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Highway Safety Annual Report

FEDERAL FISCAL YEAR 2020
October 1, 2019 through September 30, 2020

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INTRODUCTION

The New Jersey Division of Highway Traffic Safety (DHTS), by N.J.S.A. 27:5F-18 et seq., is responsible under its Director for developing and implementing on behalf of the Governor, the New Jersey Highway Safety Program, a comprehensive plan to reduce fatalities, injuries and property damage resulting from traffic crashes. The plan is developed in accordance with the U.S. Highway Safety Act of 1966 (P.L.89-564) and any acts amendatory or supplementary thereto. DHTS is also responsible for procuring and administering federal highway traffic safety funds, and processing and administering grants to State agencies, political subdivisions and nonprofit organizations. As the State's lead highway traffic safety agency, DHTS promotes traffic safety and coordinates the traffic safety activities of State and local agencies as part of a comprehensive statewide traffic safety program. The Highway Safety Plan for Federal Fiscal Year 2020 (FFY 2020), developed in accordance with 23 U.S.C. 402, is part of this effort.

DHTS is located in the Department of Law and Public Safety (Office of the Attorney General). The Division Director is appointed by, and serves at the pleasure of, the Governor. By the terms of N.J.S.A. 27:5F-32, the Director is specifically appointed as the Governor's Representative for highway traffic safety matters to the National Highway Traffic Safety Administration (NHTSA), although as a functional matter, this also entails all dealings with the Federal Highway Administration of the United States Department of Transportation. The Director is also chairperson of the Governor's Highway Traffic Safety Policy Advisory Council (N.J.S.A. 27:5F-31). The Director's administration of the Division is under the auspices of the Governor and the Attorney General.

MISSION STATEMENT

The mission of DHTS is the safe passage of all roadway users in New Jersey as we move towards zero fatalities.

EXECUTIVE SUMMARY

The Highway Safety Plan Annual Report for FFY 2020 (October 1, 2019 - September 30, 2020) addresses the use of monies from the annual allotment of Section 402 State and Community Highway Safety funds. The report also addresses the use of funds from the following grant programs: Section 405(b,c,d,e,f and h), National Priority Safety Program Grants. Funds from these sections supported projects in the following areas: alcohol and other drug countermeasures; occupant protection; pedestrian and bicycle safety; community traffic safety programs; police traffic services and training; traffic records; motorcycle safety; and paid and earned media. The DHTS awarded 231 federally-funded projects in 2020. The amount of funds allocated to those projects totaled over $15,000,000 in both new allocations and carryover monies. Projects were implemented by State and local entities and nonprofit organizations. The Division also oversees and coordinates the State Drunk Driving Enforcement Fund, N.J.S.A. 39:4-50.8, the Pedestrian Safety, Enforcement and Education Fund and the Motor Vehicle Snow and Ice Removal Safety Fund.

The annual report provides an overview of the projects funded during the year and the status of the performance measures identified in the FFY 2020 Highway Safety Plan. Based on available data, DHTS anticipates meeting 8 of the 18 core outcome goals set forth in the FFY 2020 Highway Safety Plan. It is important to note that among the 10 core outcome goals not met, several of these program areas are seeing downward data trends nonetheless (speed-related crashes, young driver fatalities, unbelted fatalities, alcohol-related fatalities, and work zone crashes). DHTS will continue to conduct a thorough review of all of its performance measures to determine whether additional initiatives are needed to improve traffic safety in New Jersey.

The cooperation and participation of governmental and private sector partners of the DHTS are critical to the overall success of the highway safety program. The principal forum for these traffic safety partners is the Highway Traffic Safety Policy Advisory Council, which consists of 21 members, appointed by the Governor, who assist in recommending and developing traffic safety policy and programs. In addition, the NHTSA and the Federal Highway Administration provide leadership and technical assistance to DHTS. Other partners include the Division of State Police; NJ Motor Vehicle Commission; Division of Alcoholic Beverage Control; Department of Transportation; Department of Education; Department of Health; Office of Emergency Medical Services; Administrative Office of the Courts; Department of Community Affairs; local law enforcement agencies, including the Association of Chiefs of Police and the Traffic Officers Association; universities; advocacy groups, including AAA and the Brain Injury Alliance of NJ; the Transportation Management Associations; as well as other private sector businesses and organizations. All of these partner organizations play a key role in developing and implementing New Jersey's traffic safety program. Moving into FY2021, progress has been

made to update Highway Traffic Safety Policy Advisory Council membership for the first time in many years.

COVID-19 PUBLIC HEALTH CRISIS

The worldwide public health crisis of 2020 had a profound effect on DHTS traffic safety programming in FY2020. Several major initiatives including three statewide enforcement mobilizations, the annual seat belt usage survey, and the planned 2020 New Jersey Traffic Safety Symposium were all cancelled and/or postponed due to health and safety considerations.

Whether it be dramatic reductions in grant-funded traffic safety enforcement activities by local police, cancelled educational and outreach programs, and lost training opportunities, the Covid-19 situation significantly impacted all levels of DHTS program delivery. This entire annual report, and the results shown herein, must be considered within the context of the challenges posed by the virus and the reaction to it.

2020 NJ STRATEGIC HIGHWAY SAFETY PLAN

A major positive highlight of FY2020 was the development of the 2020 NJ Strategic Highway Safety Plan. Extensive work on the part of many stakeholders, including DHTS, went into the updated SHSP, the end result being an action-oriented and data-driven, comprehensive multidisciplinary plan integrating the "4Es" of safety: Education, Engineering, Enforcement, and Emergency medical services/response. The SHSP includes emphasis areas that represent important sectors where meaningful safety improvements can be made with added attention and resources. The emphasis areas were decided upon by a thorough review of safety data and input from stakeholders around New Jersey. The 2020 SHSP emphasis areas are: Data, Pedestrians and Bicyclists, Other Vulnerable Road Users, Driver Behavior, Intersections, and Lane Departure.

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

DRIVER EDUCATION PROGRAM STATE ASSESSMENT

The mission of NHTSA is to reduce deaths, injuries, economic and property losses resulting from motor vehicle crashes. In its ongoing efforts to reduce traffic crashes and subsequent fatalities and injuries, NHTSA provides technical program assessments to States upon request. A NHTSA Assessment is a technical assistance tool offered to States that uses an organized, objective approach with well-defined procedures to (1) provide an overview of the program's current status; (2) note the programs strengths and opportunities, and (3) provide recommendations for improvement.

A New Jersey Driver Education Program Assessment was conducted in FY2020 through a hybrid approach process. New Jersey was the first State to participate in a remote Driver Education Program Assessment. Key recommendations derived from the assessment, which should help to strengthen the state's driver education program moving forward, included:

- Add a "management level" coordination team of the two state agencies with statutory responsibility for driver education and novice teen driver licensing (DOE and MVC).
- Require driver education classroom instruction and behind-the-wheel instruction as a state requirement for those under age 18 to obtain a driver's license.
- Meet or exceed current nationally accepted content standards such as those provided by the American Driver and Traffic Safety Education Association (ADTSEA) and the Driving School Association of the Americas (DSAA).
- Require teens between the ages of 16 and 18 to complete classroom and behind-the-wheel driver education.
- Confirm that the Motor Vehicle Commission (MVC) road test is empirical, valid and reliable.
- Improve parent/guardian participation, by establishing a mandatory seminar that educates parents/guardians in the following areas:
  • Modeling safe driving behavior
  • Determining the readiness of the teen to begin the learning process
  • Managing the novice driver's overall learning-to-drive experience
  • Conducting effective supervised practice driving
  • Determining the teen's readiness to advance to the next licensing stage and assume broader driving privileges
  • Negotiating and adopting a written agreement between the teen and parent
  • Require parental involvement in the GDL process. Including supervised practice driving in a wide variety of increasingly challenging situations adding up to a minimum of 50 hours

TRAFFIC CRASH DATA

Statewide traffic fatalities in 2019 decreased by 0.9 percent from 563 in 2018 to 560. Fatalities in 2020 are trending upward and are 6.4 percent higher than 2019 at the time of this report. Preliminary data shows a reduction only in the number of pedestrians fatally injured in motor vehicle crashes in 2020. Though many pending cases remain, it appears to be a troubling outcome for the total number of fatalities in New Jersey for the current year.

The total number of persons seriously injured in motor vehicle-related crashes increased dramatically in 2019 due to an injury classification definition change on the New Jersey Police Accident Report (PAR – NJTR-1). In 2019, there were 3,026 persons seriously injured in motor vehicle-related crashes, compared to 1,284 in 2018. At the time of this report, only 29,216 crash records for 2020 have been processed resulting in 355 serious injuries. However, the percent of total make up of suspected serious injury crashes in 2020 is 0.90 percent compared to 0.93 percent in 2019. Serious injury motor vehicle crashes will be closely monitored as the 2020 data continues to be processed. An updated curriculum component was recently added to the NJTR-1 Refresher Trainings pertaining to the Final Rule in FY2020 to clarify definition changes.

Alcohol continues to play a significant role in motor vehicle crashes, with 129 alcohol-impaired fatalities reported in 2019. This represented a 1.6 percent increase from the 127 alcohol impaired driving fatalities reported in 2018. Despite the modest increase, the number of alcohol-impaired fatalities is trending downward. However, driver impairment consistently accounts for slightly over 23 percent of all motor vehicle fatalities in New Jersey. Many pending alcohol-related cases for 2020 remain open. Work is being undertaken with the state Medical Examiner's Office to facilitate more timely access to post mortem toxicological analysis.

Being a pedestrian-focused state, pedestrian fatalities are a major area of concern in New Jersey as they accounted for just over 31 percent of total fatalities in New Jersey in 2019, up from 30.7 percent of the total fatalities in 2018. Preliminary numbers in 2020 total 142 fatally injured pedestrians compared to 151 in 2019. Bicyclist fatalities experienced a significant decline (-28%) in 2019 (13) compared to 2018 (18). However, a year-to-date comparative from last year, 2020 has experienced 9 additional bicycle fatalities (18 compared to 9).

New Jersey has made great progress in reducing the total number of teen drivers (16-20 years of age) involved in fatal crashes. There was a 1.9 percent increase in 2019 (54 involved drivers) compared to 2018 (53 involved drivers), however, preliminary figures are showing a decline in young driver involvement in fatal crashes in 2020.

Motorcycle fatalities (drivers and passengers) increased by 60 percent in 2019 from 53 in 2018 to 85, also the number of fatally injured motorcycle riders that were unhelmeted increased from 7 in 2018 to 14 in 2019.

Driver behavior is the leading causation of motor vehicle crashes both nationally and statewide. Annually, over 16,000 crashes are caused by one or more drivers travelling at an unsafe speed. Speed coupled with unsafe, aggressive driving behavior such as tailgating, running red lights and stop signs, and weaving in-and-out of traffic are major factors leading to crashes. Distracted driving is the leading cause of crashes in New Jersey and is cited in over 140,000 cases per year.

Over the past five years (2015-2019), there have been 2,909 fatalities on New Jersey's roadways despite continued efforts to mitigate crash occurrences. Additional efforts have been deployed to respond to the rise in specific emphasis areas such as distracted driving and pedestrian safety as they made up the largest contributors of fatal crashes. As of December 6, 2020 there was a 6.4 percent increase (552) in the total number of fatalities compared to the same time period in 2019 (519).

In light of these data trends, DHTS will renew its efforts in FY2021 to promote effective strategies and programs to reduce overall motorist fatalities on the roads. With the help of our partners, DHTS will continue to strive to meet the goals outlined in the Highway Safety Plan and in those areas where goals were not met. Additional efforts will be pursued in enforcement, education, and awareness to improve the safety areas that pose the biggest threats on New Jersey's roadways.

