALS	74	100.0%	9,966	100.0%

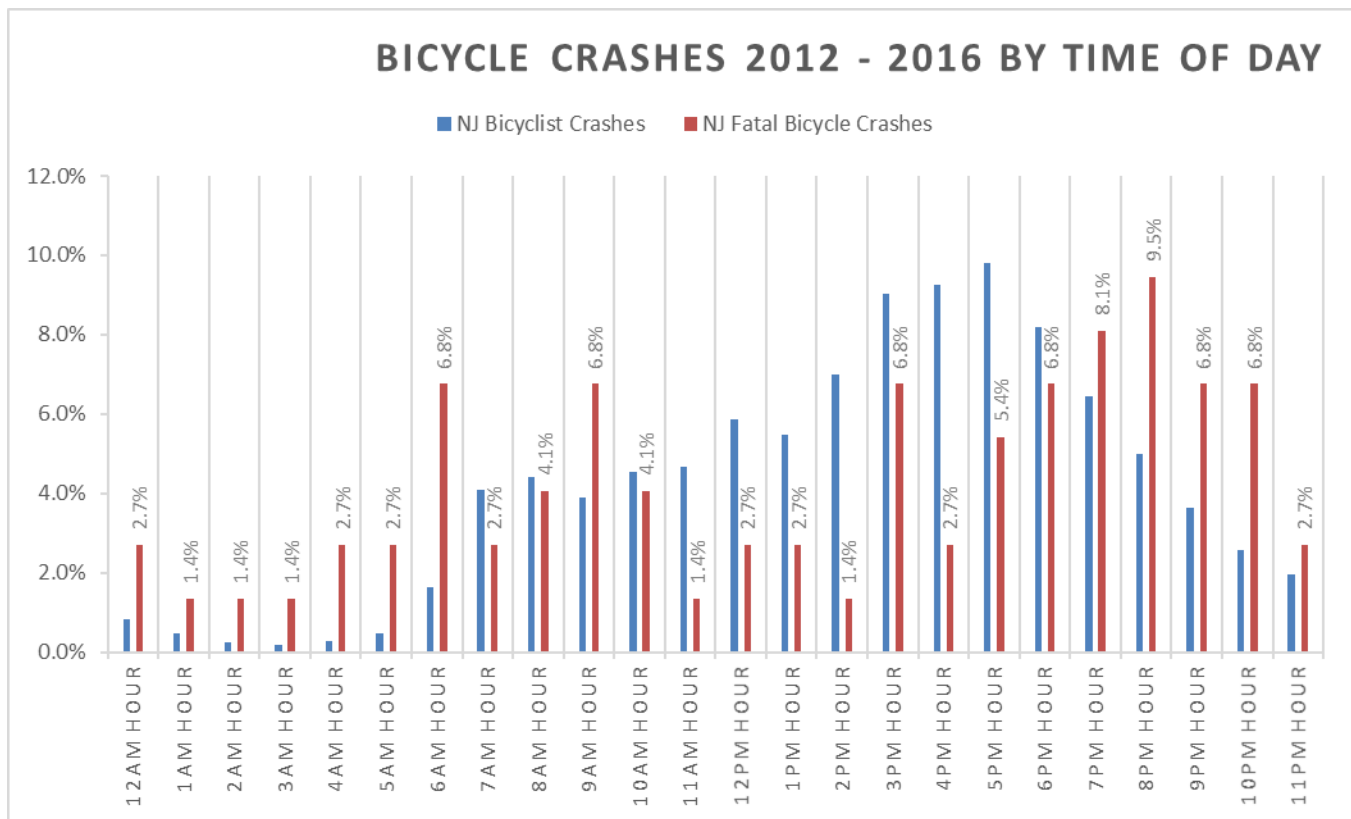
BICYCLE INVOLVED CRASHES BY DAY OF WEEK, 2012 - 2016

MONTH	----- FATAL BICYCLE CRASHES -----		----- BICYCLE CRASHES -----	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
MONDAY	12	16.2%	1,456	14.6%

TUESDAY	10	13.5%	1,453	14.6%
WEDNESDAY	12	16.2%	1,453	14.6%
THURSDAY	7	9.5%	1,431	14.4%
FRIDAY	8	10.8%	1,558	15.6%
SATURDAY	11	14.9%	1,412	14.2%
SUNDAY	14	18.9%	1,203	12.1%
TOTALS	74	100.0%	9,966	100.0%

Similar to the trend seen in overall motor vehicle crashes, the majority of bicycle related crashes occur within the afternoon commuting times of 3pm – 6pm accounting for 36.3 percent of total bicycle related crashes from 2012-2016. This is due to the increased volume of both bicyclists and motor vehicles operating on the same roadways during those hours. Over the past five years, the deadliest times for bicycle riders have been 6pm – 11pm representing only 25 percent of the possible exposure hours, but 37.8 percent of all bicyclist fatalities.

BICYCLE CRASH PERCENTAGE VERSUS FATAL BICYCLE CRASH PERCENTAGE BY TIME OF DAY, 2012 - 2016



Bicycle Safety • Analysis of Location

The top ten municipalities have been identified where crashes have occurred over the last five years. Although there is a strong correlation between higher population and a higher number of bicycle crashes occurring in a given municipality, there are some additional towns that make the top ten list, such as Lakewood, Passaic, and Union City, which have higher levels of bicycle crashes than their population alone would dictate. Lakewood Township is the only suburban area that made the top ten list. Over the last five years, 5.67 percent of all crashes involving cyclists in the State occurred in Jersey City, followed by Newark (3.97%) and Camden (2.37%).

BICYCLE INVOLVED CRASHES, TOP 10 MUNICIPALITIES, 2012 - 2016

RANK	MUNICIPALITY	CRASHES	% OF TOTAL
1	Jersey City	565	5.67%
2	Newark City	396	3.97%

3	Camden City	236	2.37%
4	Lakewood Township	210	2.11%
5	Paterson City	181	1.82%
6	Union City	158	1.59%
7	Atlantic City	154	1.55%
8	Passaic City	146	1.46%
9	Trenton City	124	1.24%
10	Hoboken City	110	1.10%

The number of bicycle crashes that have occurred over the past five years for each county along with the top three municipalities for each county by the highest volume of bicycle crashes can be found on the next page. Hudson County (1,185 crashes) had the highest five-year total of bicycle crashes in the State making up 11.89 percent of all bicycle crashes over the past five years. Forty-eight percent of all bicycle crashes in Hudson County occurred in Jersey City, followed by Union City with 13 percent.

Bergen County had the second highest number of bicycle crashes over the past five years (1,195) accounting for 10.99 percent of all bicycle crashes. Nine percent of all bicycle crashes over the past five years in Bergen County occurred in Hackensack, followed by Fort Lee.

It is important to analyze trends occurring in municipalities throughout the State, not only for the highest volumes of bicycle crashes, but also the changes seen over time. Though a municipality may not have the highest, or even second-to-highest occurrences, it may be experiencing an increase in crashes. For example, Wildwood City in Cape May County had a 26.92 percent increase in bicycle crashes over the last five years, increasing from a five-year cumulative total in 2011-2015 of 55 to 72 in 2012-2016. Further education and bicycle awareness efforts should be enhanced in these types of communities that are experiencing cumulative increases.

BICYCLE CRASHES, TOP 3 MUNICIPALITIES BY COUNTY

	BICYCLE CRASHES	PERCENT OF	% CHANGE FROM
	2012 - 2016	COUNTY TOTAL	2011 - 2015
ATLANTIC COUNTY	440		-5.38
ATLANTIC CITY	154	35.00	-10.98
EGG HARBOR TOWNSHIP	57	12.95	7.55
VENTNOR CITY	32	7.27	-3.03
BERGEN COUNTY	1095		-4.03
HACKENSACK CITY	99	9.04	-6.60
FORT LEE BOROUGH	74	6.76	5.71
GARFIELD CITY	62	5.66	-1.59
BURLINGTON COUNTY	322		-4.45
WILLINGBORO TOWNSHIP	31	9.63	6.90
EVESHAM TOWNSHIP	30	9.32	11.11
MOUNT LAUREL TOWNSHIP	28	8.70	7.69
CAMDEN COUNTY	645		-3.01
CAMDEN CITY	236	36.59	9.77
CHERRY HILL TOWNSHIP	71	11.01	-2.74
PENNSAUKEN TOWNSHIP	36	5.58	-20.00

CAPE MAY COUNTY	365		-5.93
OCEAN CITY	72	19.73	-11.11
WILDWOOD CITY	72	19.73	30.91
LOWER TOWNSHIP	41	11.23	-10.87
CUMBERLAND COUNTY	207		-4.61
VINELAND CITY	103	49.76	-8.85
MILLVILLE CITY	51	24.64	2.00
BRIDGETON CITY	32	15.46	0.00
ESSEX COUNTY	845		-1.29
NEWARK CITY	396	46.86	6.45
EAST ORANGE CITY	64	7.57	3.23
MONTCLAIR TOWNSHIP	53	6.27	-19.70
GLOUCESTER COUNTY	221		-7.14
GLASSBORO BOROUGH	39	17.65	0.00
MONROE TOWNSHIP (GLOUCESTER CO)	30	13.57	-3.23
WOODBURY CITY	29	13.12	-12.12
HUDSON COUNTY	1185		4.59
JERSEY CITY	565	47.68	5.21
UNION CITY	158	13.33	5.33

HOBOKEN CITY	110	9.28	5.77
HUNTERDON COUNTY	67		-2.90
FLEMINGTON BOROUGH	13	19.40	0.00
RARITAN TOWNSHIP	11	16.42	57.14
READINGTON TOWNSHIP	8	11.94	0.00
MERCER COUNTY	411		-3.97
TRENTON CITY	124	30.17	-3.88
HAMILTON TOWNSHIP (MERCER CO)	71	17.27	-12.35
PRINCETON TOWNSHIP	60	14.60	15.38
MIDDLESEX COUNTY	684		-6.94
NEW BRUNSWICK CITY	105	15.35	-12.50
EDISON TOWNSHIP	90	13.16	-5.26
WOODBRIIDGE TOWNSHIP	75	10.96	-6.25
MONMOUTH COUNTY	815		-4.23
NEPTUNE TOWNSHIP	95	11.66	4.40
ASBURY PARK CITY	79	9.69	-3.66
MIDDLETOWN TOWNSHIP	58	7.12	7.41
MORRIS COUNTY	327		-1.21

MORRISTOWN TOWN	41	12.54	2.50
PEQUANNOCK TOWNSHIP	27	8.26	-6.90
MADISON BOROUGH	25	7.65	38.89
OCEAN COUNTY	757		-6.08
LAKEWOOD TOWNSHIP	210	27.74	-4.11
TOMS RIVER TOWNSHIP	99	13.08	-9.17
BRICK TOWNSHIP	85	11.23	-9.57
PASSAIC COUNTY	552		-1.25
PATERSON CITY	181	32.79	1.69
PASSAIC CITY	146	26.45	-5.19
CLIFTON CITY	110	19.93	-6.78
SALEM COUNTY	38		-9.52
MANNINGTON TOWNSHIP	12	31.58	-14.29
PENNSVILLE TOWNSHIP	5	13.16	-37.50
WOODSTOWN BOROUGH	5	13.16	66.67
SOMERSET COUNTY	295		1.72
FRANKLIN TOWNSHIP (SOMERSET CO)	75	25.42	13.64
BRIDGEWATER TOWNSHIP	36	12.20	-5.26
NORTH PLAINFIELD BOROUGH	27	9.15	0.00

SUSSEX COUNTY	42		13.51
SPARTA TOWNSHIP	10	23.81	0.00
NEWTON TOWN	4	9.52	33.33
VERNON TOWNSHIP	4	9.52	0.00
UNION COUNTY	590		0.68
PLAINFIELD CITY	107	18.14	3.88
ELIZABETH CITY	99	16.78	26.92
UNION TOWNSHIP (UNION CO)	51	8.64	6.25
WARREN COUNTY	63		10.53
HACKETTSTOWN TOWN	18	28.57	5.88
PHILLIPSBURG TOWN	16	25.40	-15.79
WASHINGTON BOROUGH	7	11.11	16.67

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal	Performance Measure Name	Target	Target End	Target
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Year		Period(Performance Target)	Year	Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	178.6
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	17.6

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Targeted Enforcement and Education
2019	Highway Safety Office Program Management
2019	Elementary-age Child Bicyclist Training

5.8.1 Countermeasure Strategy: Targeted Enforcement and Education

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Targeted Enforcement and Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Reducing pedestrian crashes, fatalities and injuries continues to be a challenge. Efforts to promote safe driving as well as the use and practice of safe walking in and around the State will be continued. Police observations have indicated an increase in general deterrence and a change in driver behavior following the enforcement efforts, however, this is only anecdotal evidence.

Because of the extent of the pedestrian problem in the State, there has been an increase in interagency coordination to address pedestrian safety as a shared problem. Collaborations between State and local governments and State and local law enforcement agencies have been productive.

Law enforcement officers typically receive little to no specialized training in bicycle safety. A key step in providing equitable enforcement of rules of the road for all users can be accomplished by developing training materials and providing opportunities to train law enforcement officers to better enforce the State's bicycle laws.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The State's pedestrian fatality rate consistently exceeds the national average. Although this number fluctuates, in a typical year approximately 29 percent of fatalities are pedestrian related. Pedestrian crashes represent the second largest category of motor vehicle fatalities and injuries in the State. Pedestrian fatalities increased in 2017 by nearly 12 percent. By working with all the State's safety partners, pedestrian safety measures in the three E's will continue to be implemented at identified problem areas throughout the State in an effort to reduce pedestrian crashes, fatalities and injuries.

Enforcement of laws related to bicycling are not typically engaged in by police departments. There are self-paced interactive training programs available for law enforcement to enhance the safety of bicyclists, however, a customized program tailored for New Jersey law enforcement would be beneficial.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Targeted enforcement can be employed for a wide range of purposes in a wide range of circumstances, so effectiveness is context-dependent. In Queens, New York, enforcement was a key part of a campaign that included minor engineering adjustments and communications and outreach and reduced pedestrian fatalities (CDC, 1989). A before and 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, Florida (e.g., flyers given to stopped drivers, 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 one-year study period. Van Houten and Malenfant (2004) found that driver yielding to pedestrians increased in response to targeted police enforcement at crosswalks on two corridors in Miami Beach, Florida. Warnings and educational flyers were handed out to most violators, while citations were issued for flagrant violations.

The State Highway Safety Office can help ensure correct riding 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, 8th Edition, 2015).

As the most densely populated State in the nation, pedestrian safety is a major issue in NJ. Pedestrian fatalities in NJ more than doubles the national average. Enforcement is always at the forefront of the efforts. Proactive enforcement must be consistent and steady in an effort to reduce pedestrian crashes, injuries and fatalities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Targeted Enforcement/Ed.	Enforcement/Education Programs	Targeted Enforcement and Education

5.8.1.1 Planned Activity: Enforcement/Education Programs

Planned activity name	Enforcement/Education Programs
Planned activity number	Targeted Enforcement/Ed.
Primary countermeasure strategy	Targeted Enforcement and Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Pedestrian crashes occur for a variety of reasons, including errors in judgment by pedestrians and drivers or 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 printing of brochures.

A list of approximately 40-60 municipalities, representing the highest number of pedestrian crashes over a five-year period, will be created and used to strive for decreases in pedestrian crashes and injuries by targeting resources to the most problematic areas in the State. Overtime enforcement efforts will be implemented in geographic areas where significant portions of the pedestrian crash problem exist. The pedestrian grants will be provided to local jurisdictions and conducted throughout the year.

In an effort to supplement the enforcement effort, Street Smart materials will be distributed to raise awareness for both pedestrians and motorists of the major rules for pedestrian safety. Grantees will use earned media through local press releases to promote the program.

The Pedestrian Decoy program will continue to apprehend drivers who fail to stop for pedestrians at intersections and crosswalks. Police officers in plain clothes will again pose as pedestrians in marked crosswalks, while officers watch for violations. Drivers failing to stop will be issued a citation. Officers involved in the enforcement effort will also educate drivers about the new pedestrian law, 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. The program will be coordinated with municipal prosecutors, the courts and local media.

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 Pedestrian Safety Campaign in communities that receive funding. In addition, the 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.

Overtime hours will be worked at the top pedestrian crash locations in Hudson County as part of the evidence-based traffic enforcement effort through officer details and multi-officer decoy details. Extra enforcement patrols, both uniform and plain clothes, will be utilized at hotspot locations. The purpose of the extra patrols will be to focus on drivers who fail to yield the right of way to pedestrians within crosswalks and also to pedestrians who do not use proper cross walks when crossing the roadway.

Other resources include the Department of Transportation's Pedestrian Safety Improvement Program that identifies high risk locations. The program provides for the development and implementation of pedestrian safety elements at locations based on the frequency and severity of crashes. The safety improvements include engineering improvements such as crosswalks, sidewalks, and high-intensity activated crosswalk beacons. The DHTS can piggyback on these efforts by offering assistance to implement enforcement and education countermeasures.

The Department of Transportation also advances the *Complete Streets* policies that promote safety for pedestrians, bicyclists and other users of the roadways. This is accomplished through the planning, design, construction, maintenance and operation of new and rehabilitated transportation facilities.

The enforcement initiative previously discussed will be supplemented by the State Pedestrian Safety, Enforcement and Education Fund which is a repository for monies provided pursuant to subsection c. of N.J.S.A 39:4-36. Under the statute, 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. In addition to compensation for law enforcement officers, the monies from the Fund can be used for the following initiatives: engineering and design of traffic signs; purchasing and installing of traffic signs; educational or training materials or media campaigns concerning pedestrian safety; compensation for authorized crossing guards assigned to an intersection, crosswalk, or other roadway; and other commodities.

DHTS will continue to work with its Federal, State, local and non-profit partners as part of the Pedestrian Safety workgroup to develop a standardized training curriculum for law enforcement agencies to assist law enforcement officers in understanding the factors associated with pedestrian crashes, developing countermeasures and enforcement strategies, and recognizing the importance of complete and accurate crash reporting. In addition, the group will review the 2014 Pedestrian Action Plan and provide recommendations for revisions to the Plan.

Enter intended subrecipients.

Municipal and State Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Targeted Enforcement and Education

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	\$1,540,000.00	\$2,000,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of **\$5,000** or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.2 Countermeasure Strategy: Highway Safety Office Program Management

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The program managers will work with and coordinate the development, implementation and monitoring of all tasks and activities called for under the pedestrian/bicycle safety section of the plan.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program managers will continue to support and manage the non-motorized safety public information campaigns, educational programs as well as the many enforcement funded initiatives.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

NA

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Non-Motorized Prog. Mgt.	Program Management	Highway Safety Office Program Management

5.8.2.1 Planned Activity: Program Management

Planned activity name	Program Management
Planned activity number	Non-Motorized Prog. Mgt.
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting

the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided for program managers to coordinate, monitor and evaluate projects focused on pedestrian and bicycle safety 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 \$60,000 of the budgeted amount and another \$5,000 is budgeted for travel and other miscellaneous expenditures.

Enter intended subrecipients.

In-house DHTS grant.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	\$65,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8.3 Countermeasure Strategy: Elementary-age Child Bicyclist Training

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Elementary-age Child Bicyclist Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4)

[Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Properly wearing a helmet significantly reduces the risk of head and brain injury for bicyclists of all ages. Education is most effective when supported by other interventions such as bicycle rodeos. Bike fairs, rodeos and skills training will make riders more aware of safe cycling behavior.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The overall preliminary number of bicycle fatalities reduced by one in in 2017 to 17, representing a 5.3 percent decrease since 2016. Bicycle fatalities (9.5%) occur most often at 9:00 PM. Twenty-six percent of bicycle crashes occur from 6:00pm through 11:00pm and 37% of fatal bicycle crashes occur between those same hours of the day. From 2013-2017, nearly 80 percent of bicyclists killed in crashes were not wearing a helmet at the time of the crash. In 2017 alone, 10 out of 17 fatally injured bicyclists, or 58.8% were not wearing a helmet at the time of the crash.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Helmet promotions are successful in getting more helmets into the hands of bicyclists. Rouzier and Alto (1995) describe a comprehensive program of presentations, media coverage, messages from doctors to patients, as well as low-cost helmet availability, which increased helmet purchases and use for all ages. 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).

