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STATE OF NEW JERSEY

Highway Safety Annual Report

FEDERAL FISCAL YEAR 2022

October 1, 2021 through September 30, 2022

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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 2022 (FY 2022), 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. 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 FY2022 (October 1, 2021 - September 30, 2022) 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; other vulnerable road users; and paid and earned media. The DHTS awarded 537 federally-funded projects in FY 2022. The amount of funds allocated to those projects totaled over $22,000,000 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 FY2022 Highway Safety Plan. Based on available data from a very difficult 2021, DHTS anticipates meeting three of the 19 core outcome goals set forth in the FY2022 Highway Safety Plan. It is important to note that among the core outcome goals not met, several of these program areas saw downward trends nonetheless (alcohol-related fatalities, speed-related fatalities and crashes, and work zone crashes). DHTS will continue to conduct a thorough review of all of its performance measures to determine where additional resources are needed to improve these traffic safety metrics 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 (HTSPAC), which consists of 21 members, appointed by the Governor, who assist in recommending and developing traffic safety policy and programs.

In addition, 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; State, county, and 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.

2020 NJ STRATEGIC HIGHWAY SAFETY PLAN

DHTS is committed to assisting in the implementation of the 2020 SHSP tasks throughout its grant programs. The Plan's goals and objectives are based on the five Es: engineering, enforcement, education, emergency response, and equity. The Plan is a data-driven approach to reduce fatalities and serious injuries.

35 key SHSP emphasis area tasks were identified in the 2020 plan. As of October, 2022, the average level of progress on these tasks was 88%, with 14 of the 35 tasks having been completed.

The following new priority tasks have been added:

<u>Intersections Priority Actions</u>

1. Safe System Approach training for both signalized and unsignalized intersections.
2. Guidance for safety countermeasures to use on municipal intersections.
3. Best practices and successful projects maintaining sight distances.

<u>Lane Departure Priority Actions</u>

1. Safety improvement strategies/recommendations shared with municipalities and counties for locations with recurring lane departure crashes.
2. Safe System training for lane departure crashes.
3. Methods and resources to help counties and municipalities overcome implementation barriers.

<u>Pedestrians and Bicyclists Priority Actions</u>

1. Best practices for existing arterials to better accommodate pedestrians and bicyclists.
2. Educational outreach recommendations for recent updates to laws and regulations.
3. Best practices for sharing state highway crash data and crash-prone state highway corridors.
4. Enhancements for school zone speed enforcement programs.
5. Guidance/Implementation of a comprehensive traffic safety curriculum in elementary schools.

<u>Driver Behavior Priority Actions</u>

1. Plan for translating printed public materials related to driver behavior actions.
2. Research best practices on rear seat belt usage and compliance rates.

3. DUI case outcome review; strategies for improved, consistent and timely DUI adjudication.
4. Impaired driving educational material provided with each cannabis sale.

Other Vulnerable Road Users Priority Actions

1. [Motorcyclists] Latest motorcycle-friendly infrastructure design practices are considered in design, construction and policies.
2. [Work Zones (Protect Road Workers)] Best practices using physical barrier protection.

Data Priority Actions

1. Health outcome and trauma data list to be incorporated with other safety data.
2. Potential pedestrian and bicycle infrastructure elements and volume data to incorporate the planned Linear Referencing System.
3. Develop a research problem statement to survey best practices for safety program/project development.

Equity Priority Actions

1. Engagement and implementation strategy in underserved communities with a demonstration pilot project to enhance safety culture.
2. Identify underserved locations for upgrading pedestrian and bicycle safety needs.

TRAFFIC CRASH DATA

New Jersey, like the nation as a whole, saw an increase in fatal motor vehicle crashes in 2021. Preliminary data indicates that national motor vehicle fatalities increased to a 16 year high of 42,915 deaths, a 10.5 percent increase from 2020. In 2021, New Jersey experienced 667 fatal crashes that resulted in 697 fatalities. This is an increase of 18.7 percent in total fatalities from 587 in 2020, and equates to 1.9 fatalities per day. Fatalities in 2022 are trending similarly to 2021 and have no change year-to-date at the time of this report. Preliminary data shows a reduction in the number of bicyclists and pedestrians fatally injured in motor vehicle crashes in 2022 while increases are seen in drivers and passengers.

The total number of persons seriously injured in motor vehicle-related crashes increased dramatically in 2019, due in large part to an injury classification definition change on the New Jersey Police Accident Report (PAR – NJTR-1). In 2019, there were 3,047 persons seriously injured in motor vehicle-related crashes, compared to 1,284 in 2018. In 2020, despite a 31 percent reduction in overall crashes on New Jersey's roadways, serious injuries only declined 4.7 percent (4.5% crash reduction) resulting in 2,904 serious injuries. In 2021, 3,166 persons were seriously injured in crashes, a 9 percent increase from 2020. Serious injury motor vehicle crashes will be closely monitored as the 2022 data continues to be processed. An updated curriculum component was recently added to the NJTR-1 refresher trainings to address the updated definition changes pertaining to the Final Rule in FY2020.

Alcohol played a lesser role in motor vehicle crashes in 2021, with 125 alcohol-impaired fatalities reported. This represented a 17 percent decrease from the 151 alcohol-impaired driving fatalities reported in 2020. Nearly 18 percent of all motor vehicle fatalities in New Jersey were a result of one or more drivers driving under the influence of alcohol in 2021, down from 25.9 percent in 2020. At the time of this report, there have been 33 confirmed alcohol involved fatalities reported in 2022 with numerous alcohol-related cases pending toxicology report results.

New Jersey's roads experienced a 24 percent increase in pedestrian fatalities between 2011 and 2021 with the biggest annual increase occurring from 2020 to 2021 (26 percent – 218 total pedestrian fatalities). In 2021, New Jersey experienced the highest volume of pedestrian fatalities since 1989 (217 pedestrian fatalities in 1989). The percent of total pedestrian fatalities within all traffic fatalities in New Jersey is nearly double the national average (31 percent vs 17 percent). In 2021, the pedestrian fatality rate per 100K population was 2.37 in New Jersey compared to 2.26 nationally. This means that 2.37 persons out of every 100,000 people died while walking on or across New Jersey's roadways in 2021. At the time of this report, there have been 173 pedestrians killed in 2022 compared to 201 at this same time in 2021. Bicyclist fatalities exceeded average trends in 2021 increasing from 18 in 2020 to 26 in 2021 (44.4 percent increase). Year-to-date for 2022 there have been 16 reported bicyclist fatalities compared to 25 in 2021.

New Jersey has made great progress in reducing the number of teen drivers (16-20 years of age) involved in fatal crashes. However, teen driver involved fatalities increased 20 percent in 2021 (77 involved drivers) when compared to 2020 (64 involved drivers). At the time of this report, preliminary figures are showing a decline in young driver involvement in fatal crashes in 2022 (53 confirmed).

Motorcycle fatalities (drivers and passengers) increased by 25.6 percent in 2021 from 78 in 2020 to 98. 2021 had the highest number of motorcyclist fatalities since 2006. Also, the number of fatally injured motorcycle riders that were unhelmeted increased from 8 in 2020 to 14 in 2021.

Driver behavioral issues such as speeding, driving distracted, and driving under the influence of drugs and/or alcohol continue to plague our roadways. Over the past five years (2017-2021) more than 55 percent of all crashes in New Jersey were the result of speed, distracted driving, and/or impaired driving. 2021 presented continued pandemic-related traffic safety challenges with abnormal travel patterns and personal driving habits that first began in 2020. Lack of restraint use among fatally injured motorists had the highest volumes since 2007 (167 unrestrained occupants killed).