ASSESSMENT OF PROGRESS

States are required to report the progress on the set of performance measures used in the development and implementation of the 2020 Highway Safety Plan. The eighteen core outcome measures and one behavior measure set forth in the 2020 Plan are listed below:

	Goal	Result
1	To limit the forecasted increase of total fatalities to less than 1% from 577 (2013-2017 average) to 582.8 (2016-2020 average)	The number of traffic fatalities in 2019 decreased to 559 from 563 in 2018. As of December 6, 2020, there were a total of 552 fatalities or a 6.4 percent increase from the previous year by the same date. The pandemic in 2020 created an increase in outdoor activity, and in some cases reckless driving, which generated a modest increase in fatalities and injuries in crashes. Should the final 2020 total be fewer than 567 fatalities, the performance measure will be achieved (forecasted 2016-2020 average is 580.9).
2	To limit the forecasted increase of total serious traffic injuries to less than 7.79% from 1,083.4 (2013-2017 average) to 1,125.9 (2016-2020 average)	The number of serious injuries increased to 3,026 in 2019 from 1,284 in 2018. DHTS believes the updated severity labels/definitions on the NJTR-1 and the interpretation of injuries sustained in the crash by the reporting officer led to this large increase. An updated curriculum component was added to the NJTR-1 Refresher Trainings pertaining to the Final Rule in FY2020 to clarify the new definitions. The performance measure is not expected to be met (forecasted 2016-2020 average is 1,840.2).
3	To reduce the total fatalities per VMT by 2.1% from .760 (2013-2017 average) to .744 (2016-2020 average)	The fatalities/VMT in 2019 was .715, however the 5-year average (2015-2019) was .752. The VMT for calendar year 2020 is unavailable currently. Using 2019 VMTs with forecasted 2020 fatalities, it is expected the performance measure will be met (forecasted 2016-2020 average is .743).
4	To reduce unrestrained passenger fatalities by 10.36% from 128.4 (2013-2017 average) to 115.1 (2016-2020 average)	The number of unrestrained occupant fatalities in 2019 decreased to 108 from 125 in 2018. As of December 6, 2020, the number of confirmed unrestrained passenger vehicle occupant fatalities totaled 57. Though there was a significant reduction from the target base year, the performance measure will not be met (forecasted 2016-2020 average is 120.7).
5	To reduce alcohol related fatalities 10.91% from 135.6 (2013-2017 average) to 120.8 (2016-2020 average)	The number of alcohol impaired driving fatalities in 2019 was 129, an increase from 127 in 2017. As of December 6, 2020, the number of confirmed alcohol involved fatalities was 29. New Jersey is expecting to see an increase in levels of impaired driving 2020 upon completion of medical examinations. There is a decrease from the target base year average, however, the performance measure is not expected to be met (forecasted 2016-2020 average is 127.7).
6	To limit the forecasted increase of speed related fatalities of 8.12% from 119.4 (2013-2017 average) to 129.1 (2016-2020 average)	The number of speed related fatalities in 2019 decreased to 105 from the previous year total of 119. As of December 6, 2020, there were a confirmed total of 16 speed related fatalities. Should this trend continue through the end of the year and the total is fewer than 163, this performance measure is expected to be met (forecasted 2016-2020 average is 118).
7	Reduce motorcycle fatalities 5.12% from 64.4 (2013-2017 average) to 61.1 (2016-2020 average)	There was a total of 85 motorcycle fatalities in 2019, an increase from 53 in 2018. As of December 6, 2020, there were a total of 57 motorcycle fatalities. Though there is an anticipated reduction in the annual total, the performance goal is not expected to be met. (forecasted 2016-2020 average is 69.8).

8	To limit the forecasted increase in unhelmeted motorcycle fatalities of 27.49% from 4 (2012-2016 average) to 5.1 (2016-2020 average)	There was a significant increase in the number of unhelmeted motorcycle fatalities in 2019 (14) compared to 7 in 2018. As of December 6, 2020, there were a total of 4 unhelmeted motorcycle fatalities reported. This performance measure is not expected to be met (forecasted 2016-2020 average is 6.2).
9	To reduce young driver involved fatalities by 11.51% from 60.8 (2013-2017 average) to 53.8 (2016-2020 average)	The number of drivers age 20 or younger involved in fatal crashes in 2019 totaled 56, no change from 56 in 2018. As of December 6, 2020, there were a total of 55 drivers under the age of twenty involved in fatal crashes. The number of young driver fatalities is expected to increase from the previous calendar year once data is finalized. Though a reduction is noted from the target base year average, this measure will not be met (forecasted 2016-2020 average is 58.1).
10	To limit the forecasted increase of pedestrian fatalities of 9.16% from 162.6 (2013-2017 average) to 177.5 (2016-2020 average)	The number of pedestrian fatalities in 2019 totaled 175, no change from 175 in 2018. As of December 6, 2020, there were a total of 163 pedestrian fatalities representing a 5.2 percent increase compared to the same date last year. The increase in outdoor activity due to the pandemic generated a spike in non-motorist killed and injured in crashes. Despite this increase, if the total number of pedestrian fatalities is fewer than 187 fatalities, the performance measure will be achieved (forecasted 2016-2020 average is 174.5).
11	To limit the forecasted increase of bicyclist fatalities of 5.77% from 15.6 (2013-2017 average) to 16.5 (2016-2020 average)	The number of bicyclist fatalities in 2019 totaled 12, a decrease from 17 in 2018. As of December 6, 2020, there were a total of 19 bicycle fatalities up from 10 during the same date in 2019. The increase in outdoor activity due to the pandemic generated a spike in non-motorist killed and injured in crashes. Should the total number of bicyclist fatalities remain at 19, this performance measure is expected to be met (forecasted 2016-2020 average is 16.4 with 19 fatalities in 2020).
12	To reduce drug involved fatalities by 13.07% from 96.4 (2013-2017 average) to 83.8 (2017-2020 average)	The number of drug involved fatalities in 2019 totaled 85, an increase from 73 in 2018. As of December 6, 2020, there were a confirmed total of 42 drug involved fatalities. This performance measure is not expected to be met (forecasted 2016-2020 average is 84.6).
13	To limit the forecasted increase of drug involved crashes of 28.7% from 1,147.8 (2013-2017 average) to 1,477.2 (2016-2020 average)	The number of drug involved crashes in 2019 totaled 1,764, a fifth consecutive annual increase, up from 1,668 in 2018. This increase in the detection of drivers driving under the influence of drugs increases as additional Drug Recognition Experts are trained and certified. This performance measure is not expected to be met (forecasted 2016-2020 average is 1,602.2).
14	To limit the forecasted increase of distracted driving related fatalities of 8.14% from 156.4 (2013-2017 average) to 169 (2016-2020 average)	The number of distracted driving fatalities in 2019 totaled 156, significantly higher than 98 in 2018. As of December 6, 2020, there were a confirmed total of 55 distracted driving fatalities. This performance measure is expected to be met (forecasted 2016-2020 average is 150).
15	To reduce distracted driving related crashes by 3.77% from 146,724 (2013-2017 average) to 141,186 (2016-2020 average)	The number of distracted driving crashes in 2019 totaled 137,111 down from 140,229 in 2018, which is the third consecutive annual decrease in distracted driving crashes in New Jersey. This performance measure is expected to be met (forecasted 2016-2020 average is 140,510).

16	To reduce speed related crashes by 11.2% from 17,048 (2013-2017 average) to 15,138 (2016-2020 average)	The number of speed related crashes in 2019 totaled 15,172, a reduction from 16,931 in 2018. Despite this 10 percent decline, this performance measure is not expected to be met (forecasted 2016-2020 average is 15,706).
17	To limit the forecasted increase of older driver fatalities of 4.01% from 67.4 (2013-2017 average) to 70.1 (2016-2020 average)	The number of older driver (65+ years of age) fatalities in 2019 totaled 62, a decrease from 72 in 2018. As of December 5, 2020, there were a total of 54 older driver fatalities. Should this trend continue through the end of the year and the total number of older drivers killed is fewer than 89, this performance measure is expected to be met (forecasted 2016-2020 average is 66).
18	To reduce work zone crashes by 27.75% from 5,372.8 (2013-2017 average) to 3,881.9 (2016-2020 average)	The number of work zone related crashes in 2019 totaled 3,825, the lowest number of crashes since electronic record keeping began. There was also a drastic decline in the volume of road work projects and vehicles on the roadway for much of 2020. Despite a 25 percent decrease from the target base year average, the performance measure is not expected to be met (forecasted 2016-2020 average is 4,009.9).
1	To obtain a seat belt observational usage rate of no less than 94 percent	Due to the COVID-19 Pandemic, a seat belt observational study was not conducted in 2020. The last annual statewide seat belt usage survey, conducted by the New Jersey Institute of Technology in 2019, found the State's front seat belt usage rate to be at 90.23 percent or a decrease of 4.23 percent when compared to the 2018 observed usage rate of 94.47 percent. This performance measure, based on the last survey results, was not met (2015-2019 average was 92.82 percent).

Activity Measures

1. **Seat Belt:** There were a total of 2,023 seat belt citations issued during grant-funded enforcement activities in 2020, down from 26,816 in 2019 and 32,878 in 2018. Note: three of the four planned statewide enforcement mobilizations in FY2020 were cancelled due to the public health emergency.

2. **Impaired Driving:** There were a total of 1,208 impaired driving arrests made during grant-funded enforcement activities in 2020, down from 4,645 in 2019 and 4,178 in 2018. Note: three of the four planned statewide enforcement mobilizations in FY2020 were cancelled due to the public health emergency.

3. **Speed:** There were a total of 4,960 speeding citations issued during grant-funded enforcement activities in 2020, down from 27,162 in 2019 and 20,921 in 2018. Note: three of the four planned statewide enforcement mobilizations in FY2020 were cancelled due to the public health emergency.

PROGRAM FUNDING

Federally Funded Programs

A. Section 402 Program

The State and Community Highway Safety Grant program is administered at the federal level primarily by the NHTSA and partially by the Federal Highway Administration. The funds are intended to be used as seed money for innovative programs and as leverage to garner other State, local and private resources. The 402 program provides funds to improve the enforcement of existing laws, change public attitudes through education, and build State and local leadership in highway safety. DHTS awarded 58 grants in FY2020, totaling $7,126,916.

402 program highlights included 20 comprehensive police enforcement grants, 11 county and regional Community Traffic Safety Grants, New Jersey's Traffic Safety Resource Prosecutor, Statewide Law Enforcement Liaison, and large police training and public education grants with Rutgers University, Kean University, and the Brain Injury Alliance of NJ.

B. Section 405(b) Occupant Protection Program

The Section 405(b) Occupant Protection Program provides funds to implement effective occupant protection programs to reduce deaths and injuries resulting from individuals riding unrestrained or not properly restrained in motor vehicle child safety seats. DHTS awarded 15 grants, totaling $975,827.

C. Section 405(c) State Traffic Safety Information System Improvements

The Section 405(c) Traffic Records Program establishes a State traffic safety information system improvement grant program. The program encourages the coordination of safety data systems across agencies and the development and maintenance of a comprehensive traffic safety information system. Projects that improve the timeliness, completeness, uniformity, accessibility, and quality of crash data qualify for funding. DHTS awarded three grants totaling $904,078.

D. Section 405(d) Impaired Driving Countermeasures

The Section 405(d) Impaired Driving Countermeasures Program provides funds to implement programs to reduce traffic safety problems resulting from individuals driving motor vehicles while under the influence of alcohol, drugs, or the combination of alcohol and drugs. DHTS awarded 35 grants totaling $3,441,184.

E. Section 405(f) Comprehensive Distracted Driving

The Section 405(e) Comprehensive Distracted Driving Program encourages States to enact and enforce laws prohibiting texting while driving and youth cell phone use while driving. Funds are used to educate the public about the dangers of texting or using a cell phone while driving and for enforcement of distracted driving laws. DHTS awarded 4 distracted driving enforcement related grants, totaling $465,002.

Section 405(e) regulations allow for 50% of the annual award to be reallocated into other programmatic areas. DHTS exercised this option and utilized $1,215,075 to fund 86 impaired driving mobilization grants.

F. Section 405(f) Motorcycle Safety

The Section 405(f) Motorcycle Safety Program provides funds to implement programs that will reduce the number of single and multi-vehicle crashes involving motorcyclists. DHTS awarded one grant, totaling $176,215 under this program.

G. Section 405(h) Non-motorized Safety

The Section 405(h) Non-motorized Safety Program earmarks funds to train law enforcement on State laws applicable to bicycle and pedestrian safety; enforcement mobilizations and campaigns designed to enforce pedestrian and bicycle laws; and public information and awareness programs designed to inform motorists, pedestrians and bicyclists of State laws. DHTS awarded 29 grants, totaling $849,556 under this program.