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).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Bicycle Safety Education	Local Education Programs	Elementary-age Child Bicyclist Training

5.8.3.1 Planned Activity: Local Education Programs

Planned activity name Local Education Programs
Planned activity number Bicycle Safety Education
Primary countermeasure strategy Elementary-age Child Bicyclist Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided to educate bicyclists about the dangers associated with not wearing a helmet while riding. Basic overall education, particularly to those under the age of 17, in the form of community wide education programs on the benefits of wearing a bicycle/safety helmet will be provided. Education and information will also be provided to bicyclists riding between the hours of sunset and sunrise when they are not conspicuous to motorists.

Community-wide education and enforcement efforts will be implemented in various communities to increase bicycle helmet usage. A media and public information campaign will coincide with several bicycle safety clinics in which properly sized and fitted bicycle helmets will be addressed. 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.

Enter intended subrecipients.

Municipal and State Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Elementary-age Child Bicyclist Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Public Education	\$60,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

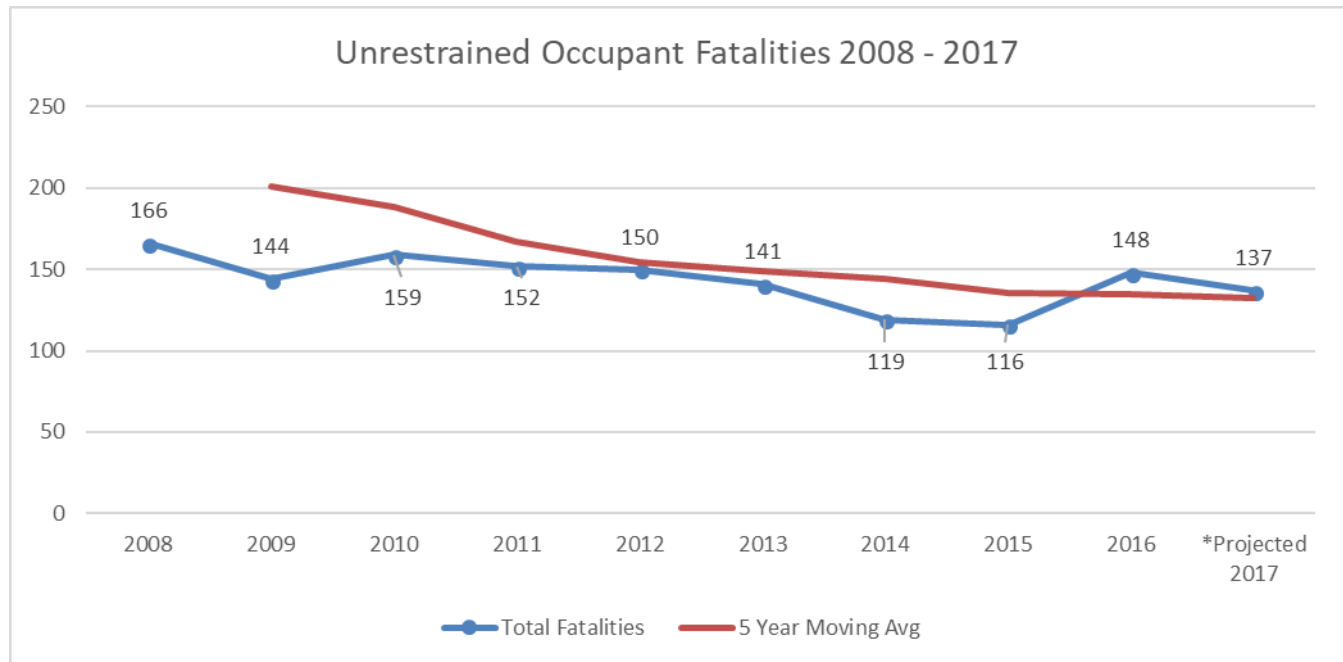
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

General Overview

Proper use of seat belts by occupants within motor vehicles is one of the most effective ways of reducing traffic fatalities in motor vehicle crashes. 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 2016, New Jersey experienced over 3,500 crashes where an occupant was not wearing his or her seat belt, resulting in 148 fatalities.

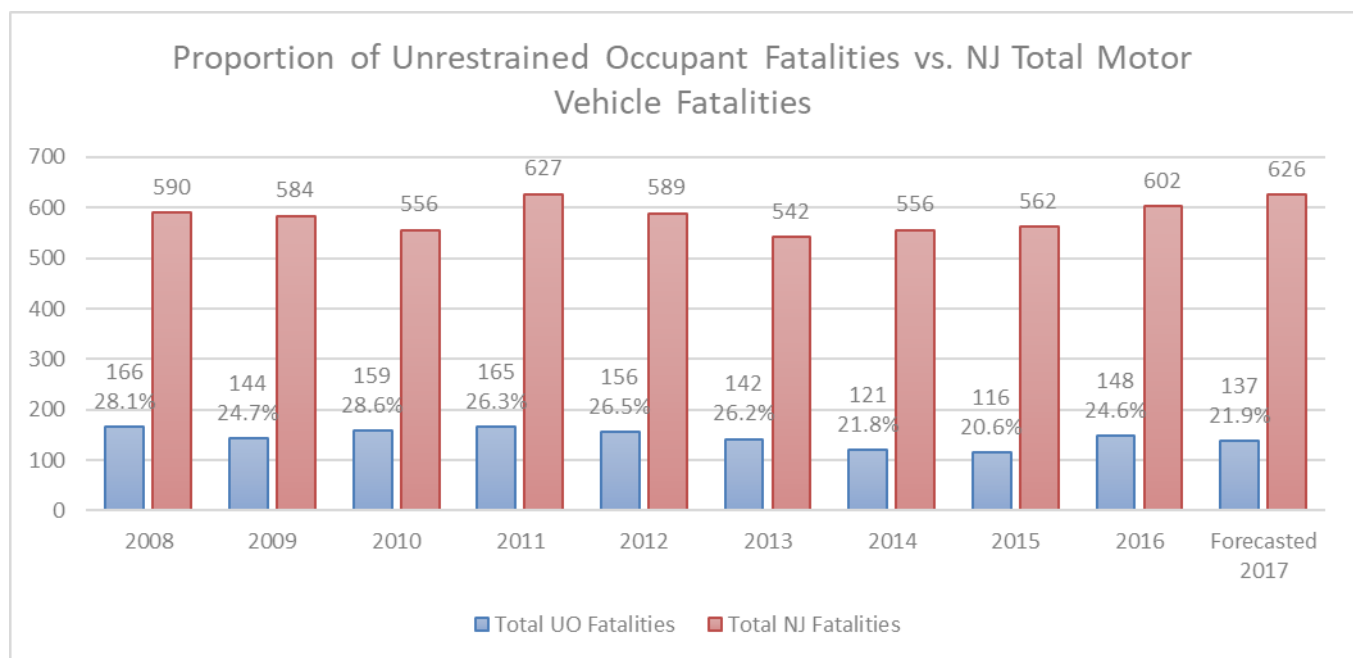
UNRESTRAINED MOTOR VEHICLE OCCUPANT FATALITIES - ALL SEAT POSITIONS,

ANNUAL AND 5-YEAR MOVING AVERAGE



Although final unrestrained occupant fatal counts are not available at this time, data driven projections estimate 137 people died in motor vehicle crashes that were not wearing their seat belt in 2017, which would represent 21.9 percent of all motor vehicle fatalities that occurred on the State’s roadways. This represents a slight decrease from 2016 when 24.6 percent of fatally injured occupants were unbuckled.

PROPORTION OF UNRESTRAINED OCCUPANT FATALITIES VERSUS TOTAL NEW JERSEY FATALITIES



NHTSA estimates that in 2016, the lives of 214 motor vehicle occupants in New Jersey were saved because of seat belt use at the time of the crash, and an additional two children aged 4 and younger were saved by child restraint use. It is

also estimated that if every occupant within a motor vehicle is using belts at the time of the crash, 22 additional lives would have been saved in 2016.

Analysis of Usage in Crashes

The 2017 usage rate of 94.07 percent of front-seat occupants obtained in the annual seatbelt survey is 0.72 percent higher than the usage rate observed in 2016 and higher than the nationwide seat belt usage rate of 90 percent (2016).

FRONT-SEAT SAFETY BELT USAGE RATE, 1998 - 2017						
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
1998	63.0%	-	-	62 – 70%	-	-
1999	63.3%	+ 0.30%	0.8%	67%	-	
2000	74.2%	+10.90%	29.7%	71%	4%	12%
2001	77.6%	+ 3.40%	13.2%	73%	2%	7%
2002	80.5%	+ 2.90%	12.9%	75%	2%	7%
2003	81.2%	+ 0.70%	3.6%	79%	4%	16%
2004	82.0%	+ 0.80%	4.3%	80%	1%	5%
2005	85.5%	+ 3.50%	19.4%	82%	2%	10%
2006	89.97%	+ 4.47%	30.8%	81%	-1%	-6%
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%	-	-	-

Seat belt usage for rear-seat passengers in passenger motor vehicles was also observed in the 2017 survey. In total, 4,828 vehicles with a total of 14,190 drivers and occupants were observed in the survey. Of the occupants, 5,485 or 38.7 percent of the occupant observations made were of rear-seat passengers.

Usage rates for rear-seat passengers by seating position and age reveal that 79 percent of surveyed rear-seat passengers use a safety belt, the same as 2016. Children between the age of 0 and 8 years of age had the highest usage rate of 93 percent, compared to a usage rate of 90 percent in 2016. Passengers between the age of 8 and 18 had the next highest usage rate of 70 percent, higher than the observed rate in 2016 of 60 percent. The lowest usage rate occurred for adults greater than 18 years of age, having a usage rate of 48 percent, slightly higher than the observed rate in 2016 of 45 percent.

SURVEY DATA FOR REAR-SEAT PASSENGER SAFETY BELT USAGE, 2017

Vehicle Type	----- USING SAFETY BELTS -----	----- NOT USING SAFETY BELTS -----	----- % USAGE -----	TOTAL

		Left1	Middle2	Right3	Left	Middle	Right	Left	Middle	Right	
ADULT	PC4	64	11	59	105	12	83	38%	48%	42%	40%
	SUV	43	5	32	17	10	15	72%	33%	68%	66%
	VAN	164	37	113	159	61	116	51%	38%	49%	48%
	TOTAL	271	53	204	281	83	214	49%	39%	49%	48%
YOUNG	PC	95	39	86	42	34	43	69%	53%	67%	65%
	SUV	59	16	31	16	10	18	79%	62%	63%	71%
	VAN	211	119	186	72	65	66	75%	65%	74%	72%
	TOTAL	365	174	303	130	109	127	74%	61%	70%	70%
CHILD	PC	313	64	364	35	23	56	90%	74%	87%	87%
	SUV	171	19	192	8	5	14	96%	79%	93%	93%
	VAN	822	158	859	26	8	34	97%	95%	96%	96%
	TOTAL	1,306	241	1,415	69	36	104	95%	87%	93%	93%
TOTALS	PC	472	114	509	182	69	182	72%	62%	74%	72%
	SUV	273	40	255	41	25	47	87%	62%	84%	83%
	VAN	1,197	314	1,158	257	134	216	82%	70%	84%	81%
	TOTAL	1,942	468	1,922	480	228	445	80%	67%	81%	79%

1Left — position behind the driver, 2Middle — position behind front row occupants, 3Right — position behind front-seat passenger, 4PC — passenger car

Restraint use was also determined for each vehicle type surveyed (passenger cars, pickup trucks, vans and sport utility vehicles). The table shows usage rates for drivers and passengers for each vehicle type. Sport utility vehicles had the highest overall usage rate of 95.7 percent, followed by passenger cars and vans which shared a usage rate of 94.97 percent. Similar to national trends, pickup trucks had the lowest usage rate of 90.51 percent, although this rate is up from 88.41 percent in 2016.

SURVEY DATA FOR DRIVER AND PASSENGER SAFETY BELT USAGE, 2014 - 2017 CAMPAIGNS

	Vehicle Type	---- NOT USING SAFETY BELTS ----								TOTAL
		-- USING SAFETY BELTS --		BELTS --		----- UNKNOWN -----		----- % USAGE -----		
		Driver	Passenger	Driver	Passenger	Driver	Passenger	Driver	Passenger	
POST-CAMPAIGN SURVEY (2017)	PC4	24,789	4,963	1,146	431	325	111	95.58%	92.01%	94.97%
	PUT5	3,682	694	341	118	567	1	91.52%	85.47%	90.51%
	SUV	19,111	4,854	745	333	191	4	96.25%	93.58%	95.70%
	VAN	4,258	1,273	183	110	100	2	95.88%	92.05%	94.97%
	TOTAL	51,840	11,784	2,415	992	1183	118	95.55%	92.24%	94.92%
POST-CAMPAIGN SURVEY (2016)	PC	36,224	6,663	2,118	452	69	5	94.48%	93.65%	94.35%
	PUT	4,400	832	564	122	20	1	88.64%	87.21%	88.41%
	SUV	26,126	5,959	1,118	320	37	6	95.90%	94.90%	95.71%
	VAN	4,643	1,395	214	90	3	0	95.59%	93.94%	95.21%
	TOTAL	71,393	14,849	4,014	984	129	12	94.68%	93.79%	94.52%

POST-CAMPAIGN	PC	38,756	7,614	2,703	550	453	44	93.48%	93.26%	93.44%
SURVEY (2015)	PUT	4,836	941	730	144	123	11	86.88%	86.73%	86.86%
	SUV	25,046	5,824	1,483	388	310	25	94.41%	93.75%	94.29%
	VAN	7,377	1,981	398	117	43	5	94.88%	94.42%	94.78%
	TOTAL	76,015	16,360	5,314	1,199	929	85	93.47%	93.17%	93.41%
	PC	32051	6617	2600	663	479	109	92.50%	90.89%	92.22%
POST-CAMPAIGN SURVEY (2014)	PUT	3586	816	741	196	167	18	82.87%	80.63%	82.45%
	SUV	20040	4929	1378	398	322	62	93.57%	92.53%	93.36%
	VAN	4419	1333	288	126	66	11	93.88%	91.36%	93.29%
	TOTAL	60,096	13,695	5,007	1,383	1,034	200	92.31%	90.83%	92.03%

4PC — passenger car, 5PUT — Pick-up Truck

Analysis of Age/Gender

Seat belt use is a good habit that all drivers and occupants should practice. The forming of this habit is important among younger drivers, as ages 0-30 are the populations with the highest rate of non-use, accounting for almost 50 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. Nearly 61 percent of those unbelted in a motor

UNRESTRAINED CRASH OCCUPANT PERCENTAGE		
BY AGE GROUP AND GENDER, 2012 - 2016		
AGE GROUP	FEMALE	MALE
0-15	6.3%	6.5%
16-20	5.2%	7.0%
21-25	4.9%	8.4%
26-30	3.5%	6.7%

vehicle crash over the past five years were male and 39.4 percent were female.

Analysis of Occurrence

The percentage of unrestrained motor vehicle crashes is consistently higher during the day than the night. In 2016, 80.3 percent of those involved in crashes were unbuckled during the hours of 5:00am and 8:59pm. Night-time occurrences accounted for 19.7 percent of those not wearing a seat belt during a crash in 2016.

GMSS

31-35	3.1%	5.9%
36-40	2.5%	4.7%
41-45	2.7%	4.6%
46-50	2.5%	4.2%
51-55	2.5%	4.1%
56-60	1.8%	3.1%
61-65	1.5%	2.1%
66+	2.9%	3.2%
TOTAL	39.4%	60.6%

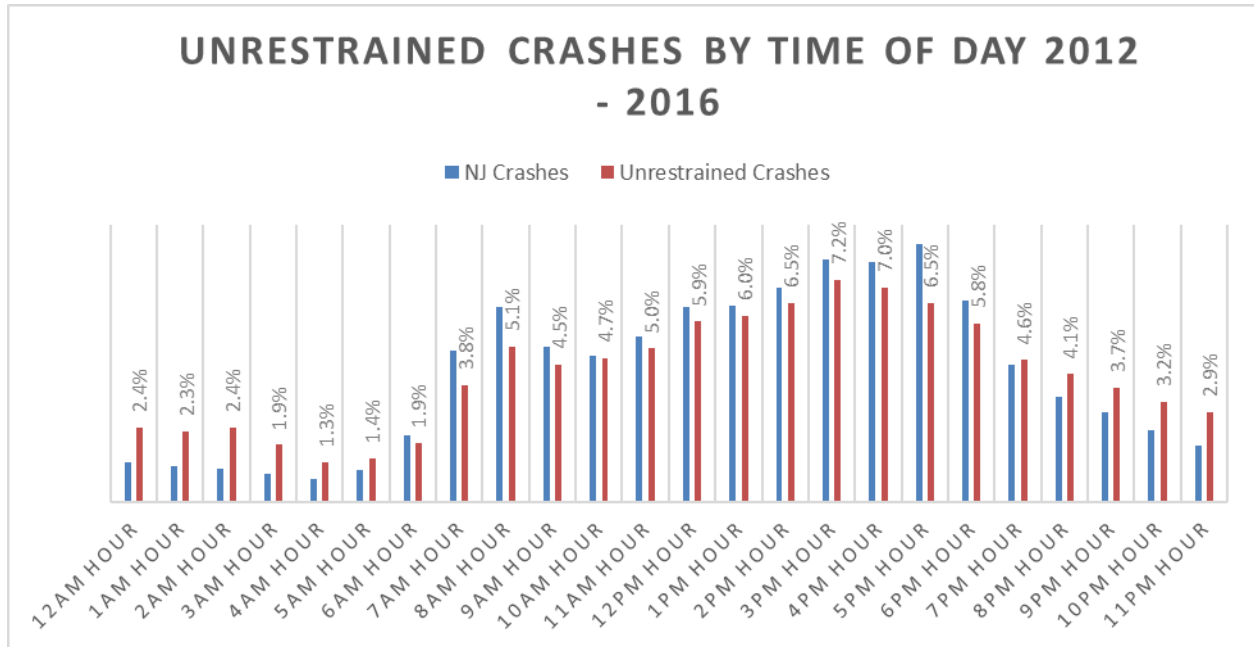
UNRESTRAINED CRASHES BY TIME OF DAY AND YEAR, 2012 - 2016

DAY/NIGHT	----- 2012 -----		----- 2013 -----		----- 2014 -----		----- 2015 -----		----- 2016 -----	
	Unrestrained	%	Unrestrained	%	Unrestrained	%	Unrestrained	%	Unrestrained	%
	Crashes		Crashes		Crashes		Crashes		Crashes	
DAY										
5AM - 8:59PM	3,734	78.7%	3,520	79.5%	3,504	80.6%	2,980	80.4%	2,924	80.3%
NIGHT										
9PM - 4:59AM	1,010	21.3%	909	20.5%	843	19.4%	726	19.6%	718	19.7%

Crashes involving an unrestrained occupant are relatively evenly distributed by weekday. Over the past five years (2012-2016), 15.87 percent of total unrestrained crashes occurred on a Friday, followed by Saturday with 15.27 percent. Over 27 percent of all unrestrained crashes occurred during the months of May, June and July combined.

The following graph shows the comparison of the time of day occurrence of unrestrained crashes and all motor vehicle crashes. It is important to note that unrestrained occupant fatalities become overrepresented between the hours of 7pm and 6am.

UNRESTRAINED CRASH PERCENTAGE VERSUS NJ CRASH PERCENTAGE BY TIME OF DAY, 2012 – 2016



Analysis of Location

Monmouth County had the most unrestrained fatalities in the State with 21 accounting for 70 percent of the county total of occupant fatalities in 2016. Burlington County and Middlesex Counties had 14 and 12 unrestrained fatalities respectively in 2016, which accounted for 45.2 percent and 34.3 percent of each county’s occupant fatalities.