Traffic related deaths continue to be the leading cause of accidental deaths in New Jersey and the nation. Through enforcement, education programs, and new partnerships with the motoring public, we will continue to work towards the reduction of motor vehicle fatalities on our roadways. State, county and local agencies along with our other non-profit partners remain steadfast in our cooperative effort to promote effective strategies and programs to reduce overall motorist fatalities on our roads. With the help of our partners, DHTS will continue to strive to meet the goals outlined in the Highway Safety Plan while looking for new, innovative ways to address areas where goals were not met.

ASSESSMENT OF PROGRESS

States are required to report the progress on the set of performance measures used in the development and implementation of the 2022 Highway Safety Plan. The eighteen core outcome measures and one behavior measure set forth in the 2022 Plan are listed below:

	Goal	Result
1	To reduce total roadway fatalities by 3% from 582 (2015-2019 avg) to 565 (2018-2022 avg).	The number of traffic fatalities in 2021 increased to 697 from 584 in 2020. As of December 6, 2022, there were a total of 648 fatalities which is no change from the previous year by the same date. The effects of the pandemic continued in 2022, such as irregular travel patterns, and in some cases reckless driving, which generated a modest increase in fatalities and injuries in crashes. Due to the 19 percent increase in total fatalities from 2020 to 2021 and the 0.4% increase forecasted for 2022, the performance measure will not be met (forecasted 2018-2022 average is 620.4).
2	To limit the forecasted increase of total serious traffic injuries to less than 66% from 1,525 (2015-2019 average) to 2,537.2 (2018-2022 average)	The number of serious injuries is projected to increase to 3,166 in 2021 from 2,904 in 2020. Beginning in 2019, New Jersey updated the injury severity classification labels/definitions, which DHTS believes led to a sharp increase in reported serious injuries. 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 2018-2022 average is 2,710).
3	To limit the forecasted increase of total fatalities per VMT to less than 1.6% from .754 (2015-2019 average) to .766 (2018-2022 average)	The fatalities/VMT in 2021 was 0.942, increasing the 5-year moving average from 0.781 (2015-2020) to 0.813 (2016-2021). This represents an 11.5% increase in VMTs from 2020 to 2021 combined with a 19 percent increase in overall fatalities during the same period. VMT totals for calendar year 2022 are currently unavailable. Using 2021 VMTs to forecast the 2022 fatality rate, it is expected the performance measure will not be met (forecasted 2018-2022 average is 0.842).
4	To reduce unrestrained passenger fatalities by 1% from 123 (2015-2019 average) to 121.6 (2018-2022 average)	The number of unrestrained occupant fatalities in 2021 increased to 167 from 126 in 2020, a 32 percent increase. As of December 6, 2022, the number of confirmed unrestrained passenger vehicle occupant fatalities in 2022 totaled 43 with 603 cases still pending completion. The performance measure is not expected to be met (forecasted 2018-2022 average is 139.1).
5	To limit the forecasted increase of alcohol related fatalities to less than 1.1% from 123.6 (2015-2019 average) to 124.9 (2018-2022 average)	The number of people killed by alcohol impaired driving in 2021 was 123, a decrease from 151 in 2020. As of December 6, 2022, the number of confirmed alcohol involved fatalities was 33 with 603 cases still pending. The performance measure is not expected to be met (forecasted 2018-2022 average is 130.0).
6	To reduce total speed related fatalities of 13% from 122 (2015-2019 average) to 105.5 (2018-2022 average)	The number of speed related fatalities in 2021 decreased to 116 from the previous year's total of 142. As of December 6, 2022, there were a confirmed total of 28 speed related fatalities. Speeding and reckless driving have increased throughout the State over the past two years. The 5-year moving average of speed related fatalities continues to decline, however due to the 29 percent increase in 2020, this performance measure is not expected to be met (forecasted 2018-2022 average is 119.4).

7	To limit the forecasted increase of motorcycle fatalities to less than 1% from 68.4 (2015-2019 average) to 69.1 (2018-2022 average)	There was a total of 98 motorcycle fatalities in 2021, an increase of 26 percent from 78 in 2020. As of December 6, 2022, there were a total of 69 motorcycle fatalities. Even with the expectation of a reduction in the number of motorcyclist fatalities in 2022, the performance goal is not expected to be met (forecasted 2018-2022 average is 77).
8	To limit the forecasted increase in unhelmeted motorcycle fatalities to less than 2.9% from 6.8 (2015-2019 average) to 7 (2018-2022 average)	There was another significant increase in the number of unhelmeted motorcycle fatalities in 2021 (14) compared to 8 in 2020. A similar increase was experienced in 2019 with 15 unhelmeted motorcyclist fatalities compared to 7 in 2018. As of December 6, 2022, there were a total of 3 unhelmeted motorcycle fatalities confirmed. Though there was a decline in 2020, the performance measure will not be met due to the increases in 2019 and 2021 (forecasted 2018-2022 average is 9.8).
9	To reduce young driver involved fatalities by 8.7% from 55.2 (2015-2019 average) to 50.4 (2018-2022 average)	The number of drivers aged 20 or younger involved in fatal crashes in 2021 totaled 77, an increase of 20 percent from 64 in 2020. As of December 6, 2022, there were a total of 53 young drivers involved in fatal crashes. This performance measure will not be met (forecasted 2018-2022 average is 60).
10	To limit the forecasted increase of pedestrian fatalities to less than 3.8% from 173.2 (2015-2019 average) to 179.8 (2018-2022 average)	The number of pedestrian fatalities in 2021 totaled 217, a 25 percent increase from 2020. As of December 6, 2022, there were a total of 173 pedestrian fatalities representing a 14 percent decrease compared to the same date last year. Despite the forecasted reduction in pedestrian fatalities in 2022, the sharp increase in pedestrian fatalities in 2021 prevents New Jersey from meeting the performance measure (forecasted 2017-2021 average is 182.0).
11	To limit the forecasted increase of bicyclist fatalities to less than 2.4% from 16.8 (2015-2019 average) to 17.2 (2018-2022 average)	The number of bicyclist fatalities in 2021 totaled 26, representing a 44 percent increase from 18 in 2020. As of December 6, 2022, there were a total of 16 bicycle fatalities. Due to the sharp increase in total bicyclist fatalities in 2021, this performance measure is not expected to be met (forecasted 2017-2021 average is 18.6 assuming 18 fatalities in 2022).
12	To reduce drug involved fatalities by 14% from 89 (2015-2019 average) to 76.4 (2019-2022 average)	The number of drug involved fatalities in 2021 totaled 219, an increase from 154 in 2020. As of December 6, 2022, there were a confirmed total of 22 drug involved fatalities. The methodology for determining drug-involved fatalities has been adjusted, resulting in higher annual totals. The new methodology now accounts for all individuals killed in crashes involving a driver under the influence of drugs and/or medication. This performance measure is not expected to be met (forecasted 2018-2022 average is 163.6).
13	To limit the forecasted increase of drug involved crashes to less than 25.8% from 1,458 (2015-2019 average) to 1,834 (2018-2022 average)	The number of drug involved crashes in 2021 totaled 1,651 up from 1,602 in 2020. Although drugged driving decreased 9.8% from 2019 to 2020, overall crashes declined 30% during that same period. Though New Jersey is experiencing an increase in drug-impaired driving, the performance measure is expected to be met (forecasted 2018-2022 average is 1,676).
14	To reduce distracted driving related fatalities by 19% from 146 (2015-2019 average) to 118.2 (2018-2022 average)	The number of distracted driving fatalities in 2021 totaled 209, an increase from 97 in 2020. As of December 6, 2022, there were a confirmed total of 54 distracted driving fatalities. This emphasis area fluctuates from year-to-year, making forecasting future years a challenge. This performance measure will not be met (forecasted 2018-2022 average is 141.6).