PROGRAM FUNDING
State Funded Programs

A. Drunk Driving Enforcement Fund

The Drunk Driving Enforcement Fund (DDEF) established a $100 surcharge on each drunk driving conviction. Monies in this fund are distributed to municipal, county, State, and interstate police agencies to increase enforcement of drunk 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. Law enforcement agencies, through application to DHTS and approval of the Director, may use DDEF monies for DWI enforcement patrols and any other appropriate DWI countermeasures. DDEF funds totaling $2,440,716 were made available to law enforcement agencies during State Fiscal Year 2020 (July 1, 2019 – June 30, 2020) to help reduce alcohol-related crashes and fatalities.

B. Pedestrian Safety, Enforcement and Education Fund

The Pedestrian Safety, Enforcement and Education Fund 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 the roadway at an intersection. Failure to stop may result in a fine not to exceed $200.00. A total of $100.00 of such fine is dedicated to the Fund that is used to make grants available to municipalities and counties with pedestrian safety problems. During 2020, 20 pedestrian safety enforcement and education grants were funded in the amount of $454,950.

C. Motorcycle Safety Education Program

The NJ Motor Vehicle Commission administers the motorcycle safety education program. The program provides for a course of instruction and training designed to develop and instill the knowledge, skills, attitudes, and habits necessary for the safe operation of a motorcycle. Beginner and advanced rider training programs along with three wheel training are conducted throughout the State. Training was provided to 5,356 riders during 2020 at private locations by State approved motorcycle safety providers.

D. Motor Vehicle Snow and Ice Removal Safety Fund

The Motor Vehicle Snow and Ice Removal Safety Fund is a separate, non lapsing, dedicated account. All fines imposed and collected as a result of enforcement of N.J.S.A. 39:4-77.1 shall be deposited into the Fund. Monies in the account can be used to offset the costs associated with the establishment of a public awareness campaign and to develop a grant program that private

companies can use to purchase, install, and maintain equipment and technology to remove snow and ice from commercial motor vehicles. One grant was awarded in FY2020 to purchase commercial vehicle snow removal equipment at a site in Newark, NJ. A listing of the nine snow removal devices funded to date through this program is posted on the DHTS website.

DESCRIPTION OF FUNDED PROJECTS AND ACTIVITIES

Alcohol and Other Drug Countermeasures – Project Summaries

DWI Training/Drug Recognition Expert Program

Critical standardized training courses were offered to law enforcement personnel in FY2020 relating to the detection, apprehension, processing, and prosecution of DWI offenders. A total of 136 police officers were trained in these programs. The DWI Detection Standardized Field

Sobriety Testing five-day course was delivered to 121 officers while the four-hour refresher course was held for 15 officers. The Drug Recognition Expert (DRE) training program was conducted, as well, with 44 police officers trained and certified as DRE's and 197 officers completing the re-certification course. Advanced Roadside Impaired Driving Enforcement (ARIDE) courses were also held for 163 police officers, which was a significant reduction from 2019 and attributed to Covid-19 related restrictions. The ARIDE program addresses the gap in training between the Standard Field Sobriety Testing and DRE programs by providing officers with general knowledge related to drug impairment and driving. The Driving Under the Influence of Drug (DUID) course was held for 6 municipal prosecutors. The ARIDE and DUID training does not qualify participants as drug recognition experts, but is intended to make individuals competent in evaluating and documenting suspected abuse and impairment of drugs.

The DRE program trains law enforcement officers to determine whether an individual is under the influence of drugs through a visual evaluation. A DRE officer is typically called in to assist an arresting officer to further evaluate a suspect arrested for drunk driving who has passed a breath test. The DRE's testimony has the capability of providing better evidence for the

prosecution than toxicology reports. Blood tests may not measure the quantity of drugs taken and urine tests do not accurately pinpoint when the drugs were ingested and may not show the quantity. Therefore, blood and urine tests alone may be insufficient to prove a motorist was affected by drugs while driving. The DRE Call-Out program establishes policy and procedures for the utilization of DRE's to evaluate and assess motorists who are arrested for driving under the influence of intoxicating drugs and alcohol. The DRE call-out program was operational in eleven counties in FY2020: (Bergen,

Atlantic/Cape May, Monmouth, Morris/Sussex, Ocean, Somerset/Hunterdon, Middlesex, and Union). The program utilizes qualified DRE personnel, as part of a shared services agreement with local police departments, to assist in identifying and removing intoxicated drivers from the roadway. The DRE's are available to all agencies in the county on a call-out basis and for support at DWI sobriety checkpoints. Throughout FY2020 effort and outreach was undertaken to expand the number of counties with DRE Call-Out programs, and it is anticipated that additional counties, including Hudson, will be up and running with such programs in FY2021. Grant funding was also provided to the New Jersey DRE Association to support its efforts to better train and equip New Jersey DRE's.

Alcohol Breath Test System

Under the authority of the Attorney General, the Alcohol/Drug Test Unit within the Division of State Police spearheads the continual process of training and re-certifying police officers throughout the State to operate the approved chemical breath test instrument (Alcotest System). In order to support and maintain the training program, funds were used to purchase the equipment necessary for training and re-certifying police officers as breath test operators. The number of officers trained in FY2020 on the use of the Alcotest (4-day course) totaled 259 while another 3,672 were re-certified.

The new Alcotest 9510 breathalyzer instrument will continue testing, pilot program and validation in FY2021.

Drive Sober or Get Pulled Over Campaigns

From December 6, 2019 – January 1, 2020, the state's law enforcement community teamed up to carry out the *Drive Sober or Get Pulled Over 2019 Year End Holiday Crackdown*. The goal of this campaign was to mobilize the State's police departments during the critical end-of-year holiday period and to raise public awareness about the dangers of impaired driving through a combination of high visibility enforcement backed by targeted media activities.

During this campaign, 133 agencies received overtime grant funds and overall 69% (336) of police agencies in the State participated. The campaign resulted in 1,380 DWI arrests, 4,960 speeding summonses and 2,023 seat belt summonses.

To help spread the *Drive Sober or Get Pulled Over* message, police departments engaged their communities through the dissemination of press releases, public service announcements and displays on variable message boards.

The *2020 Drive Sober or Get Pulled Over Statewide Crackdown*, scheduled to take place August 21 – September 7, 2020, to coincide with the national enforcement crackdown, was cancelled due to the Covid-19 public health crisis, as authorized by the NHTSA CARES Act Waiver issued April 9, 2020.

Underage Enforcement

Funds were provided to the Division of Alcoholic Beverage Control to implement the *Cops In Shops* Summer Initiative program. The program funded overtime salaries for police officers to work in an undercover capacity in liquor stores, restaurants and bars in an effort to identify underage individuals who purchase or attempt to purchase alcoholic beverages and adults who purchase alcoholic beverages for minors.

Enforcement efforts were held from May 20, 2020 through September 30, 2020 in Atlantic, Cape May, Gloucester, Middlesex, Monmouth, and Ocean counties. The retail license establishments displayed posters warning underage individuals that police officers may be present in an undercover capacity.

A total of 30 towns participated in the Summer Initiative program. The enforcement effort resulted in the arrest of 94 individuals. There were 146 total offenses charged in the Summer Initiative, 57 of which were for underage purchases of alcoholic beverages. There were several ordinance violations related to underage possession of alcohol, as well.

Grant dollars were also provided to enforce Alcoholic Beverage Control acts and other related laws pertaining to underage alcohol use and/or intoxicated patrons. The use of undercover police personnel is intended to identify underage individuals who order and/or consume alcoholic

beverages as well as those who serve them. Appropriate criminal and/or administrative charges were initiated against underage individuals, those providing alcoholic beverages to underage persons as well as liquor licenses that allowed this activity on their premises. 675 licensed establishments were identified for investigation of underage or intoxicated patron drinking activity. 41 administrative violations were identified and submitted to the Division's Enforcement Bureau for prosecution of the violations and 49 individuals were arrested for violations of the NJ Alcoholic Beverage Control Act.

Funds were provided to the Division of State Police and the Cape May County Prosecutor's Office to implement undercover operations at locations licensed to serve alcoholic beverages. The purpose of the projects were to identify individuals under the legal age attempting to purchase alcohol or providing alcohol to underage patrons and those utilizing fraudulent identification to purchase alcohol. Both grants planned to begin operations in the spring of 2020 and were severely impacted by the public health emergency and executive orders that included a period of time in which bars were ordered closed. The Cape May project reported a minimal number of summonses related to underage purchase of alcohol and a more substantial number of violations cited against liquor establishments relating to the various Covid-19 related restrictions that were in effect.

The Clinton Township Police Department utilized grant funding for a combination education/enforcement program focusing on the regional high school within its jurisdiction. Though delivery of the program was impacted by the Covid-19 situation, more than 200 high school juniors and seniors received impaired driving education in the form of a mock crash demonstration, DWI simulators, and Fatal Vision goggle exercises.

College Programs

Several New Jersey colleges and universities delivered important campus-based educational programs relating to substance abuse and healthy decision making during FY2020.

The College of New Jersey (TCNJ) shifted its annual Peer Institute Conference on underage drinking and driving to an online environment in response to the public health emergency. 217 students from eleven colleges participated and were certified nationally as Peer Educators. TCNJ's ADEP (Alcohol and Drug Education Program) was active on campus throughout the year offering counseling services, special events, and educational messaging designed to reduce alcohol abuse/impaired driving and promote a healthy lifestyle.
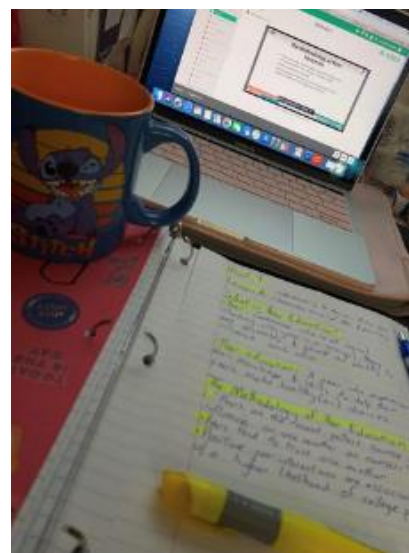
At William Paterson University, grant funding enabled the Peer Health Advocates (PHA) program to promote the HERO Campaign's designated driver messaging at numerous events throughout the campus. Alcohol awareness and educational materials were distributed as part of freshman orientation and welcome events in September as well as throughout the year. Educational campaigns were also conducted via social media utilizing the Twitter and Instagram platforms, campus bulletin boards, and digital monitors throughout campus.

At Stockton University, eight student peer educators hired through a DHTS "Stay Safe and Graduate" grant provided programming during FY2020 that reached more than 2,200 students on campus with important messages regarding the dangers of drinking and driving. Highlights included monthly *Alcohol 101* workshops, day long safe driving display table events, and *LollaNoBooza*, an alcohol free Halloween safe driving event that was attended by more than 750 students.

New Jersey Prevention Network

The New Jersey Prevention Network coordinated the annual addiction conference "2020 Vision: Focus on Addiction." Due to the public health emergency, the event was shifted in a virtual environment and was held on June 18, 2020. More than 1,200 professionals who work in substance abuse prevention, education, law enforcement, and health care attended the online conference. With the support of DHTS grant funding, a highway traffic safety track was created and included a pair of workshops: "Impaired Driving in a Post-Covid World" and "Clear Alliance and its Scope of Educating about Drugs and Impaired Driving in Oregon." Topics of other workshops included the impact of alcohol abuse on women's health, health disparities in Covid-19, and the ongoing opioid epidemic. DHTS displayed its traffic safety materials during the events "virtual exhibit

center". All of the workshops and information provided through the conference were recorded for later viewing.
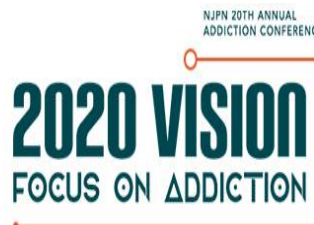
Summary

While the number of alcohol-related annual fatalities has been trending downward in recent years, this remains an area of concern, as the Performance Target in the FY2020 HSP was not met. For FY2021, impaired driving enforcement efforts will be ramped up in the form of additional year-long sustained enforcement grants in communities that are ranked high for alcohol-related crashes and fatalities. In addition, the DHTS Crash Analysis Tool will allow for a more targeted approach to awarding mobilization grants for the national crackdown periods.