OCCUPANT FATALITIES VERSUS UNRESTRAINED FATALITIES BY COUNTY, 2016

COUNTY	OCCUPANT FATALITIES	UNRESTRAINED FATALITIES	COUNTY TOTAL %	COUNTY	OCCUPANT FATALITIES	UNRESTRAINED FATALITIES	COUNTY TOTAL %
ATLANTIC	19	11	57.9%	MIDDLESEX	35	12	34.3%

BERGEN	14	3	21.4%	MONMOUTH	30	21	70.0%
BURLINGTON	31	14	45.2%	MORRIS	11	5	45.5%
CAMDEN	17	6	35.3%	OCEAN	29	11	37.9%
CAPE MAY	10	4	40.0%	PASSAIC	10	3	30.0%
CUMBERLAND	19	9	47.4%	SALEM	13	4	30.8%
ESSEX	11	9	81.8%	SOMERSET	9	3	33.3%
GLOUCESTER	16	8	50.0%	SUSSEX	8	6	75.0%
HUDSON	8	2	25.0%	UNION	14	7	50.0%
HUNTERDON	8	6	75.0%	WARREN	11	5	45.5%
MERCER	8	2	25.0%				

Data compiled from the 2017 seat belt survey conducted by the New Jersey Institute of Technology revealed an overall usage rate of 94.07 percent. Union County had the highest front seat occupant and driver seatbelt usage rates (98.09%) followed by Camden County with a rate of 96.43 percent. The lowest front seat occupant usage rate occurred in Essex County with a rate of 91.21 percent.

FRONT-SEAT RESTRAINT USE PERCENTAGE BY COUNTY, 2016 & 2017									
	FRONT SEAT OCCUPANT USAGE RATE			----- DRIVER USAGE RATE -----			FRONT SEAT PASSENGER USAGE RATE		
	2016	2017	% Change	2016	2017	% Change	2016	2017	% Change
ATLANTIC	87.14%	94.75%	7.61%	87.62%	95.58%	7.96%	86.03%	90.03%	4.00%
BERGEN	93.55%	95.40%	1.85%	94.11%	96.02%	1.91%	90.71%	91.61%	0.90%

BURLINGTON	92.71%	95.03%	2.32%	93.30%	95.14%	1.84%	89.68%	94.51%	4.83%
CAMDEN	92.75%	96.43%	3.68%	92.84%	96.79%	3.95%	92.43%	94.62%	2.19%
ESSEX	88.30%	91.21%	2.91%	88.44%	91.38%	2.94%	87.72%	90.83%	3.11%
GLOUCESTER	90.98%	94.22%	3.24%	91.39%	94.16%	2.77%	89.03%	94.40%	5.37%
HUDSON	93.44%	95.47%	2.03%	93.01%	95.93%	2.92%	95.74%	93.27%	-2.47%
MERCER	93.29%	91.54%	-1.75%	93.03%	92.10%	-0.93%	95.17%	88.20%	-6.97%
MIDDLESEX	92.36%	92.12%	-0.24%	92.95%	92.94%	-0.01%	89.11%	89.45%	0.34%
MONMOUTH	96.31%	93.50%	-2.81%	96.11%	93.97%	-2.14%	97.29%	91.08%	-6.21%
MORRIS	92.75%	94.23%	1.48%	91.96%	94.61%	2.65%	97.69%	92.24%	-5.45%
OCEAN	91.18%	92.75%	1.57%	91.03%	92.65%	1.62%	91.90%	93.08%	1.18%
PASSAIC	92.90%	95.05%	2.15%	94.06%	94.40%	0.34%	82.04%	96.99%	14.95%
SOMERSET	95.73%	92.43%	-3.30%	95.46%	92.45%	-3.01%	97.29%	92.30%	-4.99%
UNION	91.71%	98.09%	6.38%	92.17%	97.88%	5.71%	84.46%	98.83%	14.37%
STATE	93.35%	94.07%	0.72%	93.22%	94.25%	1.03%	93.95%	93.35%	-0.60%
USAGE RATE									

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	131.1
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	93.7

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Supporting Enforcement
2019	Observational Survey
2019	Highway Safety Office Program Management
2019	Child Restraint System Inspection Station(s)

5.9.1 Countermeasure Strategy: Supporting Enforcement

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Supporting Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 have sustained if they were not wearing the device. Although the State's seat belt usage rate (94.07% in 2017) was above the national average of 90 percent in 2016, more public enlightenment is needed to increase the awareness and compliance of seat belt use.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The number of unrestrained fatalities decreased in 2017 to approximately 22 percent of all motor vehicle fatalities based on preliminary data from 24.6 percent in 2016. At least 50 percent of occupant fatalities in the counties of Atlantic, Essex, Gloucester, Hunterdon, Monmouth, Sussex and Union were to occupants not wearing seat belts at the time of the crash. Observational surveys also reveal that less than 50 percent of adults are wearing seat belts in the rear seat of vehicles.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 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).

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).

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.

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, States that are reported to use sustained 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 most effective device for preventing deaths and injuries in motor vehicle crashes remains the seat belt. The seat belt usage rate in the State stands at 94.07 percent. Convincing the final six percent of motorists and passengers to buckle up will not be an easy task. In an effort to meet this task, sustained seat belt and evidence based enforcement that identifies target locations and hot spots in the State will be conducted.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Enforcement	Seat Belt Enforcement	Supporting Enforcement

5.9.1.1 Planned Activity: Seat Belt Enforcement

Planned activity name	Seat Belt Enforcement
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Planned activity number Enforcement
Primary countermeasure strategy Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The *Click It or Ticket* campaign will be conducted from May 20 – June 2, 2019 to increase seat belt use and educate the public about the impact belt use has on reducing injuries and fatalities in motor vehicle crashes. Funds will be provided to state and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. Approximately 130 state, county and municipal police departments will receive funds to participate in the enforcement efforts. All education-related occupant protection initiatives conducted at the local level will utilize DHTS' *Buckle Up — Everyone, Every Ride* materials. Emphasis will be placed on enforcing the recently enacted secondary seat belt law requiring all adult passengers in the back seat to buckle up.

Approximately a third of the funds (\$300,000) will be provided to the Division of State Police. These funds are used for participation in the *Click It or Ticket* program and are also used to provide for a statewide sustained occupant protection enforcement effort throughout the year. The remaining funds (\$600,000), are issued to municipal and county law enforcement agencies to participate in the annual *Click It or Ticket* mobilization.

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.

A list of locations throughout the State that have a high percentage of unrestrained motor vehicle crashes will be identified and used for selecting 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. Based on this information, municipal police agencies are invited to participate in the annual mobilization.

In an effort to employ strategies of “sustained seat belt enforcement” throughout the year, the Division of State Police will schedule personnel on an overtime basis to patrol service areas and toll plazas along the length of the toll roads. 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 as well as supplementing the seat belt checks that will be conducted at service areas.

Awareness and the importance of wearing a seat belt will be further enhanced by the distribution of education materials, earned media efforts, paid media conducted by NHTSA, *Click It or Ticket* banners and displays on dynamic message signs on major highways. Visibility is further heightened when law

enforcement agencies join forces with police departments from states participating in the border-to-border initiative.

Enter intended subrecipients.

State and Municipal Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High HVE (FAST)	\$1,000,000.00	\$6,500,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.9.2 Countermeasure Strategy: Observational Survey

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Observational Survey

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B)

[Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The State's front-seat belt usage rate in 2017 was observed at 94.07 percent compared to 93.35 percent in 2016. Overall, 79 percent of surveyed rear seat passengers used a safety belt in 2017, same as 2016. Children between the ages of 0 and 8 years old, had the highest usage rate of 93 percent, compared to a usage rate of 90 percent in 2016. Passengers between the age of 8 and 18 had the next highest usage rate of 70 percent, compared to a usage rate of 60 percent in 2016. The lowest usage rate occurred for adults, greater than 18 years of age, with a usage rate of 48 percent, compared to a usage rate of 45 percent in 2016.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Under the Occupant Protection Grant program (Section 405), 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).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Observational Survey	Seat Belt Observational Survey	Observational Survey

5.9.2.1 Planned Activity: Seat Belt Observational Survey

Planned activity name	Seat Belt Observational Survey
Planned activity number	Observational Survey
Primary countermeasure strategy	Observational Survey

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided to perform the statewide seat belt usage rate observation survey to determine the annual front seat occupant seat belt usage rate for the State as well as belt use by adults and children in the back seat. The survey will be conducted by researchers from the New Jersey Institute of Technology during the spring and summer of calendar year 2019. Section 402 funds will be used to pay salaries and wages to conduct the survey and prepare the report.

Enter intended subrecipients.

NJ Institute of Technology

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Observational Survey

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$175,000.00		\$175,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.3 Countermeasure Strategy: Highway Safety Office Program Management

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The program managers will work with and coordinate the development, implementation and monitoring of all tasks and activities called for under the occupant protection section of the plan.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program managers will continue to support the existing community traffic safety programs in the State and work with local, state, and community organizations to develop occupant safety awareness campaigns. The staff will continue to work with and support the child passenger safety technicians and law enforcement agencies in promoting both adult and child passenger safety in the State.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

NA

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Program Management	Occupant Protection Program Management	Highway Safety Office Program Management

5.9.3.1 Planned Activity: Occupant Protection Program Management

Planned activity name	Occupant Protection Program Management
Planned activity number	Program Management
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 \$145,000 of the budgeted amount and another \$5,000 is budgeted for travel and other miscellaneous expenditures.

Enter intended subrecipients.

In-house DHTS grant.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$150,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.9.4 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Children from 0-15 years of age account for approximately 13 percent of unrestrained occupants involved in a crash. The correct use of child safety restraints can have a positive effect on reducing injuries and fatalities in children. The challenge is to ensure that these restraints, whether a car seat or booster seat, are installed in a proper manner.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Car crashes are the leading cause of death for children from 1-15 years of age. The estimated rate of car seat misuse observed at fitting stations in the State is 80 percent. Occupants required to be secured in car or booster seats have a non-compliance rate of approximately 7 percent based on observational surveys.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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 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).

An evaluation of the child restraint fitting station network in New South Wales, Australia found that children whose parents attended a fitting station were significantly more likely to be properly restrained than children whose parents

had not visited a fitting station. While specific to Australia, these results suggest similar benefits are possible in the United States (Brown, Finch, Hatfield, & Bilston, 2011).

NJ currently has 37 certified CPS instructors and 1,057 certified CPS technicians. All must re-certify every two years at which time they need to demonstrate up to date knowledge of CPS best practices and hands-on skills. In order to reach as many residents as possible regarding the importance of properly using child safety restraints, working relationships with a variety of organizations have been established. These organizations range from law enforcement agencies, civic groups, pre-schools/day care centers, fire stations, hospitals and schools. Education to parents and caregivers in the selection of the proper car and booster seats along with instruction on how to properly install the seats will be provided in an effort to reduce the number of incorrectly installed child safety seats in the State.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Child Passenger Safety	Child Passenger Safety Education	Child Restraint System Inspection Station(s)

5.9.4.1 Planned Activity: Child Passenger Safety Education

Planned activity name	Child Passenger Safety Education
Planned activity number	Child Passenger Safety
Primary countermeasure strategy	Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Child Passenger Safety (CPS) program, funded through the Division of Highway Traffic Safety (DHTS), will continue its efforts at reducing 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 2018, 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 27,000 parents and children and reached another several hundred children with the booster seat education program. Grants will continue to be awarded in 2019 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 (parent and student) and quality of technician base. Parent (or caregiver) education programs are typically conducted at a community event, 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.

Building the quality of the technician base includes offering more continuing education units (CEU) for re-certification as well as LATCH manual updates (Lower Anchors and Tethers for Children) and opportunities for Instructors to evaluate the skills of the technicians.

Public Information

The 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. The 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. 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. Program support and print materials generated from the DHTS utilize the NHTSA Safercar.gov graphics to provide for a uniform look to program materials, whether they are obtained from the State office or from the NHTSA website, www.nhtsa.gov.

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 can be found in each county in New Jersey. 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 list of regularly scheduled Child Safety Seat Inspection and Education activities listed by region and county. In addition to County based programs, there are three regional Child Passenger Safety Stations which are operated by the New Jersey State Police in conjunction with local public safety and injury prevention programs. 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. 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 are listed below:

Atlantic County

Atlantic County Sheriff's Office operates two fixed sites each month.

Egg Harbor Township – Second Saturday of each month

Hammonton – Third Saturday of each month

Atlantic City Healthy Mothers/Healthy Babies Coalition – checks scheduled by appointment in Atlantic City

Bergen County

Programs provided by the Bergen County Sheriff's Department on a monthly basis. There is also a Division of State Police station in Hackensack, the County seat for Bergen.

Burlington County

Burlington County Sheriff's Office in Mount Holly. Wednesdays from 10:00 am to 2:00 pm, every week of the year. The Burlington County Sheriff's Office also conducts off site projects at community locations by advance schedule and notice. Southern New Jersey Safe Kids is also an available resource in Burlington County.

Camden County

Cooper Health System in Camden – Available at one monthly fixed site, by appointment, in conjunction with the Camden County Office of Highway Safety. The Division of State Police also provides checks at the Cherry Hill Fire Department. Cooper Health, in conjunction with Southern New Jersey Safe Kids, operates a community education program related to children's health and

safety in Camden and Gloucester Counties. Weisman Children's Hospital has two locations where they offer CPS services once per month.

Cape May County

Cape May County Sheriff's Office operates a bi-monthly inspection and education event at Cape May Court House – First and third Monday of each month

Cumberland County

Cumberland County Sheriff's Office - Community events scheduled by request.

Essex County

Program conducted by Northern New Jersey Safe Communities.

Essex-Morris Child Safety Seat Station in Livingston – Every Wednesday, program runs year round.

Gloucester County

Gloucester County Sheriff's Office – regularly scheduled CPS events once per month at the Gloucester County Store. Deptford car seat check – First Saturday of each month. Southern New Jersey Safe Kids is also an available resource in Gloucester County.

Hudson County

Jersey City Medical Center and Hudson County SafeKids in partnership with the Jersey City Police Department, Jersey City – Every Thursday of each month during spring through fall. Reduced winter hours.

Hunterdon County

Hunterdon County Prosecutor's Office – Traffic Safety Unit – Every Tuesday each month spring through fall, with reduced winter hours.

Mercer County

Mercer County Sheriff's Office, CPS programs by appointment. Colonial Fire Company in Hamilton - last Tuesday of each month. Hamilton Twp. Police are also available on a limited basis to conduct checks.

Princeton Healthcare System offers seat inspections on an appointment basis.

Middlesex County

Rutgers University Police/Middlesex County CPS Program.

Rutgers University Campus, Piscataway – Every Thursday of each week, year round.

Middlesex County SafeKids, Robert Wood Johnson University Hospital – Community CPS education and outreach program, by appointment. Both operate year round.

Monmouth County

The New Jersey State Police Regional site in Neptune provides year round programming and checks in Monmouth County.

Monmouth County Sheriff's Department, third Wednesday of each month.

Morris County

Programs are organized by Northern New Jersey Safe Communities -

Morris-Essex Child Safety Seat Station, Livingston – Every Wednesday of the month, year round.

Chester First Aid Squad, Chester – First Tuesday and third Thursday of the month, year round.

Ocean County

Ocean County partnership includes Ocean County Sheriff's Office, Toms River Township Police and Manchester Township Police Departments, which operates three open events each month, year round.

Programs operate from Ridgeway Fire Department, Manchester – First Wednesday of each month, and Silverton Fire Company, Toms River – Second and fourth Wednesday of each month.

Passaic County

New Jersey State Police/Totowa Station, Totowa – Every Thursday. Program operates year round.

Salem County

United Way and Salem County Sheriff's Department, has trained staff and operates on no fixed schedule, but can provide community directed services at varying locations.

Somerset County

Five municipal Police departments, Bridgewater Twp., Franklin Twp., Hillsborough Twp., Manville Borough, and Montgomery Twp., and the Somerset County community traffic safety program and Somerset County Sheriff's Office cooperatively work to provide services at various locations within the county on a published schedule.

Sussex County

Northern New Jersey Safe Communities - provides CPS services through its nearby affiliates. New Jersey State Police operate a year round Regional site in Newton.

Union County

Union County Police Department offers regular fitting station 7:30 – 11:00am in Garwood on Wednesdays and Thursdays. No appointment necessary.

Warren County

Northern New Jersey Safe Communities – Available by appointment at Warren Hospital.

New Jersey State Police operate a year round regional site in nearby Newton.

A list of the active CPS Inspection Stations (fitting stations) is listed as follows:

New Jersey Active Network of CPS Inspection Stations (called fitting stations). Each location is staffed with certified technicians.

Location	Number of scheduled events in 2019
*Atlantic City Healthy Mothers/Healthy Babies	5
*Atlantic County Child Seat Check – Egg Harbor Twp.	10
Atlantic County Child Seat Check – Hammonton	6
*Community Training Associates	5
Bergen County Sheriff – Paramus	10

New Jersey State Police – Hackensack	12
*Burlington County Sheriff’s Dept. – Mt. Holly	45
Burlington County Sheriff’s Dept – mobile details	12
Lakeside Collision – Mt. Laurel	6
Weisman Children’s Hospital - Marlton	10
Cherry Hill Fire Department	13
*Cooper Hospital – Camden	11
*Weisman Children’s Hospital – Pennsauken	10
*Cape May County Sheriff - Burke Motors	16
Cape May County Sheriff – CMCH	28
*Cumberland County Sheriff	3
Essex-Morris Child Safety Seat Station	10
Gloucester County Sheriff’s Dept. – Deptford	20
*Mantua Fire Department	10
*Jersey City Medical Center	18
*Hunterdon County Child Safety Seat Check	22
*Mercer County Sheriff – Hamilton	9
Princeton healthcare System	5
Rutgers University	28
*Middlesex County Safe Kids	15
*New Jersey State Police – Neptune	10
Morris-Essex Child Safety – Livingston	9
Morris-Essex Child Safety – Florham Park	16
Morris-Essex Child Safety – Chester	19
Shade Tree Garage – Morristown	27
*Community Training Associates	8

Ocean County Sheriff and Manchester PD	10
*Silverton Firehouse – Toms River	20
*Ocean County Sheriff – Toms River	3
NJ State Police – Totowa	69
Somerset County Child Safety Seat Station	17
Newton First Aid Squad	9
Union County Child Safety Seat Station	27

*serving urban areas and primarily low-income and minority populations

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 1,057 individuals trained as certified technicians in the State working in public safety, health and injury prevention programs that remain certified. Thirty-seven of the technicians are certified as CPS instructors. In 2019, ten CPS training courses are expected to be held.

The CPS Certification Training Classes will be conducted at various locations in the counties and municipalities listed below.

Location	# of Candidates
Gloucester County	20
Mercer County	20
NJ State Police	25
Camden	20

Hackettstown (Warren Co.)	20
New Brunswick	25
Ocean County	35
Somerset County	25
Burlington County	35
Division of Children and Families	20

Child Passenger Safety Coalition

The DHTS will assemble representatives from SafeKids, NJ State Police, county fitting stations, AAA hospital based programs and the Department of Children and Families to create a NJ CPS Coalition. This group will develop an action plan for CPS training and oversight.

The DHTS occupant protection message *Buckle Up — Everyone, Every Ride* will continue to be publicized at permanent fitting stations around the state to ensure that children as well as their older siblings and parents are properly restrained.

Funds for personal services will be used to conduct child safety seat checks at county and municipal jurisdictions. 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 dispel incorrect 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.

The 32-hour Standardized Child Passenger Safety (CPS) Training course will be offered at sites across the state with an emphasis on training technicians who will assist under-served populations. In addition, at least three recertification classes will be conducted during the year to ensure that the state has an adequate cadre of technicians to serve the public.

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 added benefit of this program is that the local offices of the DCF/DYFS guardianship are safely secured. An added 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.

Funds will be used to conduct child passenger safety programs that will pay to conduct child safety seat checks and educational presentations at schools, day care centers and social meetings. In addition, funds will be used to purchase a limited number of car seats and pay for overtime enforcement.

Enter intended subrecipients.