15	To reduce distracted driving related crashes by 4.3% from 141,812 (2015-2019 average) to 135,722 (2018-2022 average)	The number of distracted driving crashes in 2021 totaled 135,607, up from an anomalous year (2020) of 91,334 in 2020. Distracted Driving involvement in crashes has maintained a downward trend, as the crash reports indicate. Despite the downward trends seen in crashes involving distracted driving, this performance measure is not expected to be met (forecasted 2018-2022 average is 137,816).
16	To reduce speed related crashes by 9.7% from 16,346 (2015-2019 average) to 14,764 (2018-2022 average)	The number of speed related crashes in 2021 totaled 14,697, a 3 percent reduction from 15,172 during pre-pandemic levels in 2019. Even though the moving average from base period to target declined 5.5 percent, this performance measure is not expected to be met (forecasted 2018-2022 average is 15,444).
17	To limit the forecasted increase of older driver fatalities to less than 13% from 65.8 (2015-2019 average) to 74.3 (2018-2022 average)	The number of older driver (65+ years of age) fatalities in 2021 totaled 63, an increase of 10.5% from 57 in 2020. As of December 1, 2022, there were a total of 81 older driver fatalities. This represents a 28.6 percent increase from 2021, the largest of all the performance goals in this calendar year. Despite this sharp increase, this performance measure is expected to be met (forecasted 2018-2022 average is 67).
18	To reduce work zone crashes by 17.8% from 4,329 (2015-2019 average) to 3,560 (2018-2022 average)	The number of work zone related crashes in 2021 totaled 3,626, 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 which may have affected early 2021. Despite the 12 percent reduction from the base period to target, this performance measure is not expected to be met (forecasted 2018-2022 average is 3,804).
19	To obtain a seat belt observational usage rate of no less than 90 percent	The annual statewide seat belt usage survey, conducted by the New Jersey Institute of Technology in 2022, found the State's front seat belt usage rate to be at 92.97 percent, a decrease of 1 percent from the 2021 observed usage rate of 93.92 percent. This performance measure, established in FY2022, has been met (2018-2022 average was 92.36 percent).

Activity Measures

1. **Seat Belt:** There were 13,354 seat belt citations issued during grant-funded enforcement activities in FY2022, down from 14,790 in 2021.

2. **Impaired Driving:** There were 1,646 impaired driving arrests made during grant-funded enforcement activities in FY2022, down from 2,414 in 2021.

3. **Speed:** There were 15,666 speeding citations issued during grant-funded enforcement activities in FY2022, down from 16,231 in 2021.

UNMET PERFORMANCE TARGETS

Reviewing performance targets is an important, ongoing process. When targets are not met, programmatic efforts should be adjusted accordingly. For FY2022 performance targets not met, DHTS plans the following activities in the next HSP cycle (FY2024-FY2026).

Total Roadway Fatalities (1) and Total Fatalities per VMT (3):

2021 was a very difficult year for the state of New Jersey and the rest of the nation in terms of traffic safety. Motor vehicle fatalities rose significantly due to a combination of factors relating to the pandemic, poor driver behavior, and enforcement considerations. New countermeasures planned by DHTS for FY2023 and beyond to deal with these challenging times are detailed throughout this report as well as in the FY2023 Highway Safety Plan. A few highlights include:

- Two major paid media campaigns (impaired driving and distracted driving).
- Ongoing paid safety messaging on radio and web based traffic and weather reports relating to priority program areas (seat belt usage, pedestrian and bicycle safety, speed).
- Development of a comprehensive Safety and Health Outcomes Resource Center and Data Dashboard.
- Addition of 22 new emphasis area tasks within the NJ Strategic Highway Safety Plan. The original 35 tasks are more than 88% complete to date.
- New programs and resources relating to mature drivers (Voorhees Transportation Institute) and younger drivers (Brain Injury Alliance of NJ and NJSIAA).
- Raising awareness of the state's new pedestrian/bicycle "Safe Passing Law".
- Additional yearlong sustained enforcement grants targeting impaired driving, speed, unbelted motorists, and driver distraction utilizing the Crash Analysis Tool.
- New and expanded pedestrian and child passenger safety-related projects in underserved communities.
- Enhanced, new outreach and program collaboration at the local level by DHTS safety partners and grantees.
- Expanded use of video camera technology (Rowan University) to study traffic safety issues and possible countermeasures.

Serious Traffic Injuries (2):

The number of serious injuries in the state rose modestly in 2021 compared to 2020. DHTS attributes recent increases in this performance area to updated severity labels/definitions on the NJTR-1, which took effect January 1, 2019, and the interpretation of injuries sustained in the crash by the reporting officer. An updated curriculum component to the NJTR-1 Refresher Trainings has been released to clarify the new definitions. As reporting becomes more accurate and consistent these serious injury numbers will hopefully level off and then begin to decline, when impacted by the various new and enhanced traffic safety countermeasures and programs detailed in the other performance measure areas of this report. In addition, through the use of non-federal funds DHTS

has begun a program of equipping first responder vehicles with emergency trauma clot kits to reduce the likelihood of serious injuries becoming fatal injuries. Rapid medical treatment of serious crash injuries to prevent death is a primary objective of NHTSA's Safe System Approach.

Unrestrained Passenger Fatalities (4):

Despite having a traditionally high seat belt usage rate in the state (92.97% in 2022), the increase in unrestrained passenger fatalities in 2021 is concerning. It can be attributed, at least in part, to the risky driving behaviors that emerged during the Covid lockdowns. Nonetheless, renewed efforts must be made to remind motorists of the lifesaving benefits of seat belt usage. DHTS will make seat belt information a centerpiece of its annual paid media messaging and work with its media partners to target messaging to different, diverse audiences. Sustained enforcement grant funding will be expanded wherever possible to focus seat belt enforcement in areas shown by data to be hot spots for unrestrained crashes and injuries. In addition, a pioneering research project is underway to better understand the nature and prevalence of unrestrained occupants, and for the first time is looking at rear seat passenger restraint use with better accuracy. Through a grant with Rowan University, innovative technology including infrared cameras and artificial intelligence is being employed to document unrestrained rear seat passengers, even through tinted and/or glared windows. While the results are still being finalized and evaluated, this data will be instrumental in formulating future plans to address unrestrained vehicle occupants, including rear seat passengers.

Alcohol-related Fatalities (5):

The number of alcohol-related fatalities decreased in 2021, though this performance measure was not met. Upcoming plans in the impaired driving realm include a large-scale statewide public information paid media campaign to be carried out during FY2023. Also, impaired driving enforcement efforts will be enhanced wherever possible in the form of additional yearlong sustained enforcement grants in communities that are ranked high for alcohol-related crashes and fatalities. The DHTS Crash Analysis Tool will allow for a more targeted approach to awarding mobilization grants for the national crackdown periods. Targeted social media messaging will be employed to get messaging to high-risk, diverse groups. Other activities that should have a positive impact include a DWI case outcomes study to be conducted by Kean University and an enhanced programmatic partnership with MADD. Also, the recent restructuring of the state's Drunk Driving Enforcement Fund will allow for more effective and efficient use of millions of dollars in non-federal impaired driving countermeasure resources.