Of additional concern is the uptick in drug involved crashes and fatalities. While some of these increases can be attributed to New Jersey's growing and robust DRE program, the recent passage of a statewide ballot question which will legalize recreational marijuana use further complicates the issue. The state's DRE program will be expanded in FY2021 in response to these major changes and existing DRE's will be provided new tools and training to allow them to better do their work. The companion legislation that will enact legalized marijuana, while currently in draft form, will be closely monitored for its impact both on enforcing drug impaired driving in the state as well as paying the costs associated with the enforcement.

Occupant Protection – Project Summaries

Click It or Ticket

Unfortunately, the 2020 *Click It or Ticket* seat belt enforcement mobilization, originally scheduled for May 18 – 31, 2020, was cancelled due to the Covid-19 situation, as authorized by the NHTSA CARES Act Waiver issued April 9, 2020.
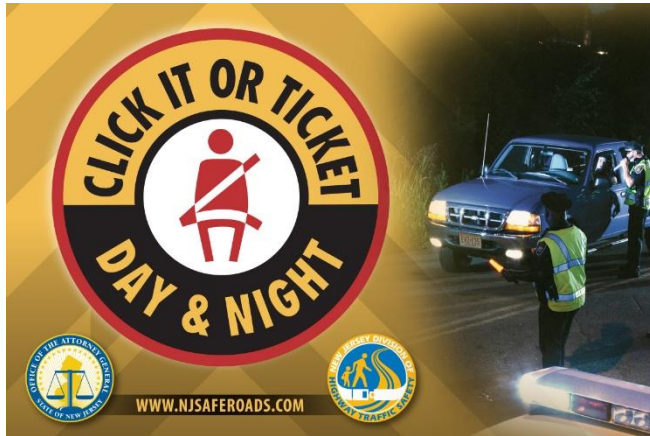
It was one of three major traffic safety enforcement crackdowns which were forced to be cancelled in 2020. It is hoped that the next *Click It or Ticket* seat belt enforcement mobilization, scheduled for May 17 – 30, 2021, will proceed as planned.

Seat Belt Survey

The statewide seat belt survey for 2020, which was to be conducted by the New Jersey Institute of Technology, was cancelled due to the Covid-19 situation, as authorized by the NHTSA CARES Act Waiver issued April 9, 2020.

The last belt use survey conducted, in 2019, found that the State's front-seat belt usage rate decreased by 4.23 percent from 94.46 percent in 2018 to 90.23 percent in 2019. The driver and front-seat passenger usage rates were 90.41 percent and 89.41 percent respectively. These rates represented decreases in the driver's usage rate of 4.05 percent and the passenger usage rate of 5.06 percent.

In lieu of the 2020 survey, NJIT utilized a portion of its grant funding to begin pilot tests of automated data collection systems for front and rear seat belt surveying.

Child Passenger Safety

New Jersey's extensive Child Passenger Safety (CPS) program, funded through the DHTS, continued its efforts in FY2020 at reducing traffic injury and fatality rates through coordinated

enforcement and education programs regarding the proper use of child restraints in motor vehicles. Grants were provided to a dozen agencies (three local police departments, six county police departments, one non-profit agency, one state agency, and NJ State Police) for CPS programs that included technician training, re-training and program delivery.

The primary theme of New Jersey's CPS program, *100%, Everyone, Every Ride*, was pushed out by DHTS and its partner agencies with targeted, ongoing messaging to the motoring public. A highlight of the year was National Child Passenger Safety Week from September 20-26, 2020. During the week, the DHTS sponsored ten child restraint check/educational events.

In addition to the safety week activities, DHTS for the first time hosted "pop-up" child safety seat check events in five previously underserved communities in the state: Irvington, Paterson, Trenton, Bridgeton, and Vineland. NJ State Police CPS technicians at these events provided much needed education and outreach relating to child passenger safety and the events were well received.

The DHTS website, www.njsaferoads.com, contains a wealth of information relating to Child Passenger Safety, including a list of county coordinators, who can 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 was able to contact county coordinators directly and arrange for child safety seat program presentations or receive information and guidance on proper installation techniques. Prior to the Covid-19 outbreak, child passenger safety inspection and education programs were conducted in all 21 counties, including the three regional State Police stations. The majority of in-person CPS activities were temporarily suspended during the public health emergency. A number of CPS providers developed innovative virtual programs to continue offering this critical information to the public during the uncertain times.

The DHTS provides coordination and funding for the state's CPS training efforts and also supports the national child passenger safety certification program which provides a standardized certification to those that are successfully trained. Four child passenger safety technician training courses were held in 2020, that trained 70 new technicians. Curriculum updates were also developed to address safety considerations that arose from the Covid-19 pandemic. There are now 1,235 individuals trained as certified technicians in the State working in public safety, health and injury prevention programs. Thirty-eight of the technicians are certified as CPS instructors.

Summary

Data in the occupant protection area has been mixed in recent years, with some positive aspects and some negative. While unbelted fatalities in the state have been declining, the front seat belt use rate also fell in the most recent statewide survey (2019). For FY2021, seat belt enforcement efforts will increase in the form of additional year-long sustained enforcement grants in communities that are ranked high for unbelted crashes and fatalities. In addition, the DHTS Crash Analysis Tool will allow for a more targeted approach to awarding mobilization grants during the national *Click It or Ticket* campaign period. The state's network of child passenger safety technicians will continue to evolve in the upcoming year, as needed, so that this life saving program will continue regardless of the overall public health situation.

Pedestrian and Bicycle Safety – Project Summaries

Pedestrian Enforcement and Education

Ensuring the safety of pedestrians in New Jersey has long been recognized as a significant challenge. In FY2020, the Division worked in partnership with the Federal Highway Administration, New Jersey Department of Transportation, and the North Jersey Transportation Planning Authority to expand and strengthen the *Street Smart NJ Campaign*. The *Street Smart NJ Campaign* uses a combination of community-wide grass roots education and awareness backed by strong law enforcement measures to reduce pedestrian injury crashes.
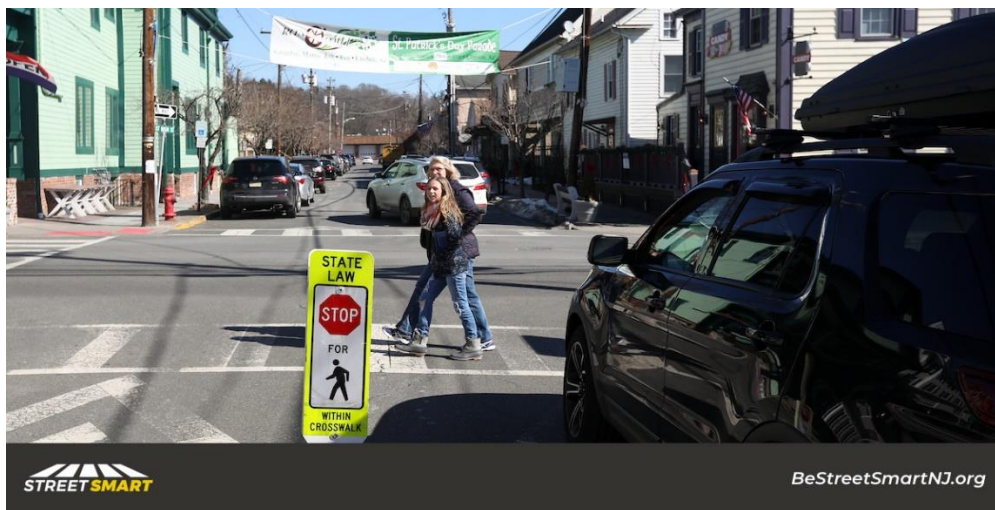
46 agencies received grants from the State Pedestrian Safety, Enforcement and Education Fund and Federal Section 405 Non-Motorized Fund. The grant funds were used to pay for overtime enforcement that targeted high pedestrian crash locations and provided pedestrian safety education materials for delivery to high-risk segments of the population.

The *Street Smart Campaign* continually expands into new communities, emphasizing a data driven approach to raise awareness for both pedestrians and motorists, while enforcing laws and changing behaviors. The campaign uses several slogans to remind individuals of the major rules for pedestrian safety: obey the speed limit; stop for pedestrians; use crosswalks; and heads up, phones down. The campaign uses outdoor advertising, radio public service announcements, internet advertising and outreach materials including street signs, posters and tip cards.

23

Crossing Guard Program

New Jersey has more than 6,800 school crossing guards. The New Jersey crossing guard training and resource program is funded jointly by the New Jersey Department of Transportation and DHTS, and operates under the auspices of the *New Jersey Safe Routes to Schools* program. The New Jersey Safe Routes to School Resource Center Crossing Guard website: www.njcrossingguards.org includes resource manuals, videos, and other useful training tools.

With the support of DHTS grant funding, representatives of the Voorhees Transportation Center conducted two virtual crossing guard supervisor classes on: August 5, 2020 and August 13, 2020. One of the advantages of the webinar format is that more crossing guard supervisors than usual were able to participate. In all, 112 individuals took part in the trainings, representing 80 municipalities.

The program raises awareness about school crossing safety to the general public as well. Since being made available on YouTube in 2015, the training video "Crosswalk Heroes" has had almost 47,000 views. The Spanish language version of the training video has had over 1,100 views on YouTube. "The Challenging Crossings" training video has had over 1,400 views since it was introduced in 2019.

Bicycle Safety

In previous years, the New Jersey Bike and Walk Coalition, with the support of grant funding from DHTS, provided critical bicycle safety education to law enforcement personnel through the course "Title 39: A Bike's Eye View." Unfortunately, all three planned sessions of the course for FY2020 were cancelled due to the Covid pandemic. Efforts are underway to develop an online virtual version of this course for FY2021.

Bicycle safety funds were used by the Montclair Police Department for an ongoing enforcement program that promotes bicycle safety in the community and addresses violations by motorists who do not yield for bicyclists. Educational safety talks were conducted for school-aged children along with Pop-up Bike Lane events.

The eight Transportation Management Associations in New Jersey adapted their programs and developed innovative ways to deliver grass roots bicycle safety programming for recreational riders as well as bicycle commuters. Virtual smart cycling classes were developed along with online bicycle helmet fitting instruction. In Hudson County, a poster contest was carried out, remotely. More traditional programs were also conducted when possible during the pandemic, including bike rodeos for Boy Scout troops and helmet safety presentations tied into local community events.

The Division of State Police continued its bicycle safety awareness program in FY2020 with the support of grant funding. The statewide campaign focused on training and educating law enforcement professionals with regards to bicycle traffic laws with an eye towards reducing injuries and fatalities. Programs were carried out in the spring and fall to educate New Jersey's school aged bicyclists on proper safety measures and supporting municipal police agencies in their local enforcement and educational efforts. Several new bicycles were purchased for the NJSP School Safety and Outreach Unit and maintenance was performed on existing bikes, which are used on an ongoing basis for enforcement patrols and hands-on community events at New Jersey state and county parks.

Summary

Reducing pedestrian and bicycle injuries and fatalities remains a major concern in New Jersey. Though it is projected that the FY2020 HSP Performance Measure relating to pedestrian safety will be met, the number of annual pedestrian fatalities has remained at a relatively high and stable level over the last decade and currently makes up approximately 30 percent of total motor vehicle fatalities in the state.

In FY2021, efforts will continue to promote safe walking and bicycling as well as stressing the need for motorists to share the road and beware of non-motorized roadway users. Grant funding for pedestrian safety enforcement and education, from both State and Federal funding sources, will be expanded into more than 20 of the Top 25 NJ pedestrian crash ranked cities. With the assistance of its partner agencies (NJDOT, NJTPA, and *Street Smart NJ*), DHTS will drill down further in these high pedestrian crashes cities to identify specific locations at which to focus enforcement and educational efforts. The DHTS crash analysis tool will be very effective in this effort.

Community Traffic Safety Programs/Teen Driver Safety – Project Summaries

Community Traffic Safety Programs

For many years, community-based traffic safety projects designed to educate the public about the dangers associated with traffic crashes in their locales have been an important part of the DHTS statewide traffic safety program. In FY2020, these Community Traffic Safety Programs utilized local leadership, resources, and institutional knowledge, with the support of grant funding, to move programs in key emphasis areas including: pedestrian, bicycle and child passenger safety; aggressive, impaired, distracted, and teen driving; seat belt use, and older drivers. The following counties were part of CTSP funded programs in 2020: Atlantic, Burlington, Camden, Essex, Gloucester, Hudson, Hunterdon, Middlesex, Morris, Somerset, Sussex, Union, and Warren.