State and municipal law enforcement agencies, State agencies and Non-Profit organizations.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b OP High (FAST)	\$600,000.00		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

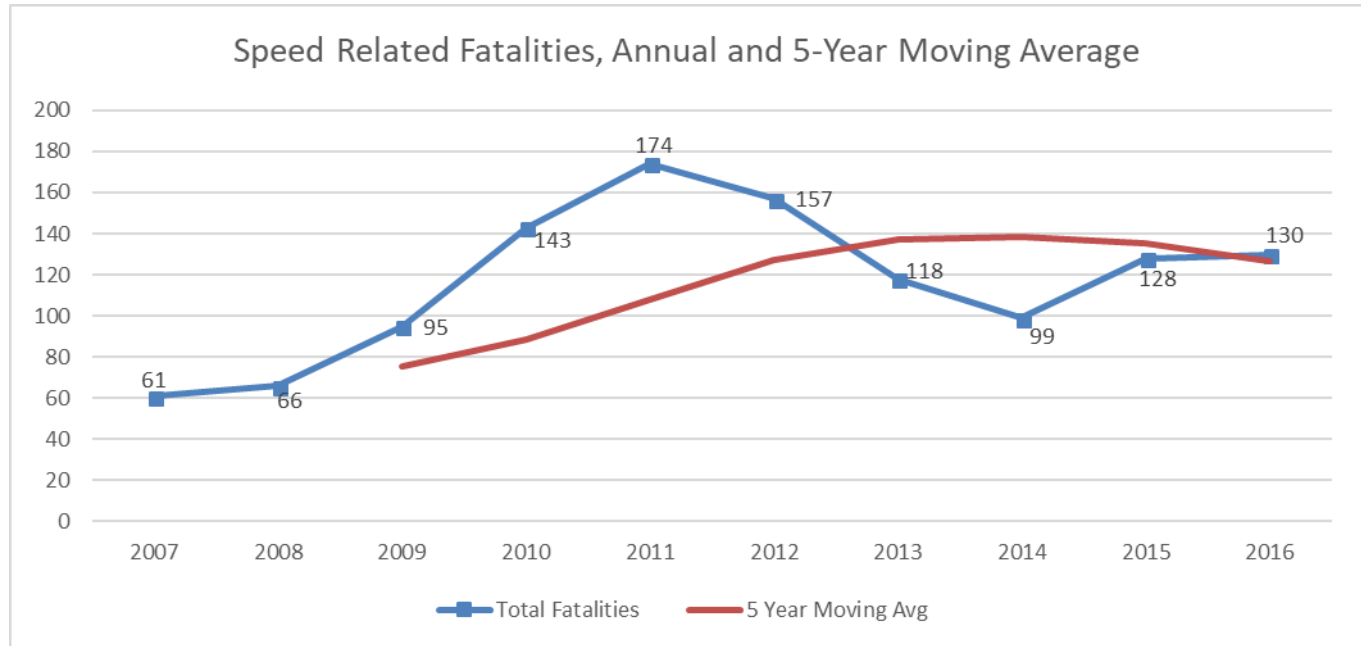
General Overview

Traffic law enforcement plays a critical role in deterring impaired driving, increasing seat belt usage, encouraging compliance with speed laws and reducing unsafe driving actions. Law enforcement agencies have been compelled to be selective in traffic enforcement efforts by providing maximum enforcement effort at selected times and in selected areas.

Traffic crashes occur for a variety of reasons. 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.

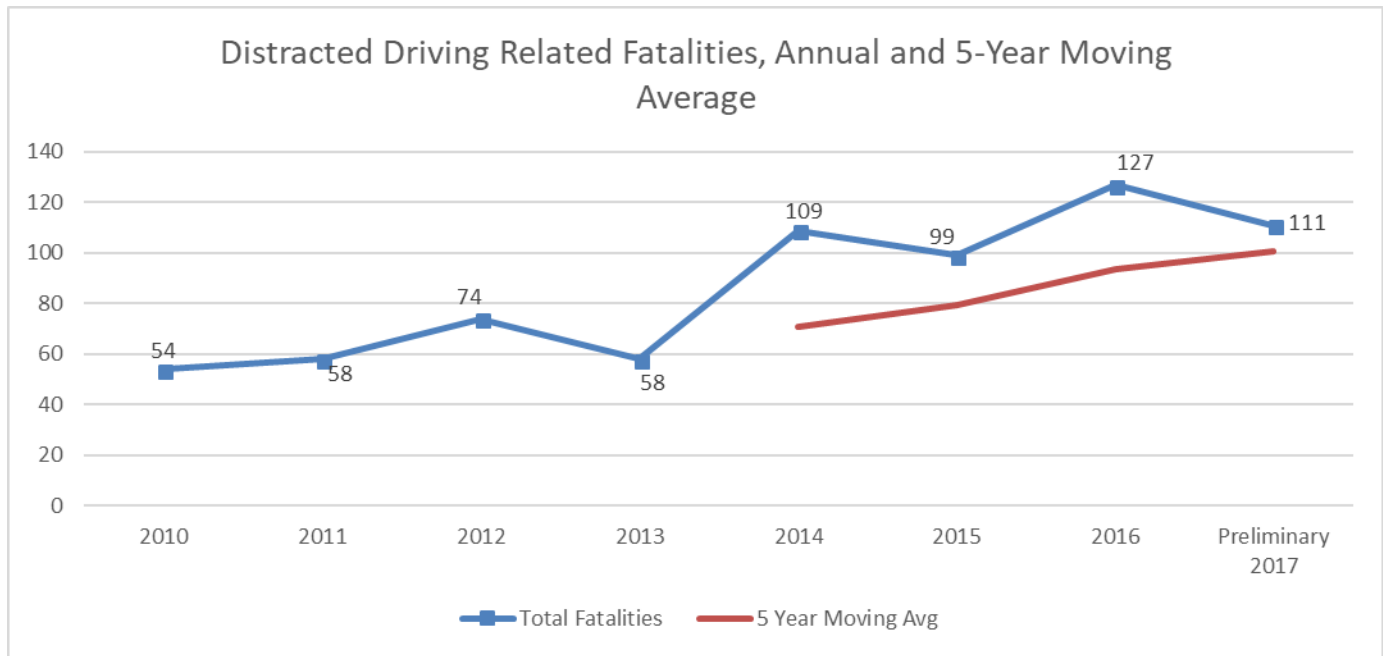
Speed is a major factor in fatal crashes regardless of road type or functional class. New Jersey experienced a significant increase in speed related fatalities from 2008-2011 followed by a decline from 2012-2014. However, the past two years New Jersey has seen increases in speed-related fatalities.

SPEED RELATED FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



Although speed is a primary contributing factor in fatal and incapacitating crashes every year, there are several other major contributing factors. Driver inattention has remained the most frequently cited cause of fatal and incapacitating crashes, over nine times higher than the total crashes cited for unsafe speed over the past five years (2012-2016). Unsafe speed was the contributing circumstance in 5.7 percent of all crashes in 2016, down from 6.5 percent in 2015. Driver inattention was a contributing circumstance in 53 percent of crashes in 2016, up from 52 percent in 2015.

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. Below is a representation of distracted driving and unsafe speed crashes and how they combine with other performance areas.

From 2012-2016, 3.9% of distracted driving crashes and 8.5% of unsafe speed crashes involved drugs or alcohol impairment. About 14% of distracted driving and 18.7% of unsafe speed involved crashes also involved young drivers. Almost 18% of distracted driving and 7.7% of unsafe speed crashes involved older drivers, and 5.1% involved a younger driver and 35% involved a distracted driver. About 3.4% of distracted driving crashes also involved speed, but 29% of unsafe speed crashes involved distracted driving.

DISTRACTED DRIVING CRASHES BY PERFORMANCE AREA, 2012 – 2016

Distracted Driving Crashes	2012	2013	2014	2015	2016	Total	5-Year Average	% of 5-Year Total
Total Distracted Driving Involved Crashes	149,192	151,779	151,034	142,107	147,572	741,684	148,337	100.0%
Distracted Driving and Alcohol Involvement	5,409	5,208	5,004	4,741	4,732	25,094	5018.8	3.4%

Distracted Driving and Drug Involvement	746	677	674	744	761	3,602	720.4	0.5%
Distracted Driving and Pedestrians	2,486	2,523	2,378	2,018	2,107	11,512	2302.4	1.6%
Distracted Driving and Unsafe Speed	5,036	5,278	4,904	4,892	5,145	25,255	5051	3.4%
Distracted Driving and Young Drivers	21,963	21,126	20,405	20,313	20,818	104,625	20925	14.1%
Distracted Driving and Older Drivers	25,620	27,031	27,323	24,811	26,141	130,926	26185.2	17.7%
Distracted Driving and Motorcycles	1,087	1,016	940	985	945	4,973	994.6	0.7%

UNSAFE SPEED CRASHES BY PERFORMANCE AREA, 2012 – 2016

Unsafe Speed Crashes	2012	2013	2014	2015	2016	Total	5-Year Average	% of 5-Year Total
Total Unsafe Speed Crashes	17,470	18,140	17,549	17,610	15,884	86,653	17,331	100.0%
Unsafe Speed and Alcohol Involvement	1,499	1,443	1,330	1,263	1,117	6,652	1330.4	7.7%
Unsafe Speed and Drug Involvement	162	139	97	144	132	674	134.8	0.8%
Unsafe Speed and Distracted Driving	5,036	5,278	4,904	4,892	5,145	25,255	5051	29.1%

Unsafe Speed and Pedestrians	170	153	149	141	122	735	147	0.8%
Unsafe Speed and Young Drivers	3,597	3,547	3,034	3,137	2,911	16,226	3245.2	18.7%
Unsafe Speed and Older Drivers	1,275	1,374	1,410	1,322	1,314	6,695	1339	7.7%
Unsafe Speed and Motorcycles	352	325	281	320	330	1,608	321.6	1.9%

Analysis of Age/Gender

The most prominent age group that operated a vehicle at unsafe speed is 16-25 years of age, with male drivers comprising 61.7 percent of the total drivers of vehicles cited with unsafe speed as a contributing circumstance over the past five years. Nearly 50 percent of all drivers cited for unsafe speed during a crash were between the ages of 16-30.

SPEED RELATED CRASHES BY AGE GROUP AND GENDER, 2012 - 2016

AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
0-15	65	11	0	76
16-20	9,841	4,739	31	14,611
21-25	11,500	5,895	66	17,461
26-30	7,468	3,651	41	11,160
31-35	5,311	2,432	32	7,775
36-40	4,028	1,902	13	5,943

41-45	3,485	1,724	14	5,223
46-50	3,133	1,639	14	4,786
51-55	2,795	1,380	16	4,191
56-60	2,088	1,064	12	3,164
61-65	1,366	679	10	2,055
66+	1,998	1,144	6	3,148
UNKNOWN	844	255	6,759	7,858
TOTAL	53,922	26,515	7,014	87,451

The age group most likely to be cited with distracted driving as a contributing circumstance to their involvement in a crash was 21-25 years of age, with male drivers comprising 54 percent of all distracted drivers over the past five years. Nearly 34 percent of all drivers cited for distracted driving during the time of a crash were between the ages of 16-30.

DISTRACTED DRIVERS BY AGE GROUP AND GENDER, 2012 - 2016

AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
0-15	143	51	2	196
16-20	44,556	36,479	308	81,343
21-25	58,302	42,761	475	101,538
26-30	45,381	31,378	385	77,144
31-35	37,150	25,325	364	62,839

36-40	32,643	22,534	286	55,463
41-45	32,714	22,202	244	55,160
46-50	33,649	22,069	254	55,972
51-55	33,105	20,157	245	53,507
56-60	27,708	17,198	175	45,081
61-65	20,734	13,471	151	34,356
66+	43,790	34,534	310	78,634
UNKNOWN	5,897	3,134	57,186	66,217
TOTAL	415,772	291,293	60,385	767,450

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. The five-year cumulative total of fatal crashes and total crashes for unsafe speed and distracted driving occurrences is provided below.

UNSAFE SPEED AND DISTRACTED DRIVING CRASHES BY DAY OF WEEK AND MONTH OF YEAR, 2012 - 2016								
DAY / MONTH	----- UNSAFE SPEED -----				----- DISTRACTED DRIVING -----			
	Fatal Crashes	% of Total	Crashes	% of Total	Fatal Crashes	% of Total	Crashes	% of Total

SUNDAY	111	19.7% 12,735	14.7% 104	14.6% 75,714	10.2%
MONDAY	52	9.2% 11,709	13.5% 84	11.8% 108,761	14.7%
TUESDAY	56	9.9% 12,482	14.4% 88	12.4% 112,597	15.2%
WEDNESDAY	68	12.1% 11,113	12.8% 95	13.4% 111,782	15.1%
THURSDAY	66	11.7% 11,411	13.2% 105	14.8% 111,781	15.1%
FRIDAY	85	15.1% 13,191	15.2% 114	16.0% 124,050	16.7%
SATURDAY	125	22.2% 14,012	16.2% 121	17.0% 96,999	13.1%
JANUARY	35	6.2% 10,090	11.6% 39	5.5% 55,800	7.5%
FEBRUARY	24	4.3% 8,974	10.4% 46	6.5% 53,465	7.2%
MARCH	49	8.7% 7,664	8.8% 67	9.4% 57,891	7.8%
APRIL	41	7.3% 5,461	6.3% 36	5.1% 58,938	7.9%
MAY	59	10.5% 6,767	7.8% 62	8.7% 66,721	9.0%
JUNE	56	9.9% 6,441	7.4% 71	10.0% 67,109	9.0%
JULY	53	9.4% 6,328	7.3% 67	9.4% 65,208	8.8%
AUGUST	57	10.1% 5,877	6.8% 83	11.7% 62,635	8.4%
SEPTEMBER	62	11.0% 6,074	7.0% 63	8.9% 61,691	8.3%
OCTOBER	41	7.3% 6,696	7.7% 56	7.9% 64,951	8.8%
NOVEMBER	42	7.5% 6,885	7.9% 58	8.2% 62,561	8.4%

DECEMBER 44

7.8% 9,396

10.8% 63

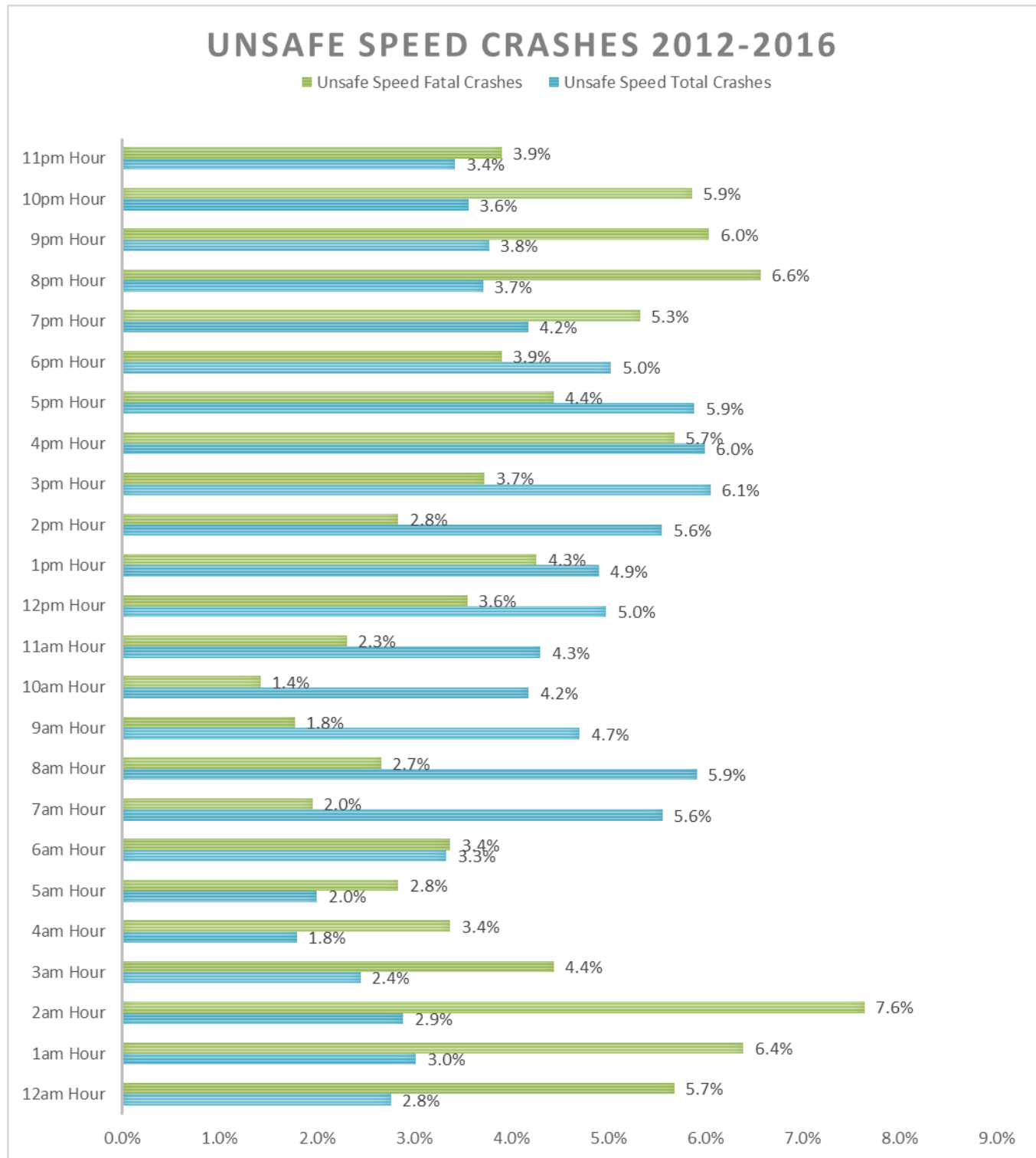
8.9% 64,714

8.7%

Over the last 5 years, most of the fatal crashes where unsafe speed was a contributing circumstance occurred on the weekend. Saturday accounted for 22.2 percent and Sunday 19.7 percent of all fatal unsafe speed related crashes. Similar, trends are seen in distracted driving crashes: Fridays and Saturdays represent the highest occurrences of fatal crashes due to distracted driving (16.0% and 17.0%).

Fatal crashes caused by unsafe speed are overrepresented from 7pm-5am. During these hours the percentage of fatal crashes outnumbers the percentage of all crashes caused by unsafe speed.

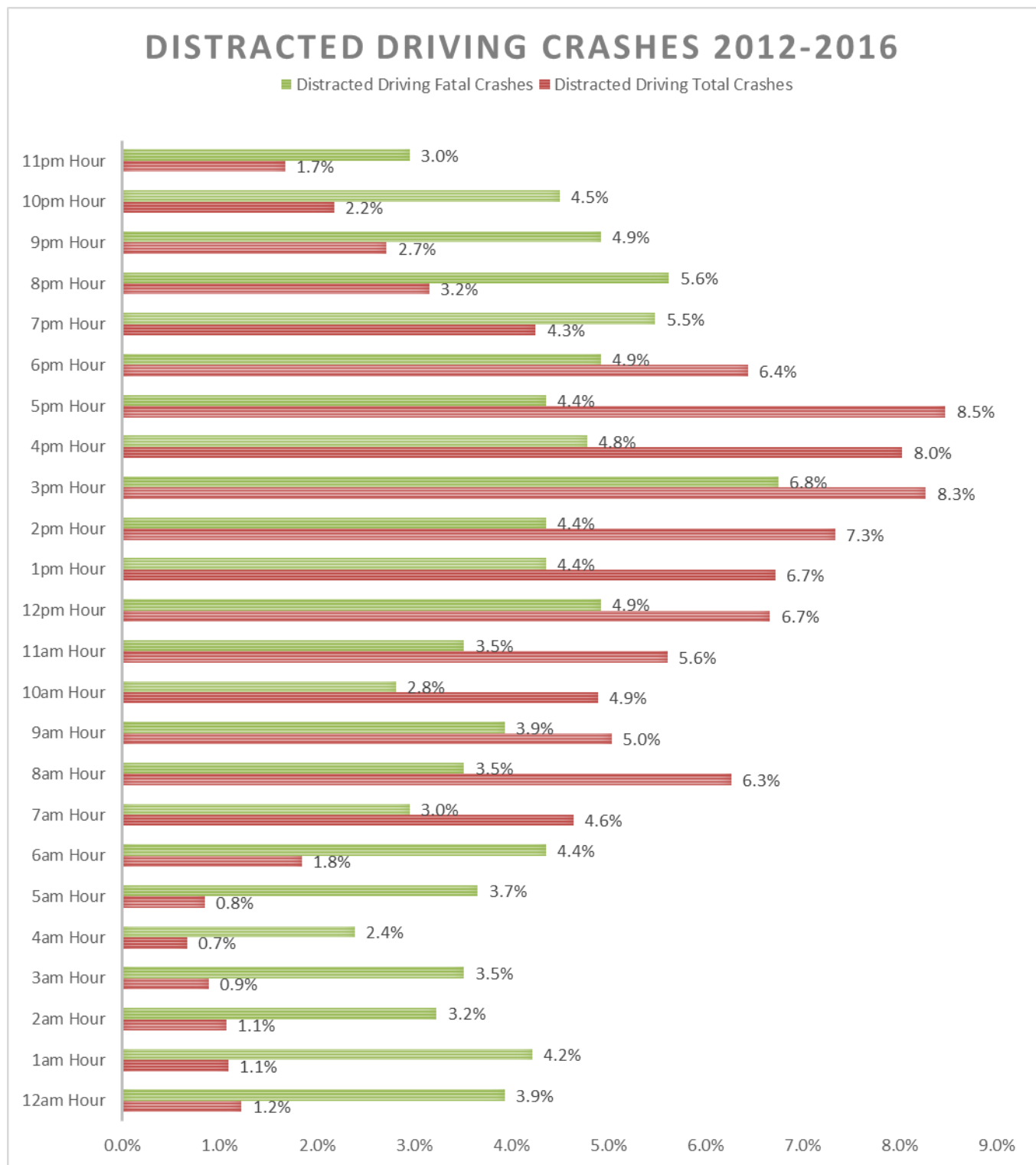
UNSAFE SPEED CRASH % VERSUS FATAL UNSAFE SPEED CRASH % BY TIME OF DAY, 2012 - 2016



Fatal crashes caused by distracted driving are overrepresented from 7pm to 6am. Almost half of all fatal crashes due to distracted driving occur during those hours (48.8%).