Speed Related Fatalities and Crashes (6) and (16):

Speed related fatalities and crashes both declined in 2021. While indicating a positive trend, the performance measures were not met. Moving forward, DHTS plans to target the critical issue of speed on our roadways through enforcement, equipment, and education. This program area relies heavily on police enforcement of existing speed laws. The state has a robust speed enforcement

program in place at the local, county, and state levels and to bolster these efforts new agencies will be solicited to participate in grant funded and non-federally funded sustained enforcement projects. The equipment needed for law enforcement to monitor motor vehicle speeds will be enhanced through the purchase of additional radar speed detection units for NJ State Police, which will result in more of these units in service on the roads of New Jersey. The issue of excessive motor vehicle speeds, which has certainly taken on renewed focus in the pandemic and post pandemic years, will be a major focus of DHTS social and paid media initiatives in the years ahead, as well.

Motorcycle Fatalities and Unhelmeted Motorcycle Fatalities (7) and (8):

There has been significant fluctuation in both motorcycle fatalities and unhelmeted motorcycle fatalities in recent years, with increases noted in 2021. Plans for FY2023 and beyond include working with the Motor Vehicle Commission, which coordinates rider training programs for the state, to increase enrollment in the classes. The statewide Motorcycle Coalition will review and modify the various "Share the Road" safety messaging that goes out to motorcycle riders and motor vehicle operators through traditional and social media, with a goal of diversifying messaging and reaching nontraditional audiences. Though federal-funded programs and messaging targeting helmet usage by motorcyclists is restrictive, this important information will be disseminated moving forward by DHTS's non-federally funded partners.

Young Driver Fatalities (9):

Prior to the pandemic, several DHTS partners conducted numerous new driver education programs in high schools. During the pandemic years of 2020 and 2021, these programs were significantly scaled back or eliminated completely due to school closures and the many limitations and time restrictions of remote learning. DHTS, through its partners, plans to reestablish these programs to their pre-pandemic levels, and increase them when possible, to ensure that new drivers are given as much information as possible to make them safe lifelong drivers. A new program launched in 2022 with the NJ State Interscholastic Athletic Association shows promise and will continue. A paid and social media campaign delivers traffic safety messages to young drivers and their parents through NJSIAA's year-round calendar of athletic tournaments and events and its 435 member high schools. In addition, the Brain Injury Alliance of NJ is developing a new program, modeled after the *Champion Schools* high school program, called the *C.R.A.S.H. Project*, which is an educational and awareness peer to peer program empowering college students to develop campaigns to address transportation safety on campus and in their communities.

Pedestrian Fatalities (10):

The pedestrian safety challenge in New Jersey has proven difficult to address for many years, with fatalities in 2021 spiking to a near all-time high. Numerous state agencies, coalitions, and non-profit entities are working to come up with innovative solutions. In an effort to add clarity to the issue and spark a coordinated, new statewide focus, DHTS has undertaken a comprehensive pedestrian safety crash data analysis in recent months. The study report will be released early in

2023, in time to frame discussions for the FY2024-2026 Highway Safety Plan. Any new plans put forth by DHTS and its partners will align with the NJ SHSP pedestrian safety tasks in terms of data analysis, messaging, and equity considerations. Wherever possible, grant funding for pedestrian safety enforcement and education will be expanded into the Top 25 NJ pedestrian crash ranked cities. With the assistance of partner agencies like AAA, NJDOT, NJTPA, and *Street Smart NJ*, DHTS will do further analysis 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. Both the *Street Smart NJ* pedestrian safety program and the statewide school crossing guard educational program overseen by the Voorhees Transportation Institute will specifically target new programmatic efforts in 2023 into underserved communities, which have been adversely affected by this issue. In FY2023, efforts will be ramped up 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. An extensive statewide public information effort started in 2022 to promote New Jersey's new "Safe Passing Law" will continue, which should ultimately benefit the state's most vulnerable roadway users.

Bicyclist Fatalities (11):

Bicycle fatalities in the state rose in 2021 but appear to have leveled off in 2022. The recently enacted "New Jersey Safe Passing Law", which took effect early in 2022, has afforded DHTS and its grantees the chance to carry out important safety education and awareness on behalf of the state's most vulnerable roadway users. In addition to being incorporated into bicycle safety training programs for law enforcement personnel, a major public information campaign was launched to promote the new law, which will continue in 2023. DHTS will ask its governmental and non-profit partner agencies to expand their local bicycle safety programming efforts in the upcoming year. A recently launched program with the non-profit NJ Bike and Walk Coalition is building a network of community based *Street Savvy Cyclist* teams, which will model, promote and expand safe cycling behavior to other riders in their respective communities through education, special events and public awareness campaigns.

Drug Involved Fatalities (12):

The increase in drug-involved fatalities in 2021 is reason for concern. The recent enactment of legalized recreational cannabis in the state further complicates the issue. A large-scale statewide public information campaign will be carried out in FY2023 focusing on drug and alcohol impaired driving. DHTS has an active DRE program that will be the focus of enforcement efforts in this realm, and the program should receive a boost assuming the recent court validation of the DRE protocol receives final State Supreme Court approval. Work is underway to add new county participants to the state's DRE call out program for FY2024 and beyond. The newly restructured state Drunk Driving Enforcement Fund will also be used to address drug-impaired driving challenges through programs and equipment not typically fundable through federal programs. Recently, DHTS partnered with AAA, the NJ Cannabis Regulatory Commission, and

the NJ Cannabis Retailers Association to provide point-of-sale impaired driving educational materials with every cannabis purchase statewide. Other activities that should have a positive impact include an impaired driving case outcomes study to be conducted by Kean University, an enhanced programmatic partnership with MADD, and a recent report prepared by Equity Reconstruction LLC on behalf of the New Jersey State Traffic Records Coordinating Committee and DHTS which analyzed positive drug and alcohol test results for drivers and pedestrians involved in fatal crashes (2010-2019).

Distracted Driving Fatalities and Crashes (14) and (15):

Distracted driving remains one of the most significant challenges we face in terms of traffic safety in New Jersey. This is another program area, like speeding, that relies heavily on police enforcement of existing laws, which has declined from pre pandemic levels for a variety of reasons. DHTS continually works to engage new police agencies in its sustained and mobilization enforcement grant programs and to maximize the productivity of those agencies that do receive funding. Recent groundbreaking Rowan University driver distraction research is being validated and put into use. This innovative study uses infrared cameras and artificial intelligence to analyze distracted driver behavior to better understand the true nature of the challenges we face in this important area. DHTS has also dedicated significant paid media resources to the issue of driver distraction in recent years. Another major campaign is planned for 2023.

Work Zone Crashes (18):

Work zone crashes in the state continue to decline, however this performance measure was not met. In addition to a robust, ongoing work zone training program for law enforcement and public works personnel, the New Jersey Traffic Incident Management (TIM) Strategic Plan was finalized and released in 2022. TIM consists of a planned and coordinated multidisciplinary process to plan (or detect if unplanned), establish (or respond to), and demobilize roadway incidents so that traffic flow may be maintained or restored as safely and quickly as possible. Effective TIM reduces the duration and impact of roadway incidents and improves the safety of roadside workers, motorists, and responders. The New Jersey TIM Strategic Plan identified several organizational, operational, and management gaps pertaining to current TIM activities and provides recommendations and/or items needed to fill these gaps. DHTS will continue to provide funding to train roadside and emergency workers in the principles and application of TIM principles and goals, which should lead to further reductions in this crash area in the years ahead.

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 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 117 grants in FY2022, totaling $9,292,676.