Community Programs

DHTS partnered with a number of regional and statewide non-profit organizations that provided traffic safety outreach, networking, and education with community groups, corporate employers and students. Examples of activities conducted in 2020 included:

The North Jersey Foundation for Safety (AAA Clubs of New Jersey) sponsored a safe driving awareness program *"Stay Awake, Stay Alert, Stay Sober"* at all rest stops on the New Jersey Turnpike, Garden State Parkway, and Atlantic City Expressway. A second campaign *"Slow Down/Move Over"* was displayed on buses and billboards throughout the state.

TEEN **DRIVER SAFETY** SERIES

Senior driver safety presentations and Car-fit events were held throughout the year to improve adult driver safety. Pedestrian safety events were held at schools, recreation departments, and various community centers. A number of educational programs were shifted to an online virtual environment in response to the public health emergency, including projects related to teen driving, bicycle safety and child passenger safety.

New Jersey's eight Transportation Management Associations (Hudson TMA, TransOptions, RideWise, Keep Middlesex Moving, goHunterdon, Greater Mercer TMA, Cross County Connection, and EZRide) delivered a myriad of bicycle, pedestrian and driver safety public outreach initiatives in FY2020 at the local grass roots level. The TMA's are a strong supporter of the *Street Smart NJ* pedestrian safety campaign, offering support and technical assistance to communities engaged in this important program. Traffic safety messaging is pushed out throughout the year by the TMA's, to coincide with major national campaigns as well as local initiatives.

The agencies put a great focus on educating school children, especially in the areas of walking safely and safe cycling. Bicycle and pedestrian safety events were held within underserved communities, many of which have residents who rely heavily on biking and walking as their primary form of transportation. Bicycle programs were offered to children and adults, ages 5 and up, and more than 1,000 helmet fittings were provided to ensure that helmets are properly fitted in an effort to prevent head injuries.

The *Share the Keys* teen driving program, offered in partnership with New Jersey Manufacturers Insurance Company, was delivered to high school students. Driving safety programs for seniors were also offered to help them stay safe while being mobile both on foot and in the vehicle. In addition, several of the TMAs supported traffic safety engineering efforts in local communities by purchasing and making available speed monitoring devices to identify location where excessive vehicle speeds are a problem.

Safe Kids New Jersey (SKNJ) conducted an array of *Children In and Around Cars* safety education programs to targeted areas of need. Together with its statewide network of coalitions, it reached 27,489 community members, checked 4,279 car seats, provided 167 car seats and 549 bike helmets to families in need, and exceeded 200 volunteer hours statewide. With more children at home during the pandemic and parents focused on many priorities, Safe Kids Worldwide designed *The Parent's Guide to Child Safety*, a comprehensive toolkit with proven advice and tips to help families reduce risks, prevent injuries and keep kids safe while at home and in and around cars. The guide was distributed widely via Social Media.

The Brain Injury Alliance of New Jersey (BIANJ) continued to raise awareness about traffic safety through in person presentations, participation in coalition meetings and regional, statewide and national conferences. As Covid-19 began impacting the state, BIANJ pivoted its educational programs to include virtual options. A social media campaign of consistent safety messaging was shared weekly by approximately 80 organizations through a statewide safety network. To assist

with virtual learning, JerseyDrives.com, a transportation safety website, offered lesson plans and virtual learning tools to teachers, organizations and parents. BIANJ also offered virtual workshops, trainings, webinars, and uniquely tailored presentations for all ages. In FY2020, the organization was able to deliver 130 transportation safety presentations reaching almost 4,000 people in 20 counties.

To supplement the virtual workshops, an educational YouTube series was created. Kate and her dog, Jane, shared safety tips and interactive activities for helmet, bike and pedestrian safety. Each video has supplemental activity sheets for parents, teachers, and students. Additionally, the 10th year of the *U Got Brains* Champion Schools Program worked with almost 80,000 students from 63 schools in 19 counties. In light of the pandemic, schools were tasked with finding creative ways to spread their safety messages and most were able to complete their campaigns and participate in a virtual Showcase event. BIANJ plans to eventually return to in-person events and presentations, while at the same time continuing its virtual learning programs, to broaden the scope of its safety messaging.

The South Jersey Transportation Planning (SJTPO), the regional Metropolitan Planning Organization (MPO) serving Atlantic, Cape May, Cumberland, and Salem Counties, reached a large number of people with important traffic safety information in FY2020, despite the challenges posed by Covid-19. As an example, the SJTPO delivered its three in-class teen driver

presentations (*Car Crashes It's Basic Physics, Share the Keys* and *Most Dangerous Place on Earth)* 120 times in total, reaching 4,275 students.

Kean University again received grant funding to carry out its Statewide Comprehensive Traffic Safety Project. The program originally scheduled 17 Basic and Advanced Crash Investigation Training Courses, however all but three of the courses were cancelled when police training academies were forced to close due to the public health emergency. 97 police officers from around the state attended the three courses that were successfully held (Basic Crash Investigation in Morris, Somerset, and Gloucester counties). This project also took the lead role in facilitating the NHTSA-led Driver Education Program State Assessment for New Jersey, explained in detail earlier in this report, which yielded many important recommendations for strengthening the state's driver education program moving forward.

Outreach and Training

Progress was made during FY2020 for enhanced outreach and training with DHTS traffic safety partners. Three regional grantee workshops were held, at which attendees received instructions in putting together stronger applications for DHTS grant funding to include better data, problem identification, and goal setting. Planning began for an online version of this course in partnership with Rutgers University, that will enable more potential grantees from around the state to receive this valuable information.

A Statewide Traffic Safety Symposium was scheduled to take place in the spring of 2020 and was to focus on child passenger safety and pedestrian-related issues. Unfortunately, the event was cancelled due to the Covid-19 situation.

Police Traffic Services and Training – Project Summaries

Speed Detection Program

Both radar and laser speed detection devices have been effective tools used by State Troopers assigned to patrol on both highway and rural roadways. During FY2020, grant funded NJ State Police radar and laser teams conducted more than 1,000 hours of saturation enforcement. These hours resulted in the issuance of more than 1,200 speeding summonses and 1,500 total summonses.

Comprehensive Law Enforcement Programs

Sustained enforcement grants encompassing multiple major priority areas including pedestrian safety, seatbelt enforcement, aggressive drivers, and impaired driving were conducted with the support of grant funding in the following police departments in FY2020: Burlington City, Dunellen, East Brunswick, Edison, Egg Harbor Township, Jackson, Jersey City, Lacey, Old Bridge, Toms River, Wall, Woodbridge, NJ Transit police, and in the following counties: Camden, Ocean, and Union.

Highlights of these projects included: Pedestrian decoy enforcement details, educational presentations at schools, parks, stores and transportation hubs, and overtime patrols targeting speed and aggressive driving. New Jersey's "Move Over Law" was a focus in several of the projects. The number and scope of sustained enforcement grants funded by DHTS will be greatly expanded in FY2021. Crash ranking lists have been developed for all major priority program areas and large-scale enforcement grants are planned in municipalities and counties that are highly represented on these crash lists.

Distracted Driving Crackdown

Distracted driving incentive grant funds were again awarded to New Jersey for use in implementing programs to reduce the incidence of distracted driving. New Jersey was one of only seven states in the U.S. to qualify for and receive the funding.

Unfortunately, the 2020 *UDrive. UText. UPay.* distracted driving crackdown, originally scheduled for April 1 – 21, 2020, was cancelled due to the Covid-19 situation, as authorized by the NHTSA CARES Act Waiver issued April 9, 2020. It was one of three major traffic safety enforcement crackdowns which were forced to be cancelled in 2020. It is hoped that the next, *UDrive. UText. UPay.* distracted driving crackdown, scheduled for April 1-21, 2021, will proceed as planned.

Crash Investigation Training

The ability of DHTS to offer crash investigation training courses to state and local police personnel in FY2020 was severely hampered by the Covid-19 pandemic. The vast majority of courses originally scheduled were cancelled as the result of NJ police training academies being closed for public health reasons. Ultimately, the Crash Investigation I course, which instructs officers on techniques for investigating collisions on roadways, was attended by 97 police officers at three classes. Seven classes were cancelled. Crash Investigation II, which places an emphasis on vehicle damage analysis and vehicle behavior during collisions, was not able to be offered. All six scheduled courses were cancelled. Also cancelled were the three planned Traffic Crash Reconstruction classes as well as seven planned specialty classes. In their place, a pair of virtual math review classes were piloted. DHTS remains hopeful for a better outlook in FY2021, which will allow this important training program to resume.

Traffic Safety Resource Prosecutor

Three Deputy Attorneys General ("DAG") in the Department of Law and Public Safety worked as Traffic Safety Resource Prosecutors (TSRP's) during FY2020. The TSRP's conducted and attended trainings, sat on several committees, attended traffic safety-related workshops, provided assistance to prosecutors and law enforcement officers on various inquiries, represented the state in traffic safety-related court matters, and provided assistance to prosecutors in preparing briefs and appearing before the New Jersey Supreme Court.

Though somewhat curtailed by the public health crisis, the TSRP's conducted several training programs prior to police academies and state offices closing in March, 2020, including Radar Instructor Refresher courses, Basic Motor Vehicle Course for DCJ Investigators, and Basic DRE Course legal aspects.

A significant amount of time was spent on the State v. Olenowski case, in which the State Supreme Court ordered a Frye hearing to determine the scientific reliability of the DRE protocol. The TSRP's took a lead role in the litigation, including preparing briefs and oral arguments and compiling large amount of discovery documentation requested by the Special Master hearing the case. There was also ongoing work required in the DWI realm, which included legal challenges stemming from the rollout of the Alcotest 9510 chemical breath test unit.

The TSRP's are an important part of New Jersey's traffic safety program and regularly participate and provide updates on their activities at HTSPAC, NHTSA Region II, and Regional LEL/JOL meetings.

Fatal Crash Unit

The State Police Fatal Accident Investigation Unit performed many functions related to the investigation of fatal and serious injury motor vehicle crashes and the collection of statistical data related to fatal crashes. Unit personnel investigated serious and fatal crashes that occurred in the patrol areas of the State Police and responded 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 criminal charges that result. Unit personnel relied on their advanced training and technical expertise as well as specialized

equipment, funded in part by DHTS, in order to effectively and efficiently perform these vital functions.

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

To assist law enforcement agencies during times of reduced staffing and increased demand for service, the DDACTS concept was developed in a joint effort between the NHTSA and local law enforcement leaders around the country. DDACTS relies on seven principles for its implementation: data collection, data analysis, community partnerships, strategic operations, information sharing and outreach, program monitoring, and measuring outcomes. The ultimate goal is to put a model in place that focuses on traffic enforcement as a tool to reduce crime and crashes and enhance quality of life in a community.

The DHTS funded DDACTS projects with the following two agencies in FY2020: Monmouth County Sheriff and Toms River. In addition, a number of other municipal agencies in the state, previously trained in the DDACTS program, are operating the model solely with their own resources.

The Monmouth County Sheriff's Office utilized a shared services agreement with Middletown Township, Howell Township and Tinton Falls Boro Police Departments to implement a targeted DDACTS program with these departments. Crime and crash analysis were conducted to develop targeted enforcement activities, however the actual enforcement component was severely hampered by the public health crisis. Plans call for an expansion into additional communities in the years ahead. The DDACTS model was also implemented in Toms River, where proactive patrols were deployed between 7/1/20-9/30/20 to crash and crime hot spots identified in the model. This approach produced a mixed bag of results, with significant reductions noted in both motor vehicle crashes and commercial burglaries, and increases in residential burglaries and burglaries to motor vehicles.

It is hoped that the newly revised DDACTS 2.0 program, which rolled out in fall 2020, will assist in reinvigorate the program in New Jersey with its emphasis shift from high visibility enforcement to high visibility "engagement".

Law Enforcement Liaison

The grant funded New Jersey Law Enforcement Liaison was active in FY2020 in all elements of DHTS program development and delivery. Duties of the LEL included: providing assistance to DHTS staff in the promotion of law enforcement grants during the seat belt, impaired driving and distracted driving mobilizations, promoting the division's traffic safety initiatives at monthly

meetings of the State Association of Chiefs of Police and at monthly and quarterly meetings of the Traffic Officers Association, sharing news on traffic safety topics and initiatives with municipal Chiefs of Police via Email blast, assisting the DHTS Director with ongoing projects as needed, and actively being involved in the development of the 2020 NJ Strategic Highway Safety Plan.