DISTRACTED DRIVING CRASH PERCENTAGE VERSUS

FATAL DISTRACTED DRIVING CRASH PERCENTAGE BY TIME OF DAY, 2012 - 2016



Analysis of Location

Driver distractions or inattentive driving habits are perpetuated by the advancements in technology and hand-held devices. Studies have shown that using a cell phone while driving increases the chance of an individual being involved in a crash. Other distractions such as eating, drinking, attending to children, personal grooming, reading, and use of other electronic devices can also be distracting and contribute to crashes.

Bergen County experienced the highest number of distracted driving crashes by county, with 82,993. This represents 11.2% of statewide distracted driving crashes. Middlesex County (79,719, 10.8%) and Essex County (64,761, 8.7) had the next highest frequency of distracted driving crashes by county over the past five years. As a percentage of all crashes in a given county, distracted driving made up the highest percentage of crashes in Passaic County, where 63.1% of all crashes had distracted driving involved.

DRIVER INATTENTION RELATED CRASHES BY COUNTY, 2012 - 2016

	COUNTY	2012	2013	2014	2015	2016	TOTAL
	ATLANTIC	5,677	5,145	4,980	4,614	4,632	25,048
	BURLINGTON	6,284	6,616	7,137	6,635	6,842	33,514
	CAMDEN	6,347	7,163	7,353	6,478	6,823	34,164
REGION I	CAPE MAY	1,704	1,944	1,733	1,575	1,572	8,528
	CUMBERLAND	2,036	2,296	2,265	2,077	2,025	10,699
	GLOUCESTER	3,330	3,268	3,214	3,463	3,999	17,274
	SALEM	693	611	651	682	698	3,335
REGION II	HUNTERDON	1,623	1,546	1,817	1,731	1,767	8,484
	MERCER	6,906	7,341	6,184	5,975	6,317	32,723
	MIDDLESEX	16,772	16,022	16,447	14,901	15,577	79,719
	MONMOUTH	11,278	11,527	10,711	9,780	10,623	53,919

	OCEAN	9,007	9,336	8,371	7,413	7,988	42,115
	SOMERSET	5,128	5,122	4,824	4,693	4,699	24,466
	UNION	9,907	10,008	10,564	10,215	10,512	51,206
	BERGEN	16,099	16,611	17,930	16,366	15,987	82,993
	ESSEX	12,004	12,648	13,870	13,028	13,211	64,761
	HUDSON	10,916	10,791	10,483	10,484	11,881	54,555
REGION III	MORRIS	8,206	8,473	8,065	7,587	7,603	39,934
	PASSAIC	11,803	11,758	11,195	11,089	11,619	57,464
	SUSSEX	1,804	1,836	1,584	1,629	1,582	8,435
	WARREN	1,668	1,717	1,656	1,692	1,615	8,348
	TOTAL	149,192	151,779	151,034	142,107	147,572	741,684

Over the past five years, Essex County (9,360 or 10.8% of statewide crashes) experienced the highest number of speed related crashes, followed by Middlesex County (8,206 or 9.5% of statewide crashes) and Monmouth County (6,988 or 8.1% of statewide crashes). Salem County had the highest percentage of county-wide crashes due to speed, with 839 crashes, or 10.2 percent due to speed, followed by Gloucester County, with 9.6% of countywide crashes having unsafe speed as a contributing circumstance.

SPEED RELATED CRASHES BY COUNTY, 2012 - 2016

	COUNTY	2012	2013	2014	2015	2016	TOTAL
REGION I	ATLANTIC	644	717	663	921	732	3,677

	BURLINGTON	1,024	1,104	1,189	1,302	1,048	5,667
	CAMDEN	1,555	1,485	1,294	1,206	1,034	6,574
	CAPE MAY	143	154	170	166	147	780
	CUMBERLAND	320	383	400	479	309	1,891
	GLOUCESTER	663	709	687	665	628	3,352
	SALEM	99	143	178	240	179	839
	HUNTERDON	264	258	233	280	225	1,260
	MERCER	798	1,031	990	1,104	1,097	5,020
	MIDDLESEX	1,578	1,699	1,734	1,715	1,480	8,206
REGION II	MONMOUTH	1,404	1,476	1,406	1,435	1,267	6,988
	OCEAN	886	1,046	1,180	951	829	4,892
	SOMERSET	601	643	603	623	483	2,953
	UNION	824	848	906	892	883	4,353
REGION III	BERGEN	1,353	1,264	1,069	895	1,094	5,675
	ESSEX	1,936	1,890	1,893	1,822	1,819	9,360
	HUDSON	651	667	619	624	565	3,126
	MORRIS	958	972	937	807	724	4,398
	PASSAIC	1,129	1,055	868	918	852	4,822
	SUSSEX	358	311	297	283	255	1,504

WARREN	282	285	233	282	234	1,316
TOTAL	17,470	18,140	17,549	17,610	15,884	86,653

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of Distracted Driving Related Fatalities	5 Year	2019	117.2
2019	Number of Distracted Driving Related Crashes	5 Year	2019	147,072.0
2019	Number of Speed Related Crashes	5 Year	2019	15,400.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	137.3

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Safety Resource Prosecutor
2019	Speed and Distracted Driving
2019	Law Enforcement Training

2019	Law Enforcement Liasion (LEL)
2019	Highway Safety Office Program Management
2019	Equipment
2019	Data Driven Approaches to Crime and Traffic Safety (DDACTS)

5.10.1 Countermeasure Strategy: Traffic Safety Resource Prosecutor

Program area	Police Traffic Services
Countermeasure strategy	Traffic Safety Resource Prosecutor

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The TSRP provides training, education and technical support to prosecutors and law enforcement agencies throughout the State. These issues include but are not limited to: alcohol and/or drug impaired driving, vehicular homicide,

occupant restraint and other highway safety issues.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 drunk driving offenses. 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 will be selecting a new breath test instrument that could very well see challenges in the courts that could potentially affect the State's DWI conviction rates.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Traffic Safety Resource Prosecutor's (TSRPs) fill a critical void as the in-State expert on traffic related offenses, including impaired driving and vehicular homicides. TSRPs understand the nuances of their State statutes and case law, build relationships with each of their State prosecutor's offices and forge solid interactions with State highway safety offices. TSRPs are essential to effective traffic safety adjudications. (American Prosecutors Research Institute's National Traffic Law Center).

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Resource Prosecutor	Traffic Safety Resource Prosecutor	Traffic Safety Resource Prosecutor

5.10.1.1 Planned Activity: Traffic Safety Resource Prosecutor

Planned activity name	Traffic Safety Resource Prosecutor
Planned activity number	Resource Prosecutor
Primary countermeasure strategy	Traffic Safety Resource Prosecutor

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 in the State and the need to be aware of the many legal challenges being brought statewide to ensure that a uniform response is taken by the many prosecutors throughout the State and to coordinate a uniform response when needed.

Funds will be used to pay the salary as well as travel expenses of the Traffic Safety Resource Prosecutor.

Enter intended subrecipients.

Division of Criminal Justice

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Traffic Safety Resource Prosecutor

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$375,000.00		\$375,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10.2 Countermeasure Strategy: Speed and Distracted Driving

Program area Police Traffic Services

Countermeasure strategy Speed and Distracted Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the

State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d) (1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Many crashes are caused or aggravated by drivers' noncompliance with traffic laws pertaining to speed and distracted driving. The effectiveness of enforcement can be increased if drivers perceive there is a significant chance they may be cited for the violation 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Both speed and distracted driving related fatalities have generally trended upward over the past five years. Speed and distracted driving crashes account for nearly 7 percent and 52 percent of all crashes respectively. 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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.

Results from the NHTSA high visibility enforcement program suggest hand-held cell phone use among drivers dropped 57 percent in Hartford and 32 percent in Syracuse (Cosgrove, Chaudhary, & Reagan, 2011). The percentage of drivers observed manipulating a phone (e.g., texting or dialing) also declined.

Many traffic enforcement operations help to deter speeding and aggressive driving as well as other traffic offenses. 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).

Driver inattention remains the most significant cause of fatal and incapacitating crashes in the State. Driver inattention is listed as a contributing circumstance in 52 percent of the State's crashes. Unsafe speed also accounts for over 18,000 crashes per year. In an effort to combat these problems, special emphasis on the enforcement of these contributing factors will be implemented.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Distracted and Speed Enf.	Enforcement Programs	Speed and Distracted Driving

5.10.2.1 Planned Activity: Enforcement Programs

Planned activity name	Enforcement Programs
Planned activity number	Distracted and Speed Enf.
Primary countermeasure strategy	Speed and Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be provided to allow municipal and State law enforcement agencies to participate in high visibility enforcement efforts designed to deter speeding and driving. Saturation patrols will concentrate on a multitude of problem areas, including main arteries into and out of towns, where speed is a major problem and roadways that have historically experienced high crash rates.

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. The majority of funds will be provided to the Division of State Police (\$300,000) for sustained speed enforcement efforts throughout the year. Approximately \$100,000 will be provided to local and/or county law enforcement agencies.

On an overtime basis, funds will also be provided to police agencies to conduct special enforcement patrols targeting distracted drivers not complying with the cell phone/texting law. The initiative will also continue to promote the #77 alert system that will not only be used for reporting aggressive driving but also will be used to report drivers identified on cell phones while driving.

An analysis of crashes will be performed to identify which regions, counties and towns are overrepresented in distracted driving crashes. The most overrepresented will be contacted and offered grants to address the problems in their respective jurisdictions. The grant program will consist of offering funds to towns during National Distracted Driving Awareness Month in April. These grants will be implemented for approximately three weeks. In addition, county prosecutor offices will coordinate the distribution of funds to local towns on a year-round basis in those areas and regions of the State that have been identified with high distracted driving crash rates.

The Division of State Police will receive approximately \$350,000 of the distracted driving funds for the April mobilization. The remaining \$3.9 million will be provided to local and county law enforcement agencies. The Division anticipates using approximately \$2,000,000 for the April mobilization to fund over 200 local and county law enforcement agencies. The remaining funds will be provided to local law enforcement agencies (municipal and county) to conduct year-long sustained distracted driving enforcement programs.

A list producing the occurrence of crashes involving distracted driving by region will be developed to determine 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.

Enter intended subrecipients.

State and Municipal Law Enforcement Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019 Speed and Distracted Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405e Comprehensive Distracted Driving	405e DD Law Enforcement (FAST Comprehensive)	\$4,250,000.00	\$25,000,000.00	
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$400,000.00	\$48,000,000.00	\$300,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10.3 Countermeasure Strategy: Law Enforcement Training

Program area Police Traffic Services

Countermeasure strategy Law Enforcement Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Traffic crashes can be extremely confusing events. How they occur, who or what caused them, and why they occurred are facts that police must determine. Law enforcement officers may get some degree of training in crash investigation while attending initial training at the police academy, however, it 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 allows for the much needed hands on training.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The International Association of Chiefs of Police encourages training and special training for law enforcement officers in its publication, Traffic Safety Strategies for Law Enforcement, 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.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each

program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Training	Crash Investigation and Specialized Training Programs	Law Enforcement Training

5.10.3.1 Planned Activity: Crash Investigation and Specialized Training Programs

Planned activity name	Crash Investigation and Specialized Training Programs
Planned activity number	Training
Primary countermeasure strategy	Law Enforcement Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This task provides 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.

Basic crash investigation courses and crash data retrieval technician training 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 Traffic Crash Reconstruction, Pedestrian/Bicycle Crash Investigation and Motorcycle Crash Investigation and Event Data Recorder Use in Crash Reconstruction. This task also funds State Police liaisons whose responsibilities include administering crash training programs and interfacing with DHTS along with the various units in the Division of State Police to develop new programs. Funds will be used for salaries of 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.

Enter intended subrecipients.

Kean University and the Division of State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Law Enforcement Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,300,000.00		\$375,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10.4 Countermeasure Strategy: Law Enforcement Liasion (LEL)

Program area Police Traffic Services

Countermeasure strategy Law Enforcement Liasion (LEL)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

A LEL serves as a vital link and conduit between DHTS 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The LEL assists the DHTS 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 be used to increase the number of law enforcement agencies participating in traffic safety activities, and this contributes to crash reductions. This is particularly important as a result of manpower issues at the DHTS.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Law enforcement is a key partner in highway safety. As the "boots on the ground" of traffic safety, law enforcement officers are crucial to reducing fatalities on the roadways. The National Law Enforcement Liaison Program was created by the NHTSA and the Governors Highway Safety Association to help law enforcement by working with LELs in the States.

The NJ Law Enforcement Liaison enhances the relationship between the DHTS, the law enforcement community and other pertinent partners. Programs are developed to encourage law enforcement executives and other agency leaders to actively promote and enforce traffic safety laws. The NJ LEL arranges and participates in meetings and provides technical assistance to the law enforcement community in the State.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Law Enforcement Liaison	LEL	Law Enforcement Liasion (LEL)

5.10.4.1 Planned Activity: LEL

Planned activity name	LEL
Planned activity number	Law Enforcement Liaison
Primary countermeasure strategy	Law Enforcement Liasion (LEL)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The LEL Program is designed to enhance the relationship between the highway safety office, law enforcement community and other pertinent partners. The LEL position is funded from a grant to the New Jersey State Association of Chiefs of Police. The LEL will be called upon to solicit and support law enforcement participation in the drunk driving, distracted driving and seat belt mobilizations, 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.

Enter intended subrecipients.

NJ State Association of Chiefs of Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Law Enforcement Liasion (LEL)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$90,000.00		\$90,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10.5 Countermeasure Strategy: Highway Safety Office Program Management

Program area Police Traffic Services

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The program managers will work with and coordinate the development, implementation and monitoring of all tasks and activities called for under the police traffic services program area.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program managers will continue to support the establishment of police traffic services programs within State and municipal law enforcement agencies and the continuation of selected training programs in traffic enforcement.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

NA

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Program Management	Program Mangement	Highway Safety Office Program Management

5.10.5.1 Planned Activity: Program Mangement

Planned activity name	Program Mangement
Planned activity number	Program Management
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 \$355,000 of the budgeted amount and another \$5,000 is budgeted for travel and other miscellaneous expenditures.

Enter intended subrecipients.

In-house DHTS grant

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act NHTSA	Police Traffic Services	\$360,000.00	\$0.00
	402	(FAST)		

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.10.6 Countermeasure Strategy: Equipment

Program area Police Traffic Services

Countermeasure strategy Equipment

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Technology today is constantly changing. Technology regarding 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 to ensure a successful prosecution of traffic crashes.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 regarding crash investigation and crime scene processing is routinely updating to reflect the latest investigative techniques. Keeping the FAIU equipment current will allow personnel to effectively process crash scenes in a timely manner.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The investigation of traffic crashes using advanced technology equipment provides a substantial improvement over traditional procedures. The number of measurements obtained at a crash scene increases when equipment is used while the time required to collect the measurements decrease the number of man-hours. 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).

Technology in regards to crash investigation processing is routinely updated to reflect the latest investigative techniques. Keeping the NJ State Police Fatal Accident Investigative Unit equipment current, allows personnel to effectively process crash scenes in a timely manner. The personnel at the Fatal Accident Unit rely on their advanced training and technical expertise as well as specialized equipment to successfully prosecute charges that result for fatal crashes.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each

program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Equipment	Crash Investigation	Equipment

5.10.6.1 Planned Activity: Crash Investigation

Planned activity name	Crash Investigation
Planned activity number	Equipment
Primary countermeasure strategy	Equipment

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Funds will be used to purchase equipment that will allow detectives to ensure a complete investigation and assist detectives in accessing available resources when completing reconstructions of serious and fatal motor vehicle crashes.

Enter intended subrecipients.

Division of State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Equipment

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$65,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

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

Program area Police Traffic Services

Countermeasure strategy Data Driven Approaches to Crime and Traffic Safety (DDACTS)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

The DDACTS model ensures accountability and will provide for an evidence based problem solving approach for crime and crashes. The model provides for a more efficient focus of law enforcement and provides a method for law enforcement to accurately target its efforts.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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. Because a shortage of law enforcement resources is likely to continue, other means of improving traffic safety in communities need to be pursued.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

DDACTS is a law enforcement operational model supported by a partnership among the 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).

The problem that select law enforcement agencies in the State will be attempting to correct utilizing the DDACTS initiative is the high volume of unsafe driving that causes a large number of traffic crashes and produces a high number of moving violations. Focused proactive patrols based on data collection and the identification of hot spots will be utilized by law enforcement personnel.

Planned activities

Select existing planned activities below and/or click **Add New** to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Data-Driven Approaches	DDACTS	Data Driven Approaches to Crime and Traffic Safety (DDACTS)

5.10.7.1 Planned Activity: DDACTS

Planned activity name	DDACTS
Planned activity number	Data-Driven Approaches
Primary countermeasure strategy	Data Driven Approaches to Crime and Traffic Safety (DDACTS)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on

impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Funds will be used to implement the DDACTS business 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 the data collected. 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.

Enter intended subrecipients.