402 program highlights included: Grant funding to the state's Police Traffic Officers Association; a grant to the NJ Institute of Technology for the state's 2022 seat belt usage survey; 34 comprehensive police enforcement grants; 10 county and regional Community Traffic Safety Grants; a 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 72 grants, totaling $1,540,150.

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 four grants totaling $1,538,865.

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 164 grants in FY2022 totaling $4,428,120.

E. Section 405(e) 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 145 grants with this funding, totaling $2,913,832.

Section 405(e) regulations allow for 50% of the annual award to be reallocated into other programmatic areas. DHTS exercised this option and utilized new and carryover 405(e) flexed funds as follows: $500,000 for an impaired driving (alcohol and drugs) paid media campaign, and $648,617 for funding of a Traffic Safety Resource Prosecutor through the NJ Office of the Attorney General.

F. Section 405(f) Motorcycle Safety

The Section 405(f) Motorcycle Safety Program provides funds to implement programs that will reduce the number of crashes, injuries, and fatalities involving motorcyclists. DHTS awarded one grant, totaling $126,630 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 32 grants, totaling $1,055,998 under this program.

State Funded Programs

A. Drunk Driving Enforcement Fund

The Drunk Driving Enforcement Fund (DDEF), established under NJSA 39:4-50.8, imposes a $100 surcharge on each drunk driving conviction. Monies in this fund are managed by DHTS and distributed to 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 supplemental DWI enforcement patrols and other appropriate tools, equipment, and countermeasures. During State Fiscal Year 2022 (July 1, 2021 – June 30, 2022), a major effort was implemented to enhance the efficiency of agencies expending DDEF monies. As a direct result of this new initiative, DHTS approved a total of $1,339,768.19 in DDEF expenditures, with only $425,217.19 (31.7%) of that being new funding. Additionally, DHTS was able to increase its auditing capacity from 0.82% of agencies annually to 36.08% – an increase of 4,380%. One-hundred percent of the approved DDEF funds were used for efforts to reduce impaired-driving crashes and fatalities on New Jersey roadways.

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 2022, 25 pedestrian safety enforcement and education grants were funded in the amount of $502,438.

C. Motorcycle Safety Education Program

The NJ Motor Vehicle Commission administers the state's 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 successfully provided to 9,886 riders during 2022 at private locations by State approved motorcycle safety providers, which was increase from 9,216 riders trained in 2021.

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 FY2022 to purchase commercial vehicle snow removal equipment. A listing of the 17 snow removal devices funded to date through this program is posted on the DHTS website.

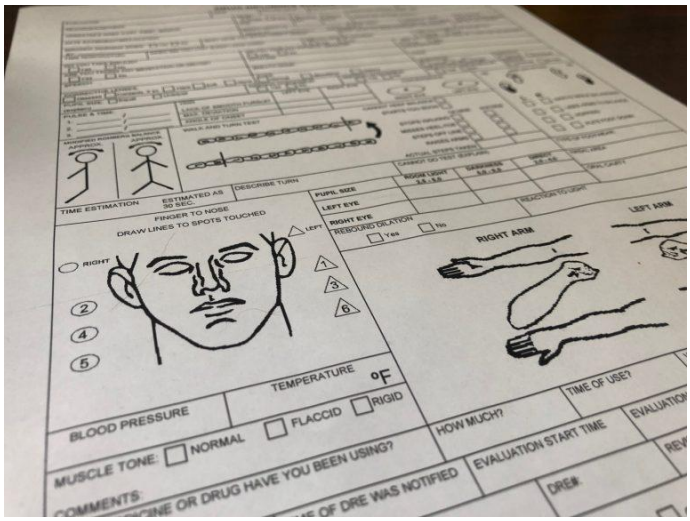
DESCRIPTION OF FUNDED PROJECTS AND ACTIVITIES

Alcohol and Other Drug Countermeasures – Project Summaries

DWI Training/Drug Recognition Expert Program

Standardized training courses were offered to law enforcement personnel in FY2022 relating to the detection, apprehension, processing, and prosecution of DWI offenders. The DWI Detection Standardized Field Sobriety Testing five-day course was delivered to 721 officers while another 288 officers took a four-hour refresher course. The Drug Recognition Expert (DRE) training program was conducted, as well, with 70 police officers trained and certified as DRE's and another 12 officers certified as DRE Instructors. Advanced Roadside Impaired Driving Enforcement (ARIDE) courses were held for 535 police officers. 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. In addition, the DRE Drug Impaired Driving (DID) course was delivered to another 368 officers. The ARIDE and DID 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.

New Jersey's DRE program received a major boost in FY2022 when a court-appointed special master ruled that testimony from Drug Recognition Experts can be admitted as reliable evidence in DWI cases. Appellate Judge Joseph Lisa said the testimony of the DREs is not only reliable but also complies with recognized medical and toxicology procedures.



The ruling validated New Jersey's DRE program, in which law enforcement officers are trained to determine whether an individual is under the influence of drugs through a visual evaluation.

A DRE Call-Out program in place in much of the state establishes policies 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 twelve counties in FY2022: (Bergen, Atlantic/Cape May, Hudson, 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. 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 (local, county, and state) trained and re-certified in FY2022 on the use of the Alcotest was 4,095.

The new Alcotest 9510 breathalyzer instrument will continue field validation and statewide rollout in FY2023.

Drive Sober or Get Pulled Over Campaigns

From December 3, 2021 – January 1, 2022, the state's law enforcement community teamed up to carry out the *Drive Sober or Get Pulled Over 2021 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, 117 agencies received overtime grant funds totaling $670,000. The campaign resulted in 604 DWI arrests, 4,671 speeding summonses and 1,253 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 *2022 Drive Sober or Get Pulled Over Statewide Crackdown*, took place August 19 – September 5, 2022, to coincide with the national enforcement crackdown. For this campaign, $477,000 in overtime grant funding was awarded to 91 agencies. The campaign resulted in 169 DWI arrests, 804 speeding summonses and 348 seat belt summonses.

Underage Enforcement

Funds were again provided to the Division of Alcoholic Beverage Control to implement a series of educational and enforcement programs relating to the illegal sale of alcohol to minors.

During the spring and summer of 2022, 26 licensed ABC establishments were identified for investigation of underage and/or intoxicated patron drinking activity. A total of 47 youthful looking patrons were approached by enforcement personnel and asked to produce identification in order to verify that they were of legal age. Three persons were arrested for violation of the NJ Alcoholic Beverage Control Act. An additional 32 administrative violations were identified and have been submitted to the ABC Enforcement Bureau for prosecution of these violations.

In addition, ABC investigators developed and implemented a survey of licensed establishments to capture how the establishments check and ascertain fictitious identification, with a goal of seeing what works and what does not work and closing gaps in the process. Also, educational materials from DHTS were distributed by ABC during three large public events in August and September 2022, to educate patrons on the consequences of underage drinking and driving as well as the laws and penalties an individual can be charged with for impaired driving. ABC is also collaborating with DHTS to review data provided by Last Drink Reports received by the ABC to determine establishments that are in need of training and undercover operations.

14 municipal police departments in five counties (Atlantic, Cape May, Middlesex, Monmouth, and Ocean) participated in the annual *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 of legal drinking age who purchase alcoholic beverages for underage persons. 22 arrests were made and 45 separate charges were lodged during the project.

A local underage enforcement grant was provided to the Cape May County Prosecutor's Office to implement undercover operations at locations licensed to serve alcoholic beverages. The purpose

of the project was 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. The Cape May project reported carrying out 17 enforcement details during the grant year, resulting in 16 underage patrons being charged. There were also a number of violations issued against liquor establishments relating to improper sale of alcohol to minors.