Comprehensive Police Training

Rutgers University provided a variety or training programs to the law enforcement community of the state through its Comprehensive Police Training Grant from DHTS. The three main areas of focus for the trainings were NJTR-1 Crash Reports (described in the Traffic Records area of this Annual Report), Work Zone Safety, and UAS (Drone) Crash Investigation.

A *Work Zone Safety Awareness* virtual workshop for police was held and was attended by 75 police officers from 44 agencies. Two *Police Work Zone Train the Trainer* virtual workshops were conducted, attended by 61 police officers from 42 agencies. Several other work zone safety-related program were cancelled due to the public health pandemic, including the Annual Work Zone Safety Conference, which normally takes place in April of each year.

A new course, *UAS Application for Traffic Safety*, debuted in FY2020, focusing on the use of unmanned aircraft (drones) in crash investigation, traffic engineering, mapping, and roadway surveying. Four virtual workshops on this subject were held, attended by 80 officers from 42 police departments. Looking ahead to FY2021, efforts are underway to develop a traffic safety grants development training course, which will help potential DHTS grantees create and submit stronger, data-driven project applications.

Traffic Records – Project Summaries

An efficient traffic records system is critical to the highway safety program of a state. Projects that were funded and/or supported in FY2020 by DHTS were designed to expand statewide-integrated data collection and transmission systems to improve the timeliness, completeness, accessibility, accuracy, and linkage of safety information. The ultimate goal is data that will allow for analysis of all traffic crashes for use in policy and program development. DHTS was involved in the following crash data-related initiatives:

NJTR-1 Training

The NJTR-1 crash report form is completed by law enforcement for any incident resulting in injury, death or damage in excess of $500. Proper completion of the report by officers in the field is critical to obtaining valid crash data. During FY2020, one in-person refresher workshop was held at the Newark Police Department, 5th Precinct, specifically for the Newark, Irvington, and South Orange Police Departments. Due to the Covid-19 situation, nine additional refresher classes were conducted virtually. A total of 528 State, county, and municipal police officers and safety personnel from 107 agencies were trained in how to properly complete the crash form.

Statewide Traffic Records Coordination and Analysis

The Statewide Traffic Records Coordinating Committee (STRCC) is responsible for the critical job of integrating and exchanging traffic records data between federal, state and local traffic-related agencies and organizations in an effort to reduce fatalities, crashes and injuries. STRCC agency representatives include those involved in highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor vehicle and driver licensing. The Committee provides a forum for the discussion of highway safety data and traffic records issues, represents the interests of the agencies and organizations within the traffic records system and develops and carries out a traffic records strategic plan. Several meetings of the Committee were held during the fiscal year.

The STRCC Strategic Plan was formally updated and adopted in June, 2020. The vision statement of the plan is as follows: *It is the vision of the NJ STRCC to support the goal of zero fatalities on our roadways through a seamless traffic records data system delivering complete, timely, accurate and integrated traffic safety information accessible to all data users involved in making traffic safety decisions.*

The plan outlines a robust set of goals that will frame the STRCC work in the years ahead:

Goal 1: Improve Data Quality: Improve the timeliness, accuracy, completeness and uniformity of traffic data collection.

Objectives:

> ➢ Implement Electronic Data Transfer (EDT) statewide by 2024.
> ➢ Incorporate Autonomous Vehicle data on the NJTR-1 form by 2022.
> ➢ Improve the reporting of injury data by 2022.
> ➢ Reduce the time for toxicology reports (from 2018) to be available for fatal crash input by 2022.

Goal 2: Improve Integration and Accessibility of Traffic Records: Ensure that all traffic records datasets are integrated and accessible to end users.

Objectives:

> ➢ By the end of 2020, gain a full understanding of what datasets are currently integrated and accessible.
> ➢ By the end of 2022, integrate all traffic records datasets (i.e., crash, roadway, driver, vehicle, EMS, citation/adjudication).
> ➢ By the end of 2021, integrate EMS vehicle licensing, inspection, insurance, and personnel with the ePCR module.
> ➢ By the end of 2024 integrate drug-related datasets with other traffic records datasets.
> ➢ By 2024, create a Safety Data Resource Center to manage a portal to provide accessibility to safety data.

Electronic Patient Care Reporting and EMS Data Repository

The Department of Health, Office of Emergency Medical Services (OEMS) continued its ongoing program to improve the quantity and timeliness of electronic patient care reporting (ePCR) for mobile intensive care programs and the EMS Data Repository. Prior to the ePCR program, all patient data was collected individually by multiple organizations either manually or through unlinked desktops and servers. With the ePCR 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 arrival. The data is also transferred and stored in the repository in such a way that it is accessible by multiple State and federal agencies.

The EMS Data Repository continues to see significant growth in the quality of data being submitted by EMS providers through the ePCR. The total number of records transmitted to the data bridge decreased slightly in 2020 by 2.9 percent from 1,788,714 in 2019 to 1,737,446. The average number of days for the data to be entered (timeliness) improved by 19.6 percent from 2.91 days to 2.34 while the accuracy (completeness) of the reports ticked up slightly from 90.38 percent to 90.43 percent.

NJ EMS Data Flow
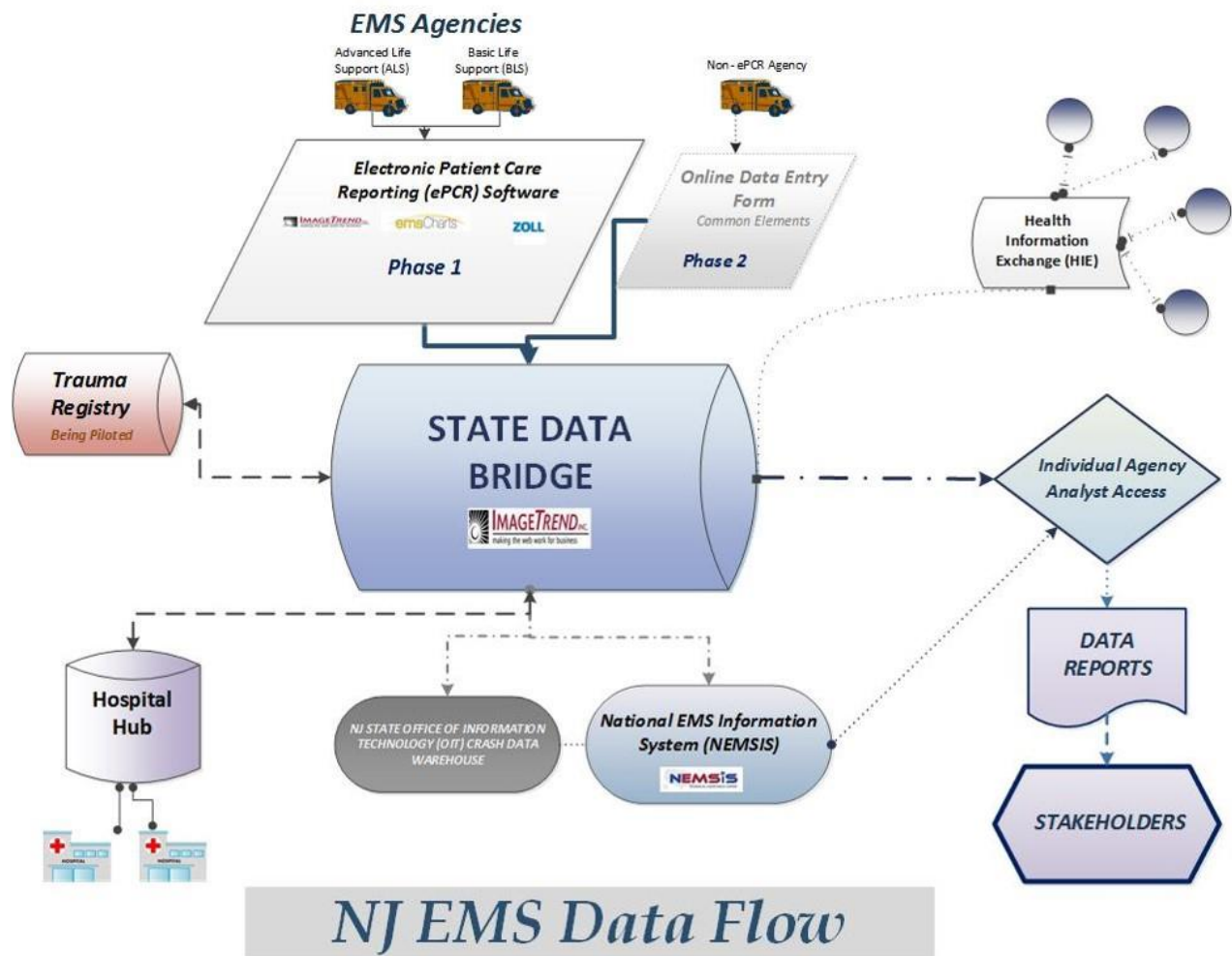
Moving forward, OEMS will investigate the feasibility of importing Event Data Recorder (EDR) information from crashes through the ePCR system to enhance the current crash information dataset. Another new initiative through OEMS would allow for automatic geocoding of the location of emergency response vehicles, either through embedded GPS units in the emergency vehicles or a smartphone app.

In House Data Analysis

The full time data analyst added to the DHTS staff in FY2019 played a critical role in all DHTS programming in FY2020, including in the preparation of the annual Highway Safety Plan and annual report as well as serving as a liaison on crash data-related matters to the STRCC and NJ DOT. Having a full time data analyst helps the Division be more data driven in its programmatic and grant funding decisions.

Electronic Data Transfer

The NJ DOT is continuing its efforts to develop the State's first integrated and all-inclusive crash reporting system which will electronically accept crash reports from police departments to the state system. DHTS sees this initiative as a priority and is actively assisting in the effort.

At this point, the NJ DOT vendor has completed both web and mobile crash report applications for use by reporting police agencies and is continuing work to accept digital reports from third-party crash report vendors. Train the trainer training for the new crash report system has been completed. Beta testing is scheduled to begin in early 2021.

Crash Analysis Tool (Numetric)

The Crash Analysis Tool is used by DHTS to analyze crash data with an eye towards traffic safety programmatic and grant funding decisions. The system is also used by other public and private agencies and individuals to help identify and assess the most cost-effective ways to improve safety on the State's roadways through a data driven approach. The Crash Analysis Tool is a critical program that is used in all aspects the Division's traffic safety work.

In FY2020, 524 users were enrolled in the system, consisting of law enforcement agencies, local governments, and partnering stakeholders including NJDOT. Product enhancements included an overhaul of the Crash Query module interface, including custom charts and pivot tables, report generation, and raw table export functions. This overhaul provides the framework needed to integrate each of the tables in the crash database, enabling the end-user to summarize crash and person-level data at the same time.

The second major product enhancement was the development and launch of the new Network Screening and Sliding Window Modules. Users can now apply filters to the entire roadway network in New Jersey pertaining to specific roadway characteristics, crash attributes, or driver contributing factors to identify hot-spot locations. The application contains a powerful text-to-search feature to run custom roadway network screening requests down to the local roadway

level, search by a recommended countermeasure, crash type, or any other crash or roadway attribute, and generate instant roadway rankings that tell you which roadways require your attention. Users can choose between generating a roadway ranking list based on a static roadway segment, or by scanning the network with customizable overlapping or non-overlapping segment sizes. Each Network Screening filter can be saved and returned to at a future date to facilitate the performance goal monitoring process.

In the year ahead (FY2021) plans include integrating each of the tables in the crash database to be queryable and summarized. This upgrade would enable the end-user to count crashes, person, and vehicle level information with a single query. Also planned in FY2021 is an enhanced Network Screening and Sliding Window module with increased customization and reporting capabilities.

Traffic Engineering Interns

The Warren County Engineers Office received grant funding that allowed it to retain the services of two engineering students to collect traffic crash data and assist in performing safety studies at high crash locations. Under the supervision of the Assistant County Engineer, the students gathered crash data, created a computerized crash database, and performed field investigations as needed. The *2019 Warren County Traffic Crash Data and Road Safety Assessment Report* was produced and contains the top crash locations involving county roadways, based on 2019 data, with recommendations for improvements. The *2020 Traffic Study Locations Report,* which was also produced, provides crash data and analysis of roadway locations which have previously undergone improvements or been identified through this program.