County and Municipal Police Agencies

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Data Driven Approaches to Crime and Traffic Safety (DDACTS)

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$125,000.00		\$125,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.11 Program Area: Roadway Safety/Traffic Engineering

Program area type Roadway Safety/Traffic Engineering

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

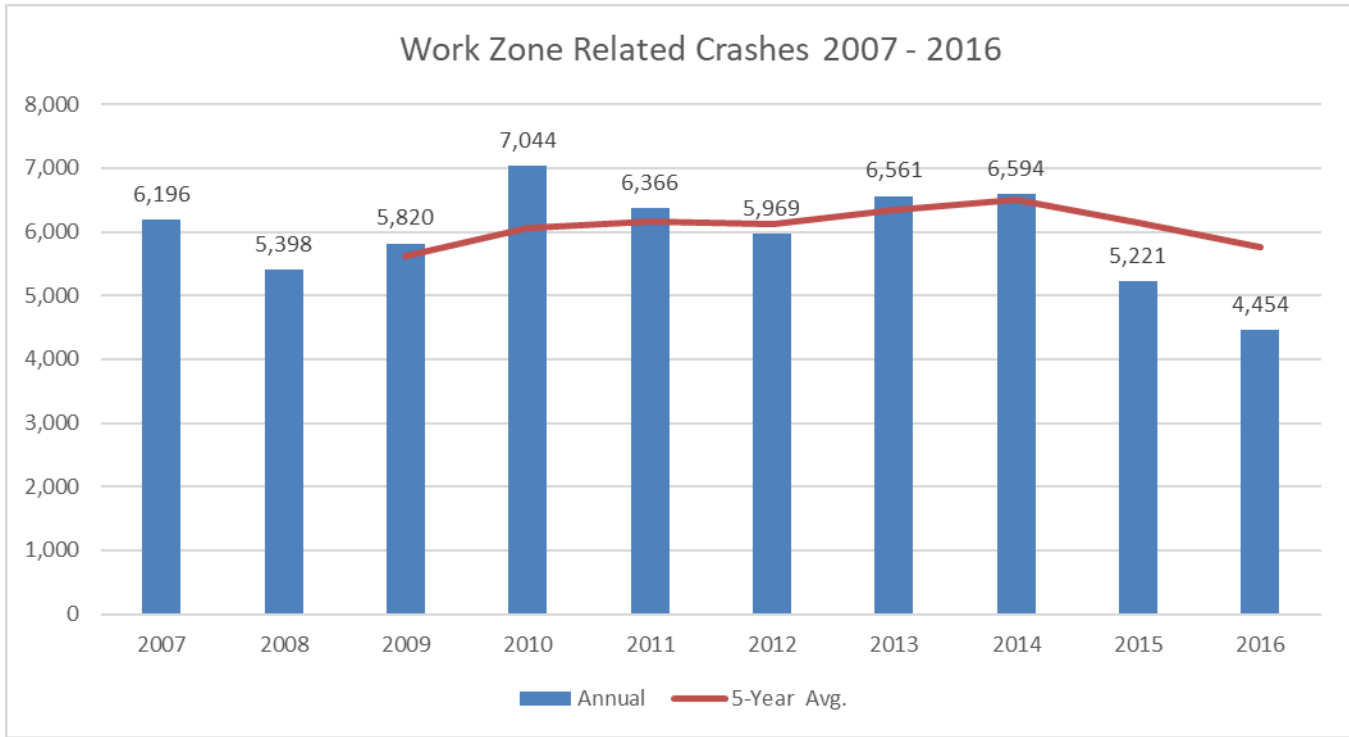
No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Over the past five years from 2011-2015, there have been 30,702 reported crashes in construction, maintenance, and utility zones. On average, a little more than 2 percent of all crashes in the State occur in a work zone.

WORK ZONE RELATED CRASHES, 2007 – 2016



The table reveals that Middlesex County (2,170) had the highest number of work zone crashes over the past three years accounting for over 13 percent of total work zone crashes.

COUNTY	2014		2015		2016		TOTALS	
	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total
ATLANTIC	206	3.12%	409	7.83%	386	8.67%	1,001	6.15%
BERGEN	528	8.01%	462	8.85%	350	7.86%	1,340	8.24%
BURLINGTON	274	4.16%	115	2.20%	86	1.93%	475	2.92%

CAMDEN	459	6.96%	577	11.05%	584	13.11%	1,620	9.96%
CAPE MAY	119	1.80%	82	1.57%	61	1.37%	262	1.61%
CUMBERLAND	23	0.35%	24	0.46%	28	0.63%	75	0.46%
ESSEX	410	6.22%	464	8.89%	589	13.22%	1,463	8.99%
GLOUCESTER	84	1.27%	54	1.03%	75	1.68%	213	1.31%
HUDSON	477	7.23%	564	10.80%	590	13.25%	1,631	10.03%
HUNTERDON	52	0.79%	37	0.71%	159	3.57%	248	1.52%
MERCER	311	4.72%	86	1.65%	85	1.91%	482	2.96%
MIDDLESEX	1,051	15.94%	643	12.32%	476	10.69%	2,170	13.34%
MONMOUTH	429	6.51%	378	7.24%	138	3.10%	945	5.81%
MORRIS	770	11.68%	388	7.43%	122	2.74%	1,280	7.87%
OCEAN	685	10.39%	425	8.14%	163	3.66%	1,273	7.82%
PASSAIC	321	4.87%	128	2.45%	194	4.36%	643	3.95%
SALEM	16	0.24%	14	0.27%	8	0.18%	38	0.23%
SOMERSET	128	1.94%	121	2.32%	73	1.64%	322	1.98%
SUSSEX	29	0.44%	23	0.44%	15	0.34%	67	0.41%
UNION	168	2.55%	171	3.28%	211	4.74%	550	3.38%
WARREN	54	0.82%	56	1.07%	61	1.37%	171	1.05%
TOTAL	6,594		5,221		4,454		16,269	

Over 24 percent of work zone crashes over the past five years occurred on urban Interstate roadways.

WORK ZONE CRASHES BY FUNCTIONAL CLASS, 2012 - 2016

FUNCTIONAL CLASS	2012	2013	2014	2015	2016	TOTAL
URBAN INTERSTATE	1,705	1,889	1,657	1,005	755	7,011
UNKNOWN	1,235	1,283	1,494	1,214	1,110	6,336
URBAN PRINCIPLE ARTERIAL	1,167	993	1,227	1,143	1,044	5,574
URBAN FREEWAY / EXPRESSWAY	879	1,457	1,358	1,098	847	5,639
URBAN MINOR ARTERIAL	473	449	478	474	461	2,335
RURAL PRINCIPLE ARTERIAL	190	181	121	76	36	604
URBAN COLLECTOR	121	127	106	100	102	556
RURAL INTERSTATE	142	124	101	40	30	437
URBAN LOCAL	28	25	20	26	30	129
RURAL MAJOR COLLECTOR	14	8	11	15	11	59
RURAL MINOR ARTERIAL	12	15	17	24	22	90
RURAL MINOR COLLECTOR	3	-	4	3	5	15
RURAL LOCAL	-	-	-	3	1	4
TOTAL	5,969	6,551	6,594	5,221	4,454	28,789

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Number of Work Zone Related Crashes	5 Year	2019	4,422.7

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Work Zone Safety Training

5.11.1 Countermeasure Strategy: Work Zone Safety Training

Program area Roadway Safety/Traffic Engineering

Countermeasure strategy Work Zone Safety Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), 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]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 to keep the state moving.

Many challenges can be attributed to this network, such as the growing and shifting population that may cause some routes to become inadequate; aging infrastructure and maintenance cost increases; increasing congestion that leads to increased frustration levels of drivers and increased travel and commute times; and the 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 vehicle operators, pedestrians and bicyclists.

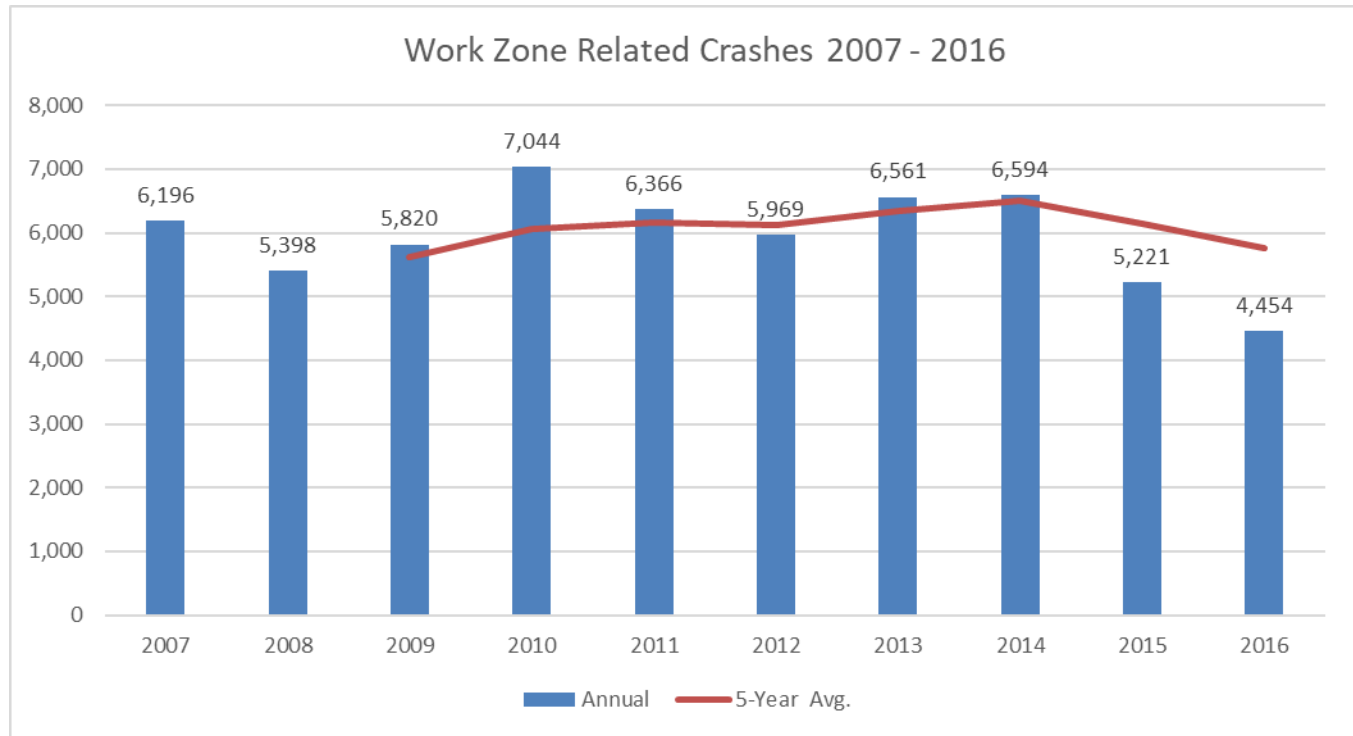
Local jurisdictions vary widely in the degree to which they are equipped to handle the roadway maintenance and operational review. Many lack basic programs such as sign and signal inventories, systematic traffic counts, or means and criteria for identifying and analyzing high crash locations. As county population sizes 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 conflict.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Over the past five years from 2011-2015, there have been 30,702 reported crashes in construction, maintenance, and utility zones. On average, a little more than 2 percent of all crashes in the State occur in a work zone.

WORK ZONE RELATED CRASHES, 2007 – 2016



The table reveals that Middlesex County (2,170) had the highest number of work zone crashes over the past three years accounting for over 13 percent of total work zone crashes.

COUNTY	2014		2015		2016		TOTALS	
	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total
ATLANTIC	206	3.12%	409	7.83%	386	8.67%	1,001	6.15%
BERGEN	528	8.01%	462	8.85%	350	7.86%	1,340	8.24%

BURLINGTON	274	4.16%	115	2.20%	86	1.93%	475	2.92%
CAMDEN	459	6.96%	577	11.05%	584	13.11%	1,620	9.96%
CAPE MAY	119	1.80%	82	1.57%	61	1.37%	262	1.61%
CUMBERLAND	23	0.35%	24	0.46%	28	0.63%	75	0.46%
ESSEX	410	6.22%	464	8.89%	589	13.22%	1,463	8.99%
GLOUCESTER	84	1.27%	54	1.03%	75	1.68%	213	1.31%
HUDSON	477	7.23%	564	10.80%	590	13.25%	1,631	10.03%
HUNTERDON	52	0.79%	37	0.71%	159	3.57%	248	1.52%
MERCER	311	4.72%	86	1.65%	85	1.91%	482	2.96%
MIDDLESEX	1,051	15.94%	643	12.32%	476	10.69%	2,170	13.34%
MONMOUTH	429	6.51%	378	7.24%	138	3.10%	945	5.81%
MORRIS	770	11.68%	388	7.43%	122	2.74%	1,280	7.87%
OCEAN	685	10.39%	425	8.14%	163	3.66%	1,273	7.82%
PASSAIC	321	4.87%	128	2.45%	194	4.36%	643	3.95%
SALEM	16	0.24%	14	0.27%	8	0.18%	38	0.23%
SOMERSET	128	1.94%	121	2.32%	73	1.64%	322	1.98%
SUSSEX	29	0.44%	23	0.44%	15	0.34%	67	0.41%
UNION	168	2.55%	171	3.28%	211	4.74%	550	3.38%
WARREN	54	0.82%	56	1.07%	61	1.37%	171	1.05%

TOTAL	6,594	5,221	4,454	16,269
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Over 24 percent of work zone crashes over the past five years occurred on urban Interstate roadways.

WORK ZONE CRASHES BY FUNCTIONAL CLASS, 2012 - 2016						
FUNCTIONAL CLASS	2012	2013	2014	2015	2016	TOTAL
URBAN INTERSTATE	1,705	1,889	1,657	1,005	755	7,011
UNKNOWN	1,235	1,283	1,494	1,214	1,110	6,336
URBAN PRINCIPLE ARTERIAL	1,167	993	1,227	1,143	1,044	5,574
URBAN FREEWAY / EXPRESSWAY	879	1,457	1,358	1,098	847	5,639
URBAN MINOR ARTERIAL	473	449	478	474	461	2,335
RURAL PRINCIPLE ARTERIAL	190	181	121	76	36	604
URBAN COLLECTOR	121	127	106	100	102	556
RURAL INTERSTATE	142	124	101	40	30	437
URBAN LOCAL	28	25	20	26	30	129
RURAL MAJOR COLLECTOR	14	8	11	15	11	59
RURAL MINOR ARTERIAL	12	15	17	24	22	90
RURAL MINOR COLLECTOR	3	-	4	3	5	15
RURAL LOCAL	-	-	-	3	1	4

TOTAL	5,969	6,551	6,594	5,221	4,454	28,789
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Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Training and administrative controls are vital in the highway construction process which contractors need to implement among their workers in order to reduce the fatality rate. Proper training and administrative control is very important in the highway construction industry, and if implemented properly, the highway fatality and crash rate could possibly decline. (Work Zone Safety in the Highway Construction Industry, Virginia Polytechnic Institute and State University, 2010)

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Workzone Safety Training	Training	Work Zone Safety Training

5.11.1.1 Planned Activity: Training

Planned activity name	Training
Planned activity number	Workzone Safety Training
Primary countermeasure strategy	Work Zone Safety Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required

under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

The 20th Annual Work Zone Safety Conference will be held in conjunction with National Work Zone Safety Week in 2019. 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.

There will be a variety of training programs offered that will vary from half-day overview courses that provide the basics for safe working conditions and safe motorist conditions 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 are as follows: five four-day police work zone safety train-the-trainer program; two one-day police work zone safety refresher course; three half-day work zone safety awareness for local police course and two half-day work zone safety awareness for municipal and county public works/engineering course.

Resources will also be provided to requesting agencies through a variety of means, including responses to commonly asked questions about work zone set up, technical information, course handouts and guideline publications. In addition, six work zone safety support equipment packages will be provided to either a municipal or county public works department.

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

Enter intended subrecipients.

Rutgers University

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Work Zone Safety Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Roadway Safety (FAST)	\$195,000.00		\$195,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.12 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The DHTS provides for the planning, administration, coordination, and evaluation services necessary for the continuation of on-going highway safety activities and efforts.

The fiscal unit reviews and processes all grant claims, oversees grant funds to ensure compliance with federal and State regulations, and handles procurement and travel. The fiscal unit also oversees the Drunk Driving Enforcement Fund, Pedestrian Safety, Enforcement and Education Fund and the Motor Vehicle Snow and Ice Removal Safety Fund.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
P&A	P&A	Planning & Administration

5.12.1 Planned Activity: P&A

Planned activity name	P&A
Planned activity number	P&A
Primary countermeasure strategy	Planning & Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating 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]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The DHTS is responsible for 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 several organizations in order to be successful.

Although the primary responsibility for managing traffic safety lies with the DHTS, several 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.

Enter intended subrecipients.

In-house grant to the DHTS.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019	Planning & Administration
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Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$500,000.00	\$500,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Enforcement	Seat Belt Enforcement	Supporting Enforcement
Distracted and Speed Enf.	Enforcement Programs	Speed and Distracted Driving
DWI Enforcement	DWI Enforcement Mobilization	High Visibility Saturation Patrols
Targeted Enforcement/Ed.	Enforcement/Education Programs	Targeted Enforcement and Education

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

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, and 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 particular enforceable roadways with the best opportunity to effectively reduce crashes, injuries, and ultimately, deaths. Funding levels are also based 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, Hudson County accounts for nearly 15 percent of all pedestrian involved crashes reported by local police departments. Therefore, data shows they should receive approximately 15 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.

DHTS uses two primary sources of crash data to identify and analyze traffic safety problem areas: 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 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. mechanical 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 DHTS Crash Analysis Tool is a decision support tool developed for Utah Department of Transportation by Numetric, a business intelligence company, and maintained by Rutgers University. Several states throughout the US also subscribe to this software for their data accessibility needs. This new multi-layered support program is made available to all law enforcement personnel and other decision makers to help identify and assess the most cost-effective ways and improve safety on the state’s roadways through a data driven approach. Data provided by NJDOT is used to clearly identify and target roadways and jurisdictions where crashes are occurring, through the Crash Analysis Tool.

Project Description - Hudson County Pedestrian Safety

DHTS has been providing technical and administrative support to several towns in Hudson County, specifically those where Route 501 (JFK Boulevard) passes through. Route 501 is a heavily travelled roadway that runs North to South through three different counties. This roadway, especially through Hudson and Bergen County, has a long history of being one of New Jersey’s most dangerous roads for pedestrian traffic.

Over the past five years (2012-2016) there were 3,876 crashes involving pedestrians in Hudson County making up 14.8 percent of all pedestrian involved crashes in NJ during that same time period. In 2016, pedestrian fatalities made up 50 percent of total fatalities in Hudson County (12 of 24), down from 63 percent in 2015.

COMPARISON OF NJ AND HUDSON COUNTY FATALITIES AND PEDESTRIAN FATALITIES

----- FATALITIES 2015 -----			----- FATALITIES 2016 -----		
CT	%	DESCRIPTION	CT	%	DESCRIPTION

TOTAL NJ FATALITIES	562			602		
TOTAL HUDSON FATALITIES (INCL PEDS)	27	4.8%	% OF TOTAL NJ (12TH)	24	4.0%	% OF TOTAL (12TH)
TOTAL NJ PEDESTRIAN FATALITIES	170	30.2%	% OF TOTAL NJ	166	27.5%	% OF TOTAL NJ
TOTAL HUDSON PEDESTRIAN FATALITIES	17	10.0%	% OF TOTAL PEDS 2ND IN NJ	12	7.2%	% OF TOTAL PEDS 2ND IN NJ

Over the past 5-years (2012-2016), 44 percent of pedestrian crashes in Hudson County occurred in Jersey City (1,724), 11 percent in Union City (430), and 10 percent in Bayonne (394).