The Clinton Township Police Department utilized grant funding for a combination education/enforcement program focusing on the regional high school within its jurisdiction. Five educational programs were carried out, reaching more than 1,000 people. This was supplemented by more than 200 hours of police overtime enforcement resulting in 270 summonses being issued and eight DWI arrests made.

College Programs

Several New Jersey colleges and universities delivered important campus-based educational programs in FY2022 relating to substance abuse and healthy decision making.

The College of New Jersey (TCNJ) continued its ADEP (Alcohol and Drug Education Program) initiative with the support of DHTS grant funding. 77 students received *Training for Intervention Procedures* (TIPS), which is a two-hour skill based training to prevent intoxication, underage drinking, and drunk driving by enhancing the fundamental "people skills" of college students. More than 1,000 other students received campus-based programming relating to impaired driving (including cannabis, alcohol, and other substances), sleep deprived driving, and distracted driving through ongoing TCNJ *BASICS, CHOICES, eCHECKUp TO GO, Not Anymore*, and *CampusWell* programs.

In addition, 64 students from colleges throughout the state participated in the annual TCNJ Peer Institute, during which students were trained and equipped to engage in bystander intervention relating to impaired driving and other traffic safety issues.

At Stockton University, five student peer educators hired through a DHTS “Stay Safe and Graduate” grant provided alcohol and drug impaired driving education to more than 1,300 students during the school year. Programming included *Alcohol 101* workshops, TIPS certification training, campus informational tables, and presentations at local high schools.

New Jersey Prevention Network

The New Jersey Prevention Network conducted its 22nd annual addiction conference in 2022. The conference, titled "Blueprints for Success" took place in a virtual environment on June 23-24, 2022. More than 2,300 professionals who work in substance abuse prevention, education, law enforcement, and health care attended the online conference. It was the largest attendance at the event, to date. With the support of DHTS grant funding, a highway traffic safety track included a pair of workshops: "Cannabis, Cannabis-Impaired Driving and Implications for Prevention" and "Legalization of Cannabis. National Initiative to Address Drug-Impaired Driving in Canada." 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.

Mothers Against Drunk Driving (MADD)

The New Jersey Chapter of Mothers Against Drunk Driving (MADD) received grant funding in FY2022 to carry out its work in victim advocacy and public awareness relating to impaired driving. MADD Victim Service Specialists worked to mitigate the devastating effects of impaired driving crashes by helping the family members of crash victims navigate the criminal justice system and beyond from both practical and support standpoints. MADD helped raise awareness of the devastating toll of impaired driving by launching a new program in which local police DWI checkpoints and saturation patrol activities are carried out "in memory" of victims of impaired driving crashes.

Drugged Driving in New Jersey Report

A March, 2022 report prepared by Equity Reconstruction LLC on behalf of the New Jersey State Traffic Records Coordinating Committee and Division of Highway Traffic Safety examined

positive drug and alcohol test results for drivers and pedestrians involved in fatal crashes (2010-2019) and evaluated how those test results have changed from year to year.

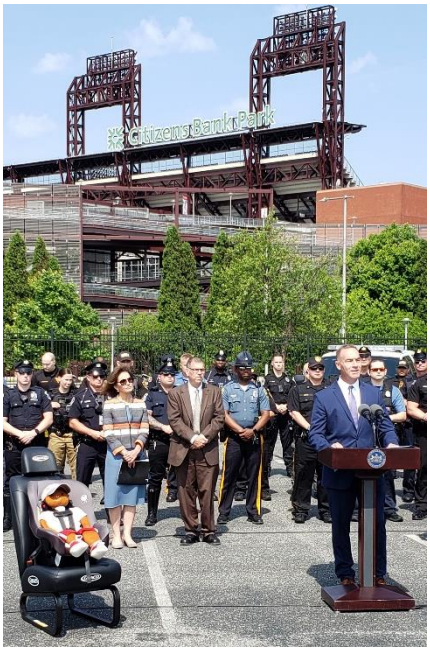
Findings of the report include:

- The percentage of drivers, killed and surviving, tested for alcohol and drugs has gradually declined over the past ten years. In 2010, 55 percent of drivers were tested for alcohol, and 54 percent were tested for drugs. In 2019, 49 percent were tested for alcohol, and 48 percent were tested for drugs.
- In 2019, 51 percent of drivers that were tested, tested positive for drugs or alcohol, up from 41 percent a decade ago.
- The percentage of drivers testing positive for drugs has increased across all age groups, however younger drivers continue to test positive for drugs at a higher rate than older drivers. In 2019, 47 percent of drivers 21-30 tested for drugs, tested positive, while only 15 percent of drivers, age 41-50, tested positive.
- The percentage of white drivers killed in traffic crashes who tested positive for marijuana increased from 7 percent in 2010 to 20 percent in 2018. The percentage of black motorists testing positive increased from 11 percent to 48 percent.
- The percentage of pedestrians killed in traffic crashes testing positive for all drugs has risen significantly. In 2012, 13 percent of the pedestrians killed in traffic crashes that were tested, were positive for some type of drug. By 2019, that number had risen to 32 percent. In each of the last four years, 20 percent or more of pedestrians tested were positive for drugs.
- Much like drivers involved in fatal crashes, the percentage of pedestrians killed in 2019 that tested positive for alcohol or drugs was over 50 percent. This number was 41 percent in 2010 but has risen over the past ten years. The positivity rates for drugs and alcohol for pedestrians are similar to that of drivers involved in fatal crashes. All rates have increased over the last ten years.

Occupant Protection – Project Summaries

Click It or Ticket

The *Click It or Ticket* seat belt enforcement mobilization for FY2022 began May 23 and ran through June 5. The mobilization utilized high visibility seat belt checkpoints and saturation patrols, in combination with local and national publicity efforts, to reiterate the life-saving value of seat belts.



Grant funding totaling $890,000 was awarded to 145 police agencies. These agencies issued 8,373 seat belt summonses, 3,315 speeding summonses, and made 278 DWI arrests. To highlight the campaign, traffic safety officials from New Jersey and Pennsylvania gathered for a *Border to Border* Kickoff Event on June 1, 2022 at Citizens Bank Park in Philadelphia.

Seat Belt Survey

The annual statewide seat belt survey, conducted for DHTS by the New Jersey Institute of Technology, found that the vast majority of New Jersey motorists are buckling up. The 2022 front-seat belt usage rate is 92.97%. That is a slight decrease of .95 percent from the last survey result of 93.92 in 2021. The driver and front-seat passenger usage rates were 92.95 percent and 93.02 percent respectively. These rates represented decreases in the driver's usage rate of .82 percent and the passenger usage rate of 1.53 percent.

Among the counties included in the survey, Ocean, Union and Bergen saw the largest increases in belt use (4.82%, 1.75%, and 1.19%) while Monmouth and Middlesex both had steep declines based on the survey methodology and results.

Child Passenger Safety

New Jersey's Child Passenger Safety (CPS) program continued its work in FY2022 to reduce traffic injury and fatality rates through coordinated enforcement and education programs regarding the proper use of child restraints in motor vehicles. Twelve agencies (three local police departments, six county police departments, one non-profit agency, one state agency, and NJ State Police) received grant funding for CPS activities that included technician training, re-training and program delivery at the local level.

The theme of New Jersey's CPS program is *100%, Everyone, Every Ride*. The DHTS website, www.njsaferoads.com, contains a wealth of Child Passenger Safety related material, 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. A highlight of the year was National Child Passenger Safety Week from September 18-24, 2022. During the week, DHTS sponsored child restraint check/educational events throughout the state.