Motorcycle Safety – Project Summary

In FY2020 the Brain Injury Alliance of New Jersey hosted quarterly meetings of the Motorcycle Coalition. The coalition includes motorcycle enthusiasts, rider training site owners, insurance company representatives and motorcycle coaches and trainers. The coalition takes the lead role in guiding the motorcycle training program in the state and shaping the various safety and "share the road" messages that are pushed out.

This year's messaging targeted automobile drivers and the general public in an effort to increase awareness of motorcycles on the road and how they can contribute to keeping motorcyclists safe. Traditional and social media were both used in the effort. Sustained, enhanced messaging was distributed during May, which is "Motorcycle Safety Month." The ongoing Champion Schools Program was leveraged to get this important information to the teen population of the state while the *NJSmartDrivers* website educated the general public about the importance of sharing the road.

The Motorcycle Safety Foundation held its annual rider coach training in February, to provide up-to-date technical guidance to the trainers tasked with providing rider coaching around the state. The MSF's Quality Assurance Program, first implemented in 2019, completed its second year in 2020. Two dozen trained and certified quality assurance specialists (QAS) are tasked with ensuring that their programs deliver quality, consistent education to every motorcycle safety student. In all, 31 training site visits were conducted in 2020 through the Quality Assurance Program and a number of non-compliance issues were identified and successfully addressed.

Paid and Earned Media - Project Summaries

Public Information

A major public information campaign was undertaken in FY2020 to mark the anniversary of New Jersey graduated driver licensing laws, which are among the strongest in the nation. The 20th anniversary of NJ's GDL Law and the 10th anniversary of Kyleigh's Law (GDL decal requirement) afforded the opportunity to remind the public of the lifesaving benefits of these laws and to call for a renewed commitment to strengthening existing legislation and to safe teen driving in general.

The campaign centered around the slogan *SticktoIt* and featured a dedicated webpage with a wealth of information on the current laws, their benefits, and a call to action moving forward for parents, teens, and other stakeholders. A pair of videos were pushed out through several platforms to expand the reach of this important messaging. More than 2.2 million impressions were reported to the target groups (stakeholders, parents, and teens) during the first 45 days of the campaign.

Fatal crashes involving teens have declined by 50% in NJ since the GDL laws took effect. It is hoped that the *SticktoIt* campaign will begin building momentum for strengthening the current laws to ensure that these strong data trends continue in the years ahead.

Social Media

The Division employs a full time public information assistant to coordinate social media copy and graphics and assist with other efforts to create and generate paid and earned media. The goal of all these efforts is to further the division's mission to ensure safety on the roads and increase awareness of the State's several traffic safety initiatives in real time. Twitter, Facebook, Facebook Stories and Instagram Stories are utilized to engage and inform the public about the division's campaigns and programs. The division's social media pages are as follows:

Facebook - @NewJerseyDivisionofHighwayTrafficSafety
Twitter - @NJTrafficSafety

Instagram- @NJTrafficSafety

The DHTS has over 5,300 Twitter followers, over 14,800 "LIKES" on Facebook, and over 1,300 followers on Instagram. The number of followers has increased on each of the social media platforms from the previous year.

The Division's social media channels were integral in pushing out safety messaging to the public in FY2020, adjusting posts to fit traffic safety issues that arose as a result of the pandemic. At the height of the crisis, The Division partnered with the New Jersey State Police to publish a social media post requesting much needed PPE for first responders.

With impaired driving and speeding more prevalent during the pandemic, the Division emphasized "Drive Sober," "Slow Down" and "Click It Or Ticket" messaging for added safety awareness on these issues. Social media content also addressed New Jersey's new alcoholic beverage "Carry Out" laws, reminding citizens to keep beverages sealed until arrive home. Additionally, with more people home and exercising on the roadways, the Division amplified pedestrian safety posts to protect vulnerable roadway users.
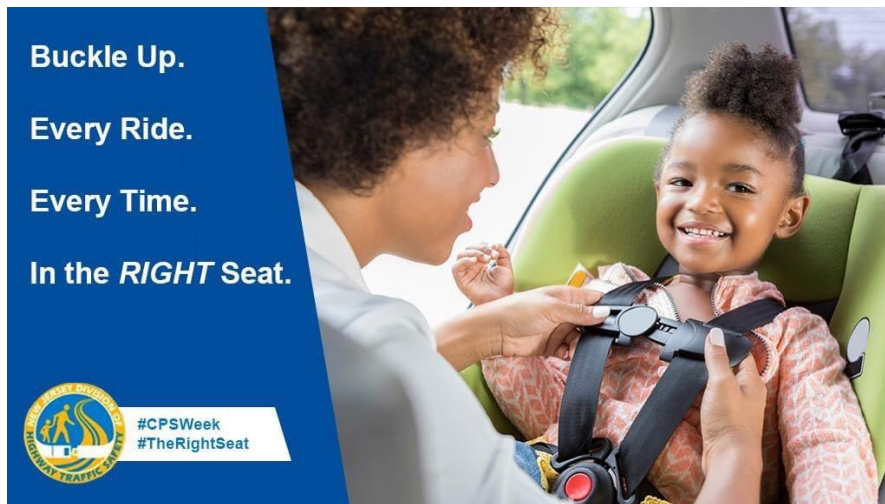

Partnerships between other state and federal traffic safety partners has allowed a consistent and cohesive social media message to be pushed out for maximum reach and effect.

Put the Brakes on Fatalities Day

On October 10, 2020, DHTS took part as it does each year in the national campaign; *Put the Brakes on Fatalities Day*. The event is designed to call attention to the horrible toll of motor vehicle fatalities on our nation's roadways. The day of awareness encourages motorists to obey

all traffic laws, including: buckling up every ride, driving the posted speed limit, avoiding distractions while driving, and always being safe and sober behind the wheel.

The Brain Injury Alliance of NJ took the lead role in spreading the message, which included extensive social media outreach in partnership with the NJ State Association of Chiefs of Police and Police Traffic Officers Association of NJ.
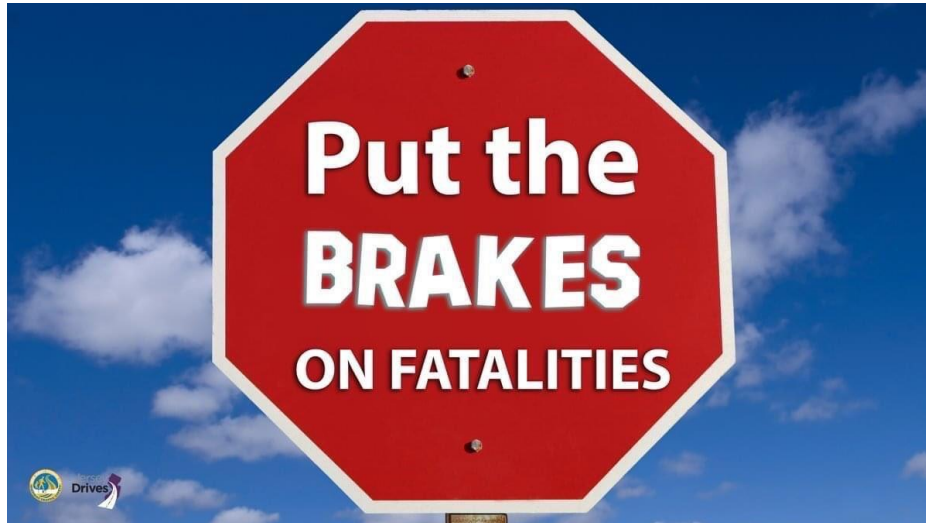
EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

Conducting evidence-based enforcement requires three main components. It begins with an analysis of relevant data to form problem identification. The second phase is the 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 identify areas with the best opportunity to effectively reduce crashes, injuries, and ultimately, deaths. Grant funding levels should be 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.).

From the State to Local level, the DHTS Crash Analysis Tool is used to analyze crash data. This 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 DHTS Crash Analysis Tool.

New Jersey's FY2020 traffic safety program efforts and funding allocations are evidence-based as political subdivisions and other safety agencies are identified to participate in DHTS grant-funded activities. The three examples provided here are twofold: To identify the data-driven approaches to mitigating our worst safety related problems, as well as providing insight into how the data-driven decision-making process operates.

City of Trenton Pedestrian Safety

DHTS has been providing pedestrian safety technical and administrative support to several municipalities throughout the State and has partnered with the North Jersey Transportation Planning Authority in the *Street Smart NJ* pedestrian safety campaign. *Street Smart NJ* is a public awareness and behavioral change pedestrian safety campaign. Since its creation in 2013, more than 80 communities have participated in *Street Smart NJ*.

Street Smart NJ emphasizes educating drivers, pedestrians and bicyclists through mass media, as well as targeted enforcement. Police officers focus on engaging and educating, rather than simply issuing citations. *Street Smart NJ* complements, but does not replace, other state and local efforts to build safer streets and sidewalks, enforce laws and train better roadway users.

The campaign is coordinated by the North Jersey Transportation Planning Authority (NJTPA) and is supported by federal and state funds, with additional funding/in-kind contributions from local partners, including the state's eight Transportation Management Associations.

Beginning in FY2020 a *Street-Smart NJ* campaign began in the City of Trenton in a partnership between NJTPA and the City of Trenton Police Department. The campaign was launched throughout the city and targeted outreach along high-risk corridors and intersections. Crash data analysis found that State Route 129, between mileposts 1 and 3 is one of the most dangerous corridors in New Jersey. The campaign included stepped-up patrols at this and other high-volume crosswalks and intersections, evaluated the presence of high-visibility signage throughout the city and provided community education in schools, houses of worship and community agencies.

The campaign efforts began with a road safety audit (RSA) conducted by the Greater Mercer Transportation Management Association (GMTMA) in November, 2019. The RSA provided a formal examination by an independent multidisciplinary team of the current roadway conditions and provided recommendations on how to improve roadway safety for all users. Marketing and outreach components of the campaign were scheduled to launch in the spring of 2020 but were postponed due to the COVID-19 outbreak.

The City of Trenton continues to be among the Top 10 municipalities in New Jersey for pedestrian crashes. Over the past 5 years (2015-2019) almost 2 percent of all statewide pedestrian crashes occurred in Trenton, and nearly half of all pedestrian crashes that occurred in Mercer County occurred in Trenton.

PEDESTRIAN RELATED CRASHES, TRENTON AS PERCENT OF TOTAL 2015 - 2019						
	2015	2016	2017	2018	2019	5 YEAR
TOTAL NJ PEDESTRIAN CRASHES	4,709	4,840	4,991	4,394	4,695	23,629
TOTAL MERCER COUNTY PEDESTRIAN CRASHES	176	185	156	131	163	811
TOTAL TRENTON PEDESTRIAN CRASHES	108	104	51	67	104	434
MERCER COUNTY % OF STATE TOTAL	3.74%	3.82%	3.13%	2.98%	3.47%	3.43%
TRENTON % OF STATE TOTAL	2.29%	2.15%	1.02%	1.52%	2.22%	1.84%
TRENTON % OF MERCER COUNTY	61.36%	56.22%	32.69%	51.15%	63.80%	53.51%

The Crash Analysis Tool enables DHTS to closely monitor crash circumstances down to the local level with the new Network Screening module. The module enables DHTS to filter for specific crash criteria and will generate the top-ranking roadway segments at the State, County and Local levels.