HUDSON COUNTY PEDESTRIAN CRASHES, 2012 - 2016

	2012	2013	2014	2015	2016	TOTAL	% OF TOTAL
BAYONNE	79	92	55	85	83	394	10.2%
EAST NEWARK	2	3	1	-	2	8	0.2%
GUTTENBERG	13	17	13	6	10	59	1.5%
HARRISON	27	19	22	17	20	105	2.7%
HOBOKEN	67	66	50	37	37	257	6.6%
JERSEY CITY	346	376	337	312	353	1,724	44.5%
KEARNY	25	26	35	30	27	143	3.7%
NORTH BERGEN	78	63	56	81	75	353	9.1%
SECAUCUS	30	15	16	16	12	89	2.3%

UNION CITY	91	88	77	89	85	430	11.1%
WEEHAWKEN	9	9	9	7	16	50	1.3%
WEST NEW YORK	46	50	61	52	55	264	6.8%
TOTALS	813	824	732	732	775	3,876	
CHANGE FROM PRIOR YR	-0.9%	1.4%	-11.2%	0.0%	5.9%		

Project Description - New Jersey Pedestrian Weighting

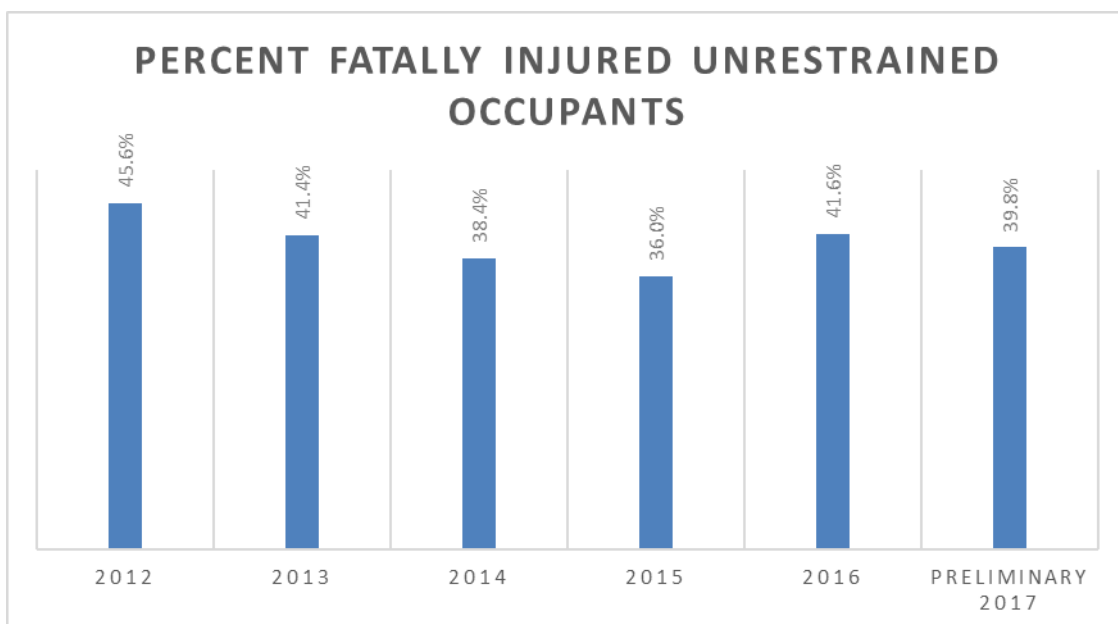
To determine locations of where the majority of pedestrians are getting injured, injury weight ranking is conducted to identify which municipalities have the most severe pedestrian related crashes, different than which municipalities experience the highest volumes. The methodology for weight-based ranking derives from an FHWA study: *Crash Cost Estimates by Maximum Police-Reported Injury Severity Within Selected Crash Geometries*. The weighted values are attributed to the injury severity as determined by the reporting police officer at the scene of the crash. A scale has been calculated to determine the weighted values for the KABCO (Killed, Incapacitated, Moderate Injury, Complaint of Pain and Property Damage Only) scale. Because survivability is random given external factors (ex. Travel time to hospital, response time to scene, age of victim, etc.) weights for incapacitations and fatalities are equal. Weighing the severity of injuries sustained in crashes assists in neutralizing the rural versus urban conflict. By attributing higher weights to severe injuries, it helps boost the rank of places that experience low volume, albeit, severe crashes compared to those that experience high volume low severity occurrences. For example, a rural municipality may experience a low volume of pedestrian crashes; however the injuries sustained are typically severe. The chart provides an example of a weighted ranking list to target the Top 10 municipalities in NJ that had the most severe pedestrian related crashes over the past 5 years (2012-2016).

PEDESTRIAN RELATED CRASHES, TOP 10 MUNICIPALITIES (WEIGHTED), 2012-2016					
MUNICIPALITY	TOTAL PED CRASHES	WEIGHTED SCORE	WEIGHTED RANK	NON WEIGHTED RANK	WEIGHTED DIFFERENCE
NEWARK	2,176	18,194.76	1	1	0
JERSEY CITY	1,416	11,310.55	2	2	0
PATERSON	620	5,095.66	3	3	0

IRVINGTON	463	3,616.84	4	4	0
TRENTON	376	3,200.04	6	5	-1
EAST ORANGE	365	2,810.00	8	6	-2
CAMDEN	352	3,493.40	5	7	2
BAYONNE	336	2,837.44	7	8	1
ATLANTIC CITY	334	2,802.03	9	9	0
UNION CITY	327	2,528.66	14	10	-4

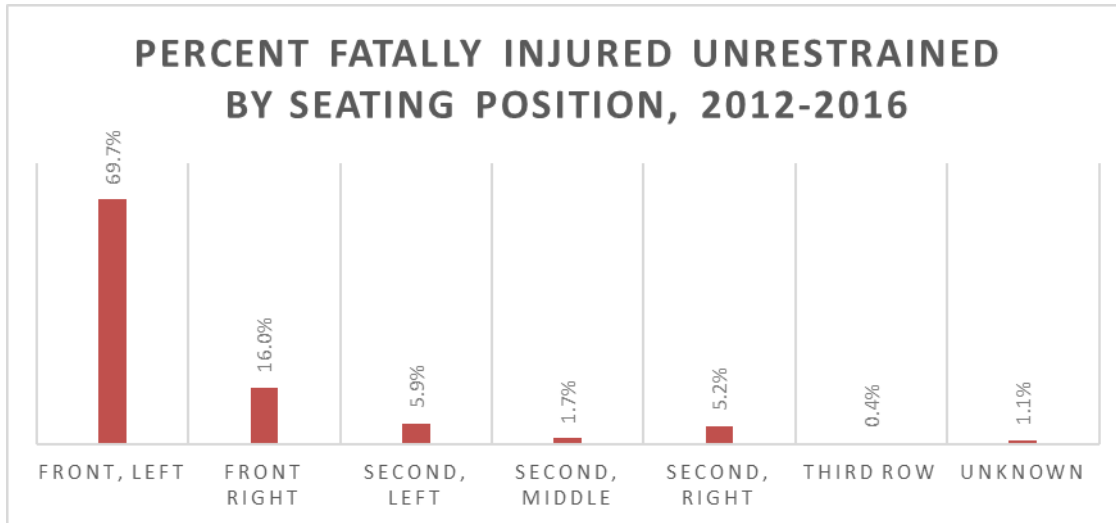
Project Description - Unrestrained Occupant Enforcement

New Jersey has one of the highest front seat belt observation rates in the nation, though 41.6 percent of New Jersey's fatally injured occupants were unrestrained at the time of the crash (2016). DHTS aims to improve this with a data-driven approach by enhancing our understanding of the specifics.

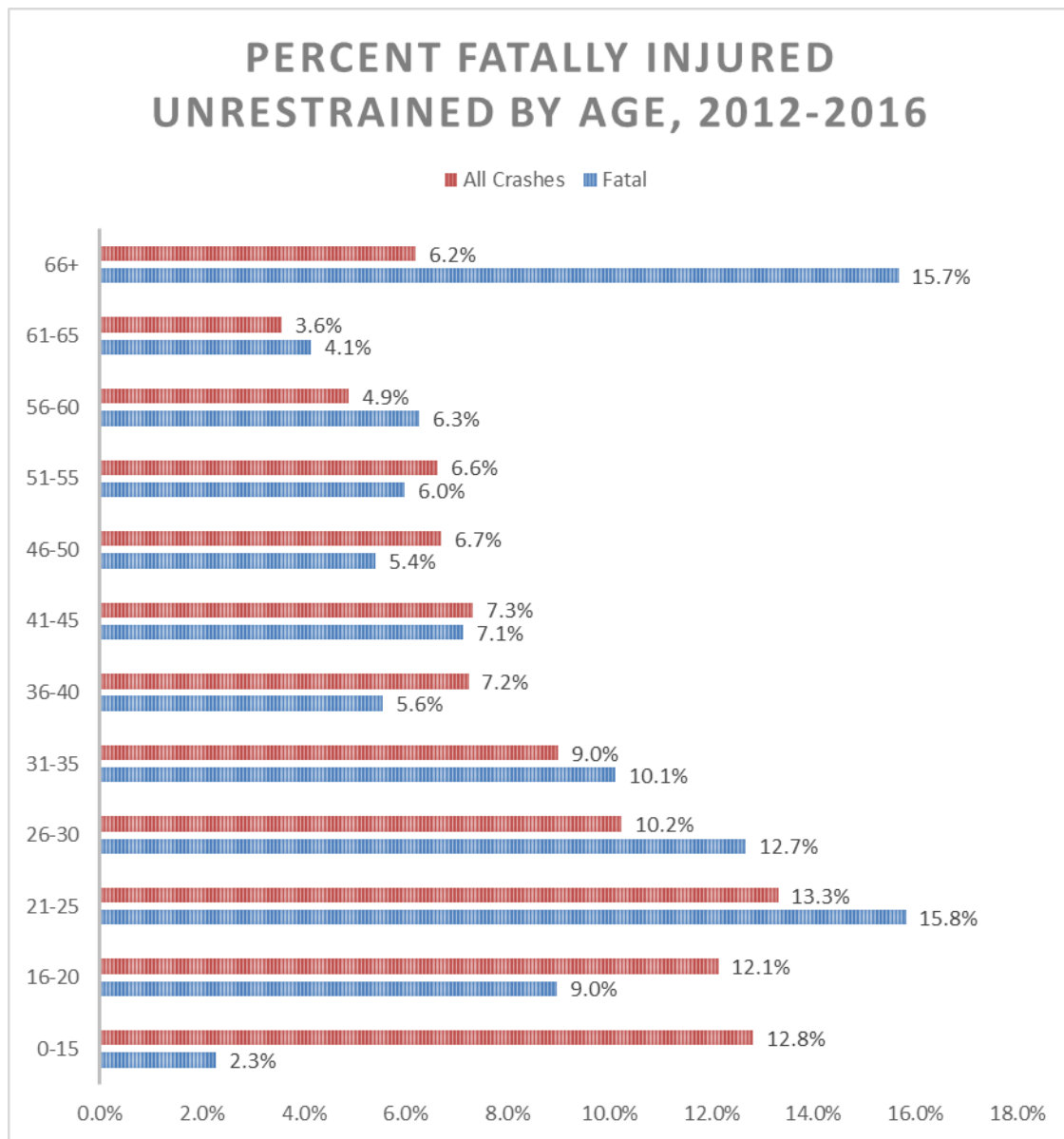


When breaking down the information of those fatally injured in motor vehicle crashes, most of the occupants that were unrestrained were drivers at nearly 70 percent of the total. Fatally injured passengers make up just

over 30 percent of those that were killed while unrestrained in a crash. NHTSA estimates that in 2016, the lives of 214 motor vehicle occupants in New Jersey were saved because of their seat belt use at the time of the crash, and an additional two children age 4 and younger were saved by proper child restraint use. It was also estimated that if every occupant within a motor vehicle was using seat belts at the time of the crash, 22 additional lives would have been saved in 2016.



Seat belt use is a good habit that all drivers and occupants should practice. The forming of this habit is important among younger drivers, as ages 0-30 are the populations with the highest rate of non-use, accounting for almost 50 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. One of the trends seen in unrestrained fatality data is that individuals 66 years-of-age and older represent over 15 percent of unrestrained occupant fatalities. Educational messages will be bolstered and disseminated within our senior community regarding the importance of wearing a seat belt at all times and while riding in all positions of the vehicle they are travelling in.



Enter explanation of the deployment of resources based on the analysis performed.

Project Description - Hudson County Pedestrian Safety

Project Description - New Jersey Pedestrian Weighting

In an effort to supplement the enforcement effort, Street Smart materials will be distributed to raise awareness for both pedestrians and motorists of the major rules for pedestrian safety. Grantees will use earned media through local press releases to promote the program.

The Pedestrian Decoy program will continue to apprehend drivers who fail to stop for pedestrians at intersections and crosswalks. Police officers in plain clothes will again pose as pedestrians in marked crosswalks, while officers watch for violations. Drivers failing to stop will be issued a citation. Officers involved in the enforcement effort will also educate drivers about the new pedestrian law, 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. The program will be coordinated with municipal prosecutors, the courts and local media.

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 Pedestrian Safety Campaign in communities that receive funding. In addition, the 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.

Other resources include the Department of Transportation's Pedestrian Safety Improvement Program that identifies high risk locations. The program provides for the development and implementation of pedestrian safety elements at locations based on the frequency and severity of crashes. The safety improvements include engineering improvements such as crosswalks, sidewalks, and high-intensity activated crosswalk beacons. The DHTS can piggyback on these efforts by offering assistance to implement enforcement and education countermeasures.

The Department of Transportation also advances the *Complete Streets* policies that promote safety for pedestrians, bicyclists and other users of the roadways. This is accomplished through the planning, design, construction, maintenance and operation of new and rehabilitated transportation facilities.

The enforcement initiative previously discussed will be supplemented by the State Pedestrian Safety, Enforcement and Education Fund which is a repository for monies provided pursuant to subsection c. of N.J.S.A 39:4-36. Under the statute, 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. In addition to compensation for law enforcement officers, the monies from the Fund can be used for the following initiatives: engineering and design of traffic signs; purchasing and installing of traffic signs; educational or training materials or media campaigns concerning pedestrian safety; compensation for authorized crossing guards assigned to an intersection, crosswalk, or other roadway; and other commodities.

DHTS will plan on developing a NJ version of *NHTSA's Pedestrian Safety Training for Law Enforcement*. Training will be provided to assist law enforcement officers in understanding the factors associated with pedestrian crashes, developing countermeasures and enforcement strategies, and recognizing the importance of complete and accurate crash reporting.

Project Description - Unrestrained Occupant Enforcement

The *Click It or Ticket* campaign will be conducted from May 20 – June 2, 2019 to increase seat belt use and educate the public about the impact belt use has on reducing injuries and fatalities in motor vehicle crashes. Funds will be provided to state and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. Approximately 180 state, county and municipal police departments will receive funds to participate in the

enforcement efforts. All education-related occupant protection initiatives conducted at the local level will utilize DHTS' *Buckle Up — Everyone, Every Ride* materials. Emphasis will be placed on enforcing the recently enacted secondary seat belt law requiring all adult passengers in the back seat to buckle up.

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.

A list of locations throughout the State that have a high percentage of unrestrained motor vehicle crashes will be identified and used for selecting 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. Based on this information, municipal police agencies are invited to participate in the annual mobilization.

In an effort to employ strategies of “sustained seat belt enforcement” throughout the year, the Division of State Police will schedule personnel on an overtime basis to patrol service areas and toll plazas along the length of the toll roads. 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 as well as supplementing the seat belt checks that will be conducted at service areas.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

Project Description - Hudson County Pedestrian Safety

In 2019, NJ DHTS will continue to provide support to several towns along JFK Boulevard, including Jersey City. An analysis was completed to focus on the circumstances of pedestrian related crashes in Hudson County that was supplied to the towns affected. The analysis focused on some of the specific locations of where pedestrian crashes are occurring, as well as a temporal analysis. The temporal analysis helps to determine if there is a specific time where enforcement could be applied or if there is a particular age group or demographic that can be educated. This study is an example of how DHTS uses data to inform stakeholders on the safety concerns of the state, and strategies on how and where to address them.

Project Description - New Jersey Pedestrian Weighting

After enforcement efforts are completed, DHTS analyzes the enforcement effectiveness by looking at crash data for reduction trends. Continuous analysis is conducted for all targeted enforcement efforts, comparing historical crash data at the targeted areas while monitoring incoming crash and citation data as the year progresses. Evaluation of funded programs is conducted, and adjustments are made according to the effectiveness of the enforcement effort and the value of its impact.

The evidence-based enforcement program will be continuously evaluated. Law enforcement agencies will be monitored to ensure that the project is moving forward as planned. Activity reports will be assessed against the latest crash data to identify crash reductions in targeted locations as well as any new risks that may be on the horizon. Program staff will meet with those agencies that are lacking in performance or failing to meet the objectives of the project. The State's LEL will also be utilized to assist in the monitoring process and play a greater role in working with

law enforcement agency representatives where projects are falling short of meeting their goals.

Project Description - Unrestrained Occupant Enforcement

Awareness and the importance of wearing a seat belt will be further enhanced by the distribution of education materials, earned media efforts, paid media conducted by NHTSA, *Click It or Ticket* banners and displays on dynamic message signs on major highways. Visibility is further heightened when law enforcement agencies join forces with police departments from states participating in the border-to-border initiative.

New Jersey recently updated its police accident report to include additional fields for child passenger safety. There are now 3 different categories to capture child restraint use. This data will first become available for analysis in 2017. DHTS will monitor the trends of child passenger safety equipment use using these newly added fields and will conduct child passenger safety programs that will contribute towards child safety seat checks and educational presentations at schools, day care centers and social meetings.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Supporting Enforcement

Speed and Distracted Driving

High Visibility Saturation Patrols

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Enforcement	Seat Belt Enforcement	Supporting Enforcement
DWI Enforcement	DWI Enforcement Mobilization	High Visibility Saturation Patrols

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: High seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area

Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

Division of State Police

Gloucester County Prosecutor's Office

Somerset County Prosecutor's Office

Allentown PD

Asbury Park PD

Atlantic City PD

Avalon PD

Bay Head PD

Belleville PD

Berkeley Twp. PD

Bloomington PD

Bordentown PD

Burlington City PD
Burlington Twp. PD
Byram PD
Camden County PD
Carteret PD
Chatham PD
Cherry Hill PD
Clifton PD
Delanco PD
Delran PD
Denville PD
Dunellen PD
East Brunswick PD
East Rutherford PD
East Windsor PD
Eatontown PD
Egg Harbor PD
Englishtown PD
Essex County Sheriff
Ewing Twp. PD
Farifield PD
Fairview PD
Freehold Borough PD
Freehold Twp. PD
Galloway PD
Garfield PD
Glen Rock PD
Gloucester Twp. PD
Guttenberg PD
Hackettstown PD
Haledon PD

Hamburg PD
Hamilton Twp. PD (Mercer Co.)
Harding Twp. PD
Harvey Cedars PD
Hightstown PD
Hudson County Sheriff
Irvington PD
Kinnelon PD
Lakehurst PD
Lawrence PD
Leonia PD
Livingston PD
Lodi PD
Long Beach Twp. PD
Lopatcong PD
Lower Twp. PD
Lumberton PD
Mansfield Twp. PD (Warren County)
Mantoloking PD
Metuchen PD
Middlesex PD
Millburn PD
Millville PD
Monroe Twp. PD (Middlesex County)
Montclair PD
Montvale PD
Moonachie PD
Morris Plains PD
Mountainside PD
Mullica Twp. PD

Netcong PD

North Bergen PD

North Brunswick PD

North Wildwood PD

Nutley PD

Ocean Gate PD

Ocean Twp. PD (Monmouth County)

Ocean Twp. PD (Ocean County)

Old Bridge PD

Palmyra PD

Paramus PD

Parsippany-Troy Hills PD

Passaic PD

Pemberton Borough PD

Pennsauken PD

Pennsville PD

Pine Beach PD

Pine Hill PD

Plumsted PD

Point Pleasant Beach PD

Rahway PD

Ramsey PD

Ridgefield Park PD

River Vale PD

Rockaway PD

Runnemede PD

Saddle River PD

Sayreville PD

Sea Bright PD

Secaucus PD

Ship Bottom PD

South Brunswick PD
Roselle Park PD
South Hackensack PD
South Toms River PD
Springfield Twp. PD
Stafford PD
Stanhope PD
Stratford PD
Teaneck PD
Tenafly PD
Trenton PD
Union City PD
Barnegat Twp. PD
Union Twp. PD
Vineland PD
Wayne PD
Sea Girt PD
Westampton PD
Wildwood PD
Winslow PD
Woodbridge PD
Woodland Park PD

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

The *Click It or Ticket* campaign will be conducted from May 20 – June 2, 2019 to increase seat belt use and educate the public about the impact belt use has on reducing injuries and fatalities in motor vehicle crashes. Funds will be provided to state and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. Approximately 130 state, county and municipal police departments will receive funds to participate in the enforcement efforts. All education-related occupant protection initiatives conducted at the local level will utilize DHTS' *Buckle Up — Everyone, Every Ride* materials. Emphasis will be placed on enforcing the recently enacted secondary seat belt law requiring all adult passengers in the back seat to buckle up.

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.

A list of locations throughout the State that have a high percentage of unrestrained motor vehicle crashes will be identified and used for selecting 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. Based on this information, municipal police agencies are invited to participate in the annual mobilization.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Supporting Enforcement

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Child Passenger Safety	Child Passenger Safety Education	Child Restraint System Inspection Station(s)

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 583

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 181

Populations served - rural 363

Populations served - at risk 39

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Supporting Enforcement

Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Child Passenger Safety	Child Passenger Safety Education	Child Restraint System Inspection Station(s)

Enter an estimate of the total number of classes and the estimated 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.

Estimated total number of classes 10

Estimated total number of technicians 245

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

12/12/2017

3/14/2018

6/12/2018

9/12/2017

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Patricia Ott

Title of State's Traffic Records Coordinator: State Traffic Records Coordinator

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

Alan Huff Senior Transportation Planner South Jersey Planning Authority
DDACTS, Local Safety Programs (Crash, Roadway)

Thomas Hillman Transportation Safety Analyst Rutgers University - Transp. Resource
Center Crash Data Program (Crash, Roadway)

Paul Thomas Chief - Traffic Records NJ Dept. of Transportation
Collects and analyzes traffic records data (Crash, Roadway)

Shari Leichter Administrative Analyst Motor Vehicle
Commission Commercial Driver License Division (Driver, Vehicle)

Daniel LiSanti Project Engineer - Traffic NJ Dept. of
Transportation Crash Data Program (Crash, Roadway)

Jennifer Marandino Authority	Team Leader Traffic Safety Project Development (Crash, Roadway)	South Jersey Planning
David Maruca University	Program Devel. Coordinator Motor Compliance (Crash)	Rutgers
Kevin Murphy Planner (Crash, Roadway)	Assistant Manager, Safety Progs.	Delaware Valley Re. Planning Commission
Debra Orzol Technology	Software Development Spec. Data Warehouse (Crash, Driver, Roadway, Vehicle, EMS)	Office of Information
Robert Agos Data Warehouse (Crash, Driver, Roadway, Vehicle, EMS)	Project Manager - Data Processing	Office of Information Technology
Robert Babitz Police	Unit Head - FARS FARS (Crash, Driver, Vehicle)	NJ Division of State
Kevin Connover Planning (Crash, Roadway)	Section Chief	NJ Dept. of Transportation
Nicholas Schock Crash Records Advisory Committee (Crash)	Detective	Gloucester County Prosecutor's Office
Lisa Glodowski FARS (Crash, Driver, Vehicle)	FARS Analyst	NJ Division of State Police
Gary Poedubicky Division Director (Crash, Driver)	Acting Director	NJ Division of Highway Traffic Safety
Michael Rizol Oversees Traffic Bureau (Crash, Driver)	Unit Head - Traffic Bureau	NJ Division of State Police
Tim Seplaki Electronic Patient Care Data Prog, (EMS)	Data Coordinator	NJ Office of Emergency Medical Services
Steven Somogyi Oversees violation data records (Citations)	Chief - Municipal Court Services	NJ Administrative Office of the Courts
Joseph Weiss Center	Transportation Safety Analyst Crash Data Program (Crash, Roadway)	Rutgers University - Transp. Resource
Michael Cox Commercial DL Coordinator (Driver)	Administrative Analyst	Motor Vehicle Commission
Chris Zajac Traffic Records Development (Crash, Roadway)	Section Chief	NJ Dept. of Transportation

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency

medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

NJ STRCC Strategic Plan Jun2018.docx

NJ EMS Data (6-1-17 to 5-31-18).xlsx

Performance Measure Traffic Records FY 2019 Application.docx

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

Section 3: Traffic Records Assessment (TRA)

New Jersey completed its most recent TRA in May 2017 with the following overview and recommendations:

Table 3.1: NJ Traffic Records Assessment Module Score Breakdown

	Number of Questions	NJ Rating	54-State Average*
Overall	391	63.4%	65.0%
TRCC Management	19	84.7%	82.9%

Strategic Planning	16	69.8%	79.1%
Data Use & Integration	13	59.6%	60.8%
Crash	44	75.4%	72.3%
Vehicle	39	67.0%	65.0%
Driver	45	62.5%	66.9%
Roadway	38	73.0%	61.9%
Citation/Adjudication	54	58.5%	62.0%
EMS/Injury Surveillance	123	53.8%	59.7%

*includes NJ

TRCC Management

-

Strengths:

- The State Traffic Records Coordinating Committee meets quarterly and has a large, diverse and active group of attendees. This avenue for communication and coordination forms the core of a successful traffic records system.

-

Recommendations: None

-

Considerations:

- The Charter should be signed by the heads of all agencies that house databases containing one of the traffic records system components.
- To ensure that support for the committee's work remains strong, the Charter should be updated and re-signed annually at the same time the Strategic Plan is updated.

Strategic Planning

Strengths

- The State was proactive in developing a survey to obtain input from system owners and data users to identify system deficiencies that might call for a project in the strategic plan.

-

Recommendations: None

-

Considerations:

- The TRCC should develop a process to identify and address technical assistance and training needs.
- The process used to develop the Strategic Plan was well thought out and effective; it should be documented in the Plan so that it can be used in the future.
- The Strategic Plan should be reviewed and updated annually.
- Project prioritization should not rely on cost and funding availability, but on the importance of and need for the project in light of data improvement.

Crash

The New Jersey centralized crash data system is the custodial responsibility of the New Jersey Department of Transportation's (NJDOT) Bureau of Transportation Data and Safety (BTDS). Crash data is collected by State and local law enforcement agencies on the New Jersey Crash Investigation Report form (NJTR-1) using both electronic and paper processes. The BTDS receives an average of 300,000 crash reports per year that are processed, scanned, verified, and stored in the centralized crash data system. The data is used to identify problems, select and evaluate countermeasures, as well as describe the safety situation annually as documented in the Strategic Highway Safety Plan (SHSP).

Strengths:

- New Jersey has succeeded in implementing a well-designed procedure for detecting high frequency errors through the crash reviewer "verification" process.
- New Jersey revised and adopted a new crash form, "NJTR-1", and performed a MMUCC compliance review, providing a 10% improvement from the old form.

-

Recommendations:

- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Advisory.

- **Response to Recommendation: Through the recently let Electronic Data Transfer (EDT) contract with the NJDOT, updates to the crash data dictionary will be coordinated along with the development and deployment of the EDT system.**
- Improve the interfaces with the Crash data system to reflect best practices identified in the Advisory.
 - **Response to Recommendation: The Crash Data System currently interfaces internally with the NJDOT's Data Warehouse with the pavement, drainage, maintenance, congestion, bridge, and traffic systems. Externally the crash data is sent to the Enterprise Data Warehouse, overseen by the Office of Information Technology (OIT) where it interfaces with emergency medical services data and driver and vehicle data provided through the Motor Vehicle Commission (MVC). Challenges exist for the DOT to interface with local agency data, but discussions are taking place with the state's three MPOs to develop a plan to collect and share information.**
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Advisory.
 - **Response to Recommendation: The NJDOT is in the process of reviewing their existing performance measures for the crash data system and is anticipating developing additional measures as well as continuing to utilize current ones. These will include measures for Crash Data Quality, Electronic Data Transfer, and Crash Records Verification.**

-

Considerations:

- The State should update the crash system documentation and expand the data dictionary to include text-based descriptions of the data elements; this updated documentation could be included in a formal statewide Traffic Records Inventory.

Driver

The Driver file is in a single location that is in a database managed by the New Jersey Office of Information Technology (OIT), a facility shared by the New Jersey Motor Vehicle Commission (MVC). Conviction data (including those for DUI) is transmitted from the courts to the driver system and is linked though the drivers' license number.

-

Strengths

-

Recommendations:

- Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Advisory.
 - **Response to Recommendation: Through the improvements and enhancements that MVC is making to move towards Real ID, they will consider this recommendation as they move forward.**

- Improve the procedures/ process flows for the Driver data system to reflect best practices identified in the Advisory.
 - ***Response to Recommendation: Through the improvements and enhancements that MVC is making to move towards Real ID, they will consider this recommendation as they move forward.***
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Advisory.
 - ***Response to Recommendation: Through the improvements and enhancements that MVC is making to move towards Real ID, they will consider this recommendation as they move forward.***

Considerations:
- The State should develop a data quality management program for the driver system, with measures of data quality taken at regular intervals.

Vehicle

The New Jersey Motor Vehicle Commission (MVC) is the custodial agency of the State's vehicle data system in a single location, and vehicle reports can be retrieved using the VIN, Registration Plate Number and Driver/Owner Autopic or Corpcode. Driver and vehicle titles and registrations are separate databases in a Datacom DB relational system and are linked by connecting keys. No personal information is stored on the Vehicle database.

-

Strengths:

- The posting and removal of stolen vehicle flags, based on information from law enforcement meet the recommendations for Advisory ideal.
- The retention of brand histories reported from previous States of record meets the Advisory idea, and steps from initial titling and registration to final entry into the statewide vehicle system are documented in a process flow diagram.

-

Recommendations:

- Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 - ***Response to Recommendation: MVC does not currently have the resources to implement the recommendation.***
- Improve the interfaces with the Vehicle data system to reflect best practices identified in the Advisory.
 - ***Response to Recommendation: MVC does not currently have the resources to implement the recommendation.***
- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Advisory.

- ***Response to Recommendation: MVC does not currently have the resources to implement the recommendation.***

Considerations:

- Prior to the vehicle system upgrade, baseline performance measures for vehicle data quality attributes should be developed and performance levels determined, so that improvements from the system upgrade can be documented.

Roadway

The New Jersey Department of Transportation's Bureau of Transportation Data and Safety is the custodial agency that collects and maintains roadway data. They develop and maintain the Straight Line Diagram (SLD) which is the main reference for the State's centerline roadway inventory. The SLD was originally designed as a planning tool, but has become a standard information platform for many other purposes within and outside the NJDOT, including engineering, maintenance and operations. Consultants collect information on a yearly basis to populate the SLD which includes the roadway features and characteristics. All state highways, county 500 routes, many county 600 and 700 routes and some local roadways are available in the SLD.

BTDS is also responsible for administering NJDOT's Traffic Monitoring Program, which is in compliance with Federal regulations and guidelines. The program includes the collection, processing, summarization, and reporting of traffic count data along New Jersey's roadways. This program consists of continuous and short-term elements. Both of these elements are conducted by BTDS in accordance with the FHWA Traffic Monitoring Guide (TMG) and the American Association of State Highway and Transportation Officials (AASHTO) Guidelines for Traffic Data Programs. The traffic counting program is designed to utilize, at a minimum, 48-hour short-term counts to produce estimates of Annual Average Daily Traffic (AADT).

Strengths

- All roadway data is linked and the State has developed a warehouse which can be queried.
- The State collects the majority of MIRE Fundamental Data Elements on all public roads.

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Recommendations:

- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 - ***Response to Recommendation: The NJDOT is in the process of reviewing their existing performance measures for the roadway data system and is anticipating developing additional measures as well as continuing to utilize current ones. The NJDOT is also working with the three MPOs to collect data at the county and local levels to incorporate into the SLD for a more complete and accurate assessment of all public roadways.***

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Considerations:

- The guidelines and processes for data collection should be formalized and included in the Roadway system data dictionary.
- The State should review the Data Capabilities Assessment conducted by the FHWA and incorporate suggested improvements into the Strategic Plan.
- State engineers should work with local entities, through the TRCC, to develop methodologies to capture 100 percent of public roadway data.

Citation/Adjudication

The New Jersey Administrative Office of the Courts (AOC) has developed the Automated Traffic System (ATS) and Automated Complaint System (ACS) that serve as the point of entry for traffic and criminal complaints. The ATS/ACS applications capture the court disposition information for each offense entered into the system. The disposition information is transmitted electronically to the New Jersey State Police (NJSP), the Motor Vehicle Commission (MVC), and other State agencies. As a result, all citations can be tracked from issuance to posting of convictions on the driver file.

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Strengths

- **The Judiciary has developed a single, interoperable case management system for all municipal courts within the State that contains data on all traffic violations, the Automated Traffic System.**

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Recommendations:

- Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 - ***Response to Recommendation: This recommendation references several national organizations and databases that provides guidance on ideal practices or receive/report data on a state and national levels but which were not reflected in the responses in the TRA. The following information is provided on NJ's participation with those organizations:***
 - ***Uniform Crime Reporting Program (UCR) – The NJ State Police Uniform Crime Reporting Unit is responsible for reporting crime information in accordance with the Federal Bureau of Investigations (FBI) standards;***
 - ***National Crime Information Center (NCIC) – The NJ State Police State Bureau of Identification is responsible for***

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- ***National Law Enforcement Telecommunications System (NLETS) – The NJ State Police Criminal Justice Information System Control Unit is designated as the Control System Agency (CSA) by the FBI, and provides statewide management to criminal justice users with respect to CJIS data. The system consists of over 900 criminal justice agencies and provides users with computerized data from the New Jersey Motor Vehicle Commission (NJMVC), National Crime Information System (NCIC), and the National Law Enforcement Telecommunications system (NLETS);***
- ***National Information Exchange Model (NIEM) Justice – The NJ State Police has led this effort by using a standards-based approach to information sharing challenges with over 500 police agencies within the state. Beginning with Global Justice XML Data Model (GJXDM) and then incorporating NIEM, the state was able to accommodate many different industry solution providers fairly. New Jersey created an Information Exchange Package Document (IEPD) and a set of Data Sharing Extract Guidance rules to help facilitate the exchange of data (consisting mostly of CAD and RMS excerpts) for the Statewide Master Name Index called NJ-Data Exchange;***
- ***The State is aware of the National Center for State Courts (NCSC), Global Justice Reference Architecture (GRA), and the Model Impaired Driving Records Information System (MIDRIS) guidelines and specifications and will look to incrementally review and incorporate these as funding warrants.***

EMS/Injury Surveillance

The pre-hospital data collection system is managed by the New Jersey Department of Health Office of Emergency Medical Services. Paper reports are not accepted into the State file, but since NJ is not a mandatory reporting State only 80% of all EMS responses are captured and submitted electronically. The State system is NEMSIS 2.2.1-compliant and advancements are underway with approximately 75% of all agencies using NEMSIS 3.4. All data collection software systems are also NEMSIS-compliant and incorporate edit checks and validations to ensure that the data falls within acceptable parameters. The NJ Bridge Data Base provides an interface between EMS and hospital data systems; it also functions to track record submissions, both initial and upon correction and resubmission.

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Strengths

- There is a sound feedback loop between the users and data collectors, as well as performance reporting to submitting agencies from the State. All these processes are clearly documented, including process flows.

Recommendations:

- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 - **Response to Recommendation:** *At the time of the TRA, an interface with NJ's Trauma Registry did not exist. As of this writing a pilot program with one Trauma Center has been on-going with reported successful results. The Registry has received grant funding to further advance this initiative to other Centers around the state.*
- Improve the data quality control program for the Injury Surveillance systems to best reflect practices identified in the Traffic Records Program Assessment Advisory.
 - **Response to Recommendation:** *At the time of the TRA, the OEMS did not regularly post their performance measures. Beginning in the fall of 2017, monthly performance measures are posted to the agency's website (<http://www.state.nj.us/health/ems/>) and capture the following measures:*
 - *Agency response times by county for EMS, ALS (Advanced Life Support) and BLS (Basic Life Support)*
 - *Total EMS, ALS, and BLS calls per county*
 - *Call Types by county*
 - *Top 5 call types by county*

Data Use & Integration

Strengths

- The New Jersey Office of Information Technology is developing a contract which will facilitate electronic submission of crash reports by various law enforcement agencies which will allow use of edit checks and validation rules to provide timely feedback to reporting officers.

Recommendations:

- Improve the traffic records system capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 - ***Response to Recommendation: Currently the Data Warehouse overseen by the Office of Information Technology (OIT) comprises the crash, EMS, motor vehicle inspection and driver information data systems. There are no current efforts to include additional data systems at this time.***

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

2018 Strategic Plan Projects

Project Title	Agency	Costs	NHTSA 405c	Continuation or New
Crash				
Electronic Data Transfer	NJDOT	\$5,000,000*		N
Crash Records Verification	NJDOT	\$750,000	✓	C
Crash Geocoding	Rutgers University	\$44,026	✓	C
Crash Analysis Tool	DHTS	\$131,000	✓	C
Fatal Accident Reporting Automation Feasibility Project	FARS	\$25,000*	✓	N
NJTR-1 Training	Rutgers University	\$63,000	✓	C
Roadway				
Traffic Monitoring Systems	NJDOT	\$17,800,000		C
Injury Surveillance				
Electronic Patient Care Reporting	DOH OEMS	\$350,000	✓	C
Automated Location Devices for Emergency Response Vehicles	DOH OEMS	\$75,000*	✓	N
Event Data Recorders Feasibility Project	DOH OEMS	\$35,000*	✓	N
Citation/Adjudication				
Municipal Automated Complaint System	AOC	tbd		C
Driver				
Comprehensive System	MVC	tbd		C
Vehicle				
Comprehensive System	MVC	tbd		C
Data Integration				
Data Warehouse	OIT	\$367,000	✓	C

* Estimated Costs

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
Information System	Traffic Records Information System	Training and Data Improvements

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Vehicle

The New Jersey Motor Vehicle Commission (MVC) is the custodial agency of the State's vehicle data system in a single location, and vehicle reports can be retrieved using the VIN, Registration Plate Number and Driver/Owner Autopic or Corpcode. Driver and vehicle titles and registrations are separate databases in a Datacom DB relational system and are linked by connecting keys. No personal information is stored on the Vehicle database.

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Strengths:

- The posting and removal of stolen vehicle flags, based on information from law enforcement meet the recommendations for Advisory ideal.
- The retention of brand histories reported from previous States of record meets the Advisory idea, and steps from initial titling and registration to final entry into the statewide vehicle system are documented in a process flow diagram.

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Recommendations:

- Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
 - ***Response to Recommendation: MVC does not currently have the resources to implement the recommendation.***
- **Improve the interfaces with the Vehicle data system to reflect best practices identified in the Advisory.**
 - ***Response to Recommendation: MVC does not currently have the resources to implement the recommendation.***
- **Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Advisory.**
 - ***Response to Recommendation: MVC does not currently have the resources to implement the recommendation.***

Considerations:

- Prior to the vehicle system upgrade, baseline performance measures for vehicle data quality attributes should be developed and performance levels determined, so that improvements from the system upgrade

can be documented.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

Completeness and timeliness. See below.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

NJ STRCC Strategic Plan Jun2018.docx

NJ EMS Data (6-1-17 to 5-31-18).xlsx

Performance Measure Traffic Records FY 2019 Application.docx

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 5/30/2017

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

11 405(e) Distracted Driving

Sample distracted driving questions

Enter sample distracted driving questions from the State's driver's license examination.

Which of the following actions could lead to distracted driving?

- A. Adjusting the radio or CD player
- B. Eating
- C. Using a cellular phone or any other electronic device
- D. All of the above

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:	Primary Offense
Date Enacted:	1/20/2004
Date Amended:	6/27/2013

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on texting while driving.

- Prohibition on texting while driving.
 - N.J.S.A. 39:4-97.3a
- Definition of covered wireless communication devices.
 - N.J.S.A. 39:4-97.3b
- Minimum fine of at least \$25 for an offense.
 - N.J.S.A. 39:4-97.3d

Click Add New to provide legal citations for exemption(s) to the State's texting ban.

Citation	Amended Date
N.J.S.A. 39:4-97.3 (No Exemptions)	

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:	Primary Offense
Date Enacted:	1/20/2004
Date Amended:	

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

Prohibition on youth cell phone use while driving.

- Prohibition on youth cell phone use while driving.
 - N.J.S.A. 39:3-13.2a and 39:3-13.4a. and c.
- Definition of covered wireless communication devices.
 - N.J.S.A. 39:4-97.3b
- Minimum fine of at least \$25 for an offense.
 - N.J.S.A. 39:4-97.3d

Click Add New to provide legal citations for exemption(s) to the State's youth cell phone use ban.

Citation	Amended Date
N.J.S.A. 39:3-13 (No Exemptions)	

12 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	No

Reduction of fatalities and crashes	No
Impaired driving program	No
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: New Jersey Motor Vehicle Commission

State authority name/title: Sue Fulton, Chief Administrator

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Atlantic County	3584
Bergen County	10202
Burlington County	7198
Camden County	6326
Essex County	5510
Mercer County	3537
Middlesex County	9362
Monmouth County	9739

Morris County	7249
Ocean County	10179
Somerset County	3661
Sussex County	5307

Enter the total number of registered motorcycles in State.

115303

Use of fees collected from motorcyclists for motorcycle programs

A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion

Data State

To demonstrate compliance as a Data State, upload the following items in the in application documents section: data or documentation from official state records from the previous State fiscal year showing that all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs were, in fact, used for motorcycle training and safety programs. Such data or documentation shall show that revenues collected for the purposes of funding motorcycle training and safety programs were placed into a distinct account and expended only for motorcycle training and safety programs.

Documents Uploaded

Motorcycle Fees Collected.pdf

13 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

14 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

FY 2019 Certifications and Assurances.pdf

NEW JERSEY - Highway Safety Plan - FY 2019 - Submitted 1.0.pdf