The Division continued its coordination and funding for the state's CPS training efforts and also supported the national child passenger safety certification program which provides a standardized certification to those that are successfully trained. 12 child passenger safety courses were held in 2022, that trained 243 new technicians. In addition, NJ State Police conducted four certification courses for its personnel. There are now 1,142 individuals trained as certified technicians in the State working in public safety, health and injury prevention programs. 49 of

the technicians are certified as CPS instructors. New Jersey recertification rate for its technicians in 2022 was 65%, well above the national average of 59%

DHTS sponsored the 2022 Child Passenger Safety Technical Conference on April 25-26, 2022. The event was attended by 175 CPS technicians, instructors, manufacturers, and government representatives. Attendees were provided CEU courses, lectures, networking opportunities, and state and national perspectives for the child passenger safety program.

Pedestrian and Bicycle Safety – Project Summaries

Pedestrian Enforcement and Education

Ensuring the safety of pedestrians in New Jersey is a significant challenge. More than 200 pedestrians were killed on New Jersey's roadways in 2022, making up 31-percent of the total motor vehicle fatalities in the state for the year. In FY2022, the Division's primary pedestrian safety countermeasure involved working 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.

57 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 police enforcement that targeted high pedestrian crash locations and provided *Street Smart NJ Campaign* 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. More than 200 partners in 181 towns have participated in the program, many with the support of DHTS funding. 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. Among the towns that have implementing the *Street Smart NJ* program are 63 that rank in the Top 100 for pedestrian or bicycle crashes statewide and also meet U.S. Census demographics as underserved communities. One of these municipalities, Plainfield, launched a year-long *Street Smart NJ* pedestrian safety program in August, 2022, with the assistance of the North Jersey TPA and EZ-Ride transportation management agency.

Crossing Guard Program

New Jersey has approximately 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 June 22, 2022 and August 3, 2022. In all, 173 individuals took part in the trainings, representing 109 municipalities. In addition, in-person crossing guard training was conducted in three underserved communities: Paterson on July 20, 2022, Trenton on August 15, 2022, and Passaic on September 1, 2022. 157 crossing

guards received training at these three sessions. Since its inception, the training program has reached 79 percent of the municipalities in the state that employ school crossing guards.

The program also raises awareness about school crossing safety to the general public. Since being made available on YouTube in 2015, the training video "Crosswalk Heroes" has had almost 70,000 views. The Spanish language version of the training video has had over 2,400 views on YouTube. "The Challenging Crossings" training video has had over 6,700 views since it was introduced in 2019.

Bicycle Safety

The New Jersey Bike and Walk Coalition, with the support of grant funding from DHTS, carried out a comprehensive public awareness campaign on the state's new "Safe Passing Law." A website was launched with information on the law, downloadable materials and resources, a social media toolkit, and other useful links. Materials were printed and shared with partner agencies including bicycle shops and clubs. A pilot community forum was held in partnership with the Montclair Police Department to serve as a blueprint for future local educational efforts. A digital media advertising campaign was also carried out on Facebook, Instagram, and Google.

The Coalition also conducted a series of bicycle safety rider training courses, both on bike and virtually, as part of its ongoing bike safety statewide campaign.

Grass roots bicycle safety programming for riders of all ages was delivered throughout the year by the eight Transportation Management Associations in New Jersey. Bicycle rodeos were conducted to teach young riders important safety lessons about cycling and proper helmet usage. Bike to Work and Bike to School programs were promoted throughout the state and many virtual and in-person educational programs were conducted targeting a variety of age groups. A major overriding goal of the programs was to foster bike friendly communities and an equitable transportation network, while also promoting the benefits of regular physical activity.

The Township of Montclair also received grant funding for its ongoing enforcement and educational program that promotes bicycle safety in the community and addresses violations by motorists who do not yield for bicyclists.

The Division of State Police continued its bicycle safety awareness program in FY2022. Programs were carried out during the spring and summer at state parks, campgrounds, festivals, fairs, and other special events. Nearly 600 hours of dedicated bicycle safety overtime was conducted by NJSP School and Safety Outreach Unit troopers. In all more than 2,500 people were contacted and provided with safety related information.

Community Traffic Safety Programs/Teen Driver Safety – Project Summaries

Community Traffic Safety Programs

The community-based traffic safety projects funded each year by the Division play a critical role in the delivery of grass roots safety programming. In FY2022, these Community Traffic Safety Programs utilized local leadership, resources, and institutional knowledge to offer programs targeted to specific local needs 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 2022: Atlantic, Burlington, Camden, Gloucester, Hudson, Hunterdon, Middlesex, Morris, Somerset, Sussex, Union, and Warren.

In addition to county-based operations, DHTS also 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 FY2022 included:

The North Jersey Foundation for Safety (AAA Clubs of New Jersey) conducted older driver safety presentations and Car-Fit sessions both in person and virtually, and certified new Car-Fit Technicians and event coordinators across the state. More than 1,000 lawn signs were produced and distributed reminding pedestrians and cyclists of important rules of the road. A safe driving awareness program *"Slow Down/Move Over"* was sponsored at all rest stops on the New Jersey Turnpike, Garden State Parkway, and Atlantic City Expressway as well as on buses and billboards throughout the state. Teen drivers received important impaired driving related information through the course *Shifting Gears: The Blunt Truth on Marijuana and Driving.*

New Jersey's eight Transportation Management Associations (Hudson TMA, TransOptions, RideWise, Keep Middlesex Moving, goHunterdon, Greater Mercer TMA, Cross County Connection, and EZRide) used DHTS funding to present a wide variety of bicycle, pedestrian and driver safety public outreach initiatives in FY2022 at the local 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 released throughout the year by the TMA's, to coincide with major national campaigns as well as local initiatives.

The agencies put a heavy focus on educating school children, especially in the areas of walking safely and safe cycling. Walk to School events were hosted as were many bicycle safety events. Mature drivers received training as well.

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, 25,063 community members were reached. Through its child safety seat inspection stations, SKNJ checked 3,955 car seats, reaching 5,364 parents/caregivers and 2,802 children. 698 car seats and 2,802 bike helmets were provided to families in need. Targeted outreach programs accompanied by extensive social media included International Walk to School Day, National Child Passenger Safety Week, and Never Leave Your Child Alone (Heatstroke Prevention).

The Brain Injury Alliance of New Jersey (BIANJ) continued to raise awareness about traffic safety through presentations, web-based training, social media outreach, participation in coalition meetings and regional, statewide, and national conferences. BIANJ offered workshops, trainings, webinars, and uniquely tailored presentations for all ages. BIANJ presented over 300 virtual or in-person presentations and safety events in every county in FY2022, including more than 30 presentations in Spanish. A social media campaign of consistent safety messaging was shared weekly by approximately 200 organizations through a statewide network, which includes state and local police and safety partners. Additionally, the 12th year of the *U Got Brains* Champion Schools Program was successful, working with approximately 65,000 students from 50 schools across the state.

In a continued effort to improve motorcyclist safety, BIANJ utilized social and traditional media to create awareness about Motorcycle Safety during the month of May and throughout the year

with educational programs to enhance rider safety. Staff exhibited at over 30 organized rides in high crash rate areas to promote safety and engage riders. BIANJ worked with Plymouth Rock/Rider Insurance to incentivize motorcyclists to be safer and to engage in lifelong learning.

BIANJ's comprehensive transportation safety website, JerseyDrives.com, was updated quarterly and remains a one-stop educational tool. Extensive lesson plans and learning tools were added for teachers, teens, parents, and the community. Staff from BIANJ lead Driver Education, Motorcycle Safety and Pedestrian and Bike Safety coalitions and serve as team leaders for Strategic Highway Safety Plan working groups. Staff also serve on Vision Zero, BPAC, and many other local and state committees to help strengthen relationships and promote transportation safety.

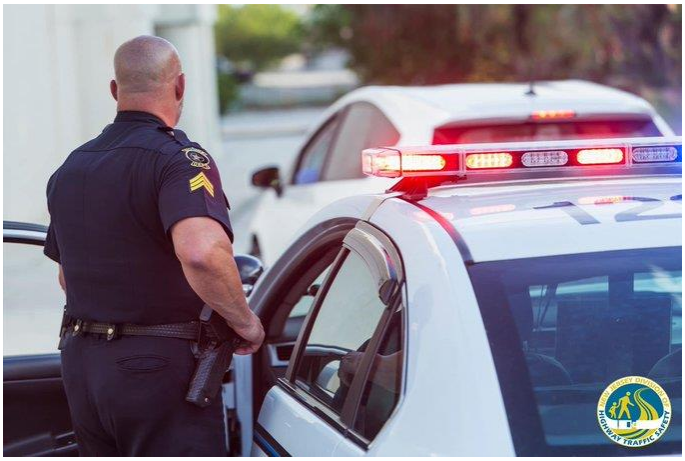
The South Jersey Transportation Planning (SJTPO), the regional Metropolitan Planning Organization (MPO) serving Atlantic, Cape May, Cumberland, and Salem Counties, reached a large number of people with important traffic safety information in FY2022. In additional to regularly scheduled Child Passenger Safety check events, 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)* 153 times in total, reaching 5,165 students.

Kean University, through its Statewide Comprehensive Traffic Safety Project, took the lead in hosting 12 Basic and seven Advanced Crash Investigation Training Courses (19 courses in total) with 536 police officer attendees successfully completing the classes, an increase of 100 students from 2021. Kean also continued its sponsorship of the Traffic Safety Specialist program, which is a statewide, uniform, and consistent recognition of police officers who have attained notable levels of experience, education, training a proficiency in highway safety and traffic enforcement methods and procedures. 50 police officers were recognized in FY2022 as having completed either Level I or Level II of this program. Progress was also made during the year on several new initiatives including the development of a crash investigation training program relating to forensic/trace evidence and a special project for DHTS to investigate DWI prosecution and adjudication rates around the state.

Police Traffic Services and Training – Project Summaries

Comprehensive Law Enforcement Programs

DHTS successfully engaged a large number of local, county and state police agencies in FY2022 to undertake ongoing, sustained enforcement in four key program areas: speed, occupant protection/seat belts, distracted driving, and impaired driving. Crash ranking lists were developed in these four areas and sustained enforcement grant funding was offered, and in most cases accepted, by police agencies in these high crash counties and communities. 45 sustained enforcement grants were funded in total in FY2022, utilizing Sec 402 and 405 funds.



The Passaic County Sheriff's Department received a sustained enforcement grant focusing on seat belt usage and driver distraction. During the grant year, the agency reported issuing more than 300 summonses for seat belt or child restraint violations and more than 200 summonses for cell phone use while driving or careless driving. At the local level, the City of Clifton Police Department had a similar focus on seat belt use and distracted driving, this within a municipality that consistently ranks in the top ten in the state for motor vehicle crashes. They issued 125 distracted driving related summonses and 350 seat belt summonses during grant funded enforcement hours.

Both radar and laser speed detection devices have traditionally been effective tools used by State Troopers assigned to patrol highways and rural roadways. During FY2022, grant funds were used to purchase 20 laser units to replace aging devices, and were deployed to station areas where they will get the most use. NJ State Police radar and laser teams conducted 730 hours of saturation enforcement during the year, resulting in 992 traffic stops and 596 speeding tickets.

Distracted Driving Crackdown

New Jersey was one of eight states that qualified to receive distracted driving incentive grant funds in FY2022. These funds enabled the state to undertake a major public awareness campaign relating to driver distraction (as detailed in the Paid Media area of this report) as well as fund a significant enforcement effort in support of the national *UDrive. UText. UPay.* distracted driving crackdown.

The 2022 *UDrive. UText. UPay.* distracted driving crackdown took place April 1-30, 2022. $1.7 million in grant funding was awarded to 202 state, county, and local police agencies. During the campaign, these grant funded agencies issued 8,052 summonses for hand held use of a cell phone while driving. An additional 3,949 summonses were issued for careless driving.

Driver Distraction Survey

Rowan University continued its groundbreaking research for DHTS in FY2022 on the issue of driver distraction, which found that rates of distraction among New Jersey drivers approach 25% along certain high-volume roadways. Every year, thousands of people die in the United States due to crashes involving distracted driving, with this cause contributing to 25% of all fatal traffic crashes in New Jersey. To better understand the prevalence of the issue, and to cross-reference driver distraction by time of day, roadway type, speed, etc., data collectors drove through 19 major NJ highway corridors with video recorders mounted on the exterior of the vehicle. The video data, captured through the side windows of vehicles on these roadways, was analyzed to detect driving behaviors using a deep learning algorithm. In total, 24,688 miles of video observation was conducted. Among the findings:

Rowan University
HENRY M. ROWAN COLLEGE OF ENGINEERING

- Cell Phone use is the most prominent type of distraction.
- Winter had a higher rate of distractions than spring and summer.
- The behavior of "eating/drinking" significantly increased on signalized corridors compared to unsignalized corridors, and on non-toll roads compared to toll roads.
- "Radio/reaching objects" events significantly increased during weekdays compared to the weekends, and on signalized roads compared to the unsignalized corridors.
- An increase in speed limit significantly increased the distractions, while an increase in the number of lanes significantly decreased the distraction events.
- An increase in median width significantly decreased distractions, while an increase in shoulder width significantly increased distractions.

- The results from speed analysis indicate that drivers who speed while distracted mostly did so at high speeds (more than ten mph over the posted speed limit).
- Most drivers who speed while distracted did so during the weekends, on unsignalized roads, and on roads with wider medians and shoulders.

The results obtained from this study will assist state and local agencies in promoting awareness and reducing distracted driving in New Jersey. For instance, law enforcement and awareness campaigns should focus more on the winter months and signalized roads. In addition, speeding should be adequately monitored, since increasing speed significantly increases the distraction events and the likelihood of being involved in a serious injury crash. Signalized roads, roads with unprotected medians, and 3-lanes roads should receive greater focus as these built out environments trigger higher numbers of incidents. Looking to the future, the study results also show that detection of driver behavior from cameras outside the car is a promising avenue for further research.

Crash Investigation Training

The Crash Investigation Training program funded by DHTS offered a robust schedule of courses in FY2022. The Basic Crash Investigation course was offered eleven times at various police academies around the state and was successfully completed by 344 police officers. Seven sessions of Advanced Crash Investigation were held, with 165 attendees. Nine specialty courses were conducted on topics including traffic crash reconstruction, pedestrian/bicycle and motorcycle crash investigation, commercial vehicle crash investigation, Energy Methods and Forensic Photography. These courses were successfully completed by 195 attendees.

Traffic Safety Resource Prosecutor

Two Deputy Attorneys General ("DAG") in the Department of Law and Public Safety worked as Traffic Safety Resource Prosecutors (TSRP's) at various times during FY2022. 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. The TSRP's conducted several training programs including Prosecutor Alcotest Training, Radar Instructor Refresher course, Basic Motor Vehicle Course for DCJ Investigators, and Basic DRE Course legal aspects.

A significant amount of