DHTS uses the module to identify the most problematic sections of roadways and ranks if they are improving or declining in crash safety. The attached map shows the roadway segments in Trenton that had the highest volumes of fatalities between 2015 and 2019.
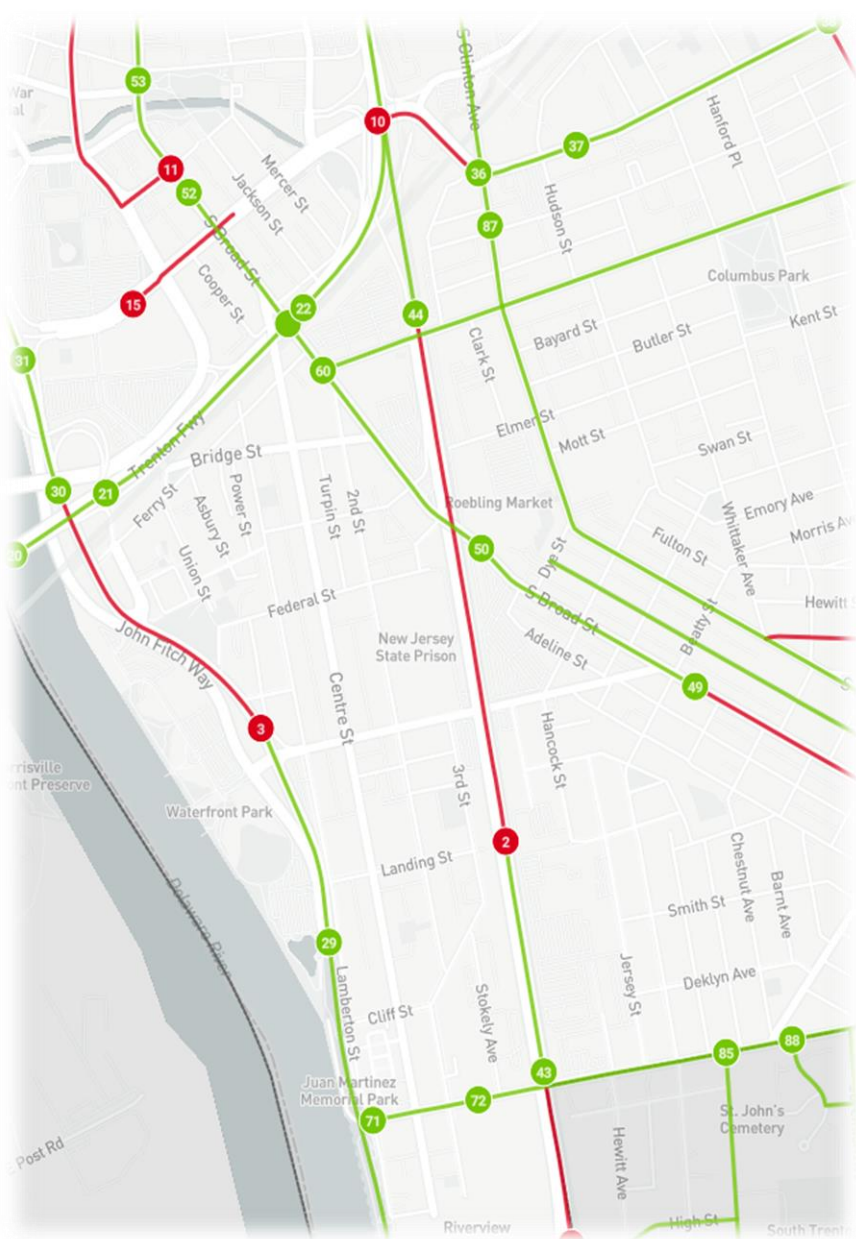
Project Description - New Jersey Pedestrian Weighting

Injury weight ranking is conducted to identify which municipalities have the most severe pedestrian related crashes, as opposed to those municipalities that 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, Suspected Serious Injury, Suspected Minor Injury, Possible Injury and No Apparent Injury) 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 (2015-2019).

New to the list this year is Bayonne City, which went from 11th in the rankings (2013-2017 non-weighted list) to 10th in the 2015-2019 list below. Some other notable changes are Camden from 9th to 6th, East Orange from 6th to 9th and Atlantic City from 8th to 14th. Passaic City has experienced some of the largest increases in pedestrian injury crashes, jumping from 14th (2012-2016) to 9th (2013-2017) to 7th in the most recent calculations.

PEDESTRIAN RELATED CRASHES, TOP 10 MUNICIPALITIES (SORTED ON NON-WEIGHTED), 2015 - 2019					
MUNICIPALITY	TOTAL PED CRASHES	WEIGHTED SCORE	WEIGHTED RANK	NON-WEIGHTED RANK	WEIGHTED DIFFERENCE
NEWARK	2,236	35,265.90	1	1	0
JERSEY CITY	1,404	19,357.40	2	2	0
PATERSON	1,107	15,353.80	3	3	0
ELIZABETH	526	8,756.00	4	4	0
IRVINGTON	510	7,330.70	5	5	0
CAMDEN	376	6,373.60	6	6	0
PASSAIC	367	4,973.70	9	7	-2
TRENTON	364	5,648.90	7	8	1
EAST ORANGE	353	4,637.20	11	9	-2
BAYONNE	324	4,620.60	13	10	-3

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 is continuously evaluated. Law enforcement agencies are monitored to ensure that their project is moving forward as planned. Activity reports are 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. DHTS Program staff is expected to meet with agencies that are lacking in performance or failing to meet the objectives of the project. The State's LEL is also utilized to assist in the monitoring process and plays a role in working with law enforcement agency representatives where projects are falling short of meeting their goals. In addition, partnerships are developed and enhanced where possible to leverage additional support and capital.

Project Description – New Jersey DRE Program

The Drug Recognition Expert program in New Jersey is well-established and robust at the state, county, and local law enforcement level. The New Jersey Association of Drug Recognition Experts, a professional organization of DRE officers, works in conjunction with the New Jersey State Police Alcohol and Drug Test Unit to ensure that the DRE program in New Jersey effectively detects, identifies, and removes drug impaired drivers from New Jersey roads.

If a law enforcement officer suspects driver impairment other than alcohol, a New Jersey Drug Recognition Expert can be called to the scene. Through coordinated collaboration and utilization of the regional call-out program, New Jersey's 491 Drug Recognition Experts conducted 1,791 enforcement evaluations in 2018, more than double the national average of 511. NJ DRE's also conducted 511 training evaluations while adding 26 new experts to their ranks. Almost half of the enforcement evaluations resulted in single drug recognition (813 of 1,791), and the number of poly drug use detections was nearly four times the national average (978 vs 259).
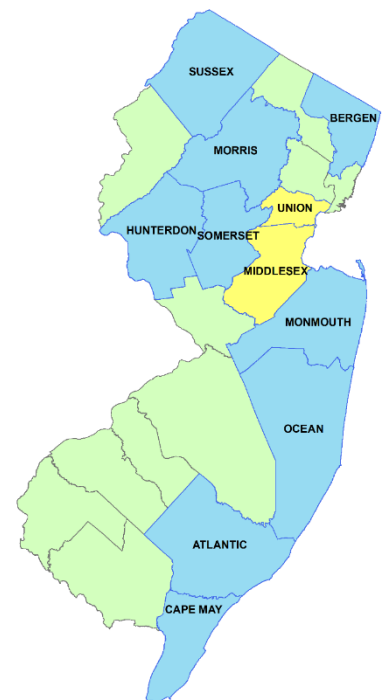
Union and Middlesex Counties participated in the call out program for the first time in FY2020 bringing the total to 11 counties. DHTS aims to expand the call-out program in the years ahead to meet the demand given the recent vote to legalize the use of recreational marijuana in the state.

2018 New Jersey DRE Statistics

	CATEGORY	NEW JERSEY	% OF NEW JERSEY	NATIONAL TOTAL	NATIONAL AVERAGE (51)	NJ AS% OF NATIONAL TOTAL
EVALUATIONS	**Enforcement**	1,791	77.8%	31,247	612	**5.7%**
	Training	511	22.2%	9,603	188	**5.3%**
	Total	2,302	100.00%	40,749	800	**5.6%**
DRUG CATEGORY (DRE'S OPINION)	**Depressants**	740	32.1%	8,730	171	**8.5%**
	Stimulants	591	25.7%	11,716	229	**5.0%**
	Hallucinogens	11	0.5%	214	4	**5.1%**
	Dissociative Anesthetics	55	2.4%	554	10	**9.9%**
	Narcotic Analgesics	1,166	50.7%	9,500	186	**12.3%**
	Inhalants	6	0.3%	211	4	**2.8%**
	Cannabis	516	22.4%	3,215	63	**16.0%**
POLY DRUG USE	**Total Number**	978	42.5%	13,230	259	**7.4%**
OTHER	**Alcohol Rule Outs**	5	0.2%	415	8	**1.2%**
	Medical Impairment	23	0.9%	581	11	**4.0%**
	No Opinion of Impairment	228	9.9%	2,383	46	**9.6%**
	Toxicology – No Drugs	23	0.9%	1,072	21	**1.9%**
	Toxicology Refused	464	20.2%	3,055	60	**15.1%**

Source: *2018 Annual Report of the International Association of Chiefs of Police Drug Evaluation and Classification Program*.

New Jersey conducted 3.7 percent fewer overall evaluations in 2018 compared to 2017 however increased training evaluations 31 percent. Notably, the Drug Recognition Experts found increases in the number of drivers under the influence of Stimulants (+19.6%), Poly-Drug users (+7.1%), and Narcotic users (+4.9%). More importantly, there was a 36.1 percent reduction in the number of evaluations where toxicology concluded negative.

2018 New Jersey DRE Statistics – Prior Year Comparison

	CATEGORY	2017 NEW JERSEY	2018 NEW JERSEY	PERCENT CHANGE 2017 - 2018
EVALUATIONS	**Enforcement**	2,001	1,791	**-10.5%**
	Training	390	511	**31%**
	Total	2,391	2,302	**-3.7%**
DRUG CATEGORY (DRE'S OPINION)	**Depressants**	805	740	**-8.1%**
	Stimulants	494	591	**19.6%**
	Hallucinogens	14	11	**-21.4%**
	Dissociative Anesthetics	65	55	**-15.4%**
	Narcotic Analgesics	1,112	1,166	**4.9%**
	Inhalants	6	6	**0%**
	Cannabis	581	516	**-11.2%**
POLY DRUG USE	**Total Number**	913	978	**7.1%**
OTHER	**Alcohol Rule Outs**	4	5	**25%**
	Medical Impairment	31	23	**25.8%**
	No Opinion of Impairment	209	228	**9.1%**
	Toxicology – No Drugs	36	23	**-36.1%**
	Toxicology Refused	481	464	**-3.5%**
DRE TRAINING	**DRE Schools**	2	4	**100%**
	Students	40	105	**162.5%**
	DRE Instructor Schools	1	1	**0%**
	Students	10	3	**-70%**
	DRE Recertification Courses	8	19	**137.5%**

Source: *2017 and 2018 Annual Report of the International Association of Chiefs of Police Drug Evaluation and Classification Program.*

On November 3, 2020, New Jersey residents voted 'Yes' for a constitutional amendment to legalize the possession and use of marijuana for persons age 21 and older and legalize the cultivation, processing, and sale of retail marijuana. In anticipation of this proposed amendment, the New Jersey Association of Drug Recognition Experts have increased the number of counties participating in the call-out program and significantly increased the amount of training offered. There were 65 more students (105 total) in 2018 compared to 2017, a 162 percent increase. Recertification courses also increased from 8 in 2017 to 19 in 2018. The NJ DRE program is a highly successful enforcement tool in removing impaired drivers on the roads and the expansion of these experts throughout the state will be increasingly important as New Jersey navigates new challenges once marijuana-related law is established.

Despite broad success, some challenges remain in New Jersey related to the successful prosecution of drugged driving cases and admission of evidence collected by DREs in these cases. In-service training and better education of prosecutors and judges about the DRE training process, and the criteria used to determine impairment, will increase the acceptance of DRE evidence and testimony, and will enhance conviction rates.

RECENT LEGISLATIVE ENACTMENTS

The following highway safety legislation was approved during calendar year 2020.

P.L. 2019, c.370

The "Slow Down or Move Over, It's the Law Act" imposes motor vehicle penalty points for certain violations of the "move over law" and establishes a public awareness campaign.

This law requires two motor vehicle penalty points to be assessed when a motor vehicle operator commits three or more violations under the "move over law" (section 1 of P.L.2009, c.5; C.39:4-92.2) during a 12 month period. The accumulation of motor vehicle penalty points may result in additional penalties, including the imposition of surcharges and a license suspension.

The bill also requires the Director of the Division of Highway Traffic Safety to establish a public awareness campaign to inform the general public concerning: the importance of compliance by motor vehicle operators with the section 1 of P.L.2009, c.5; C.39:4-92.2, the risks associated with the failure of a motor vehicle operator to comply with the law, and the penalties and fines that are imposed on a motor vehicle operator who violates this law.

Approved on January 20, 2020, this act became effective on September 1, 2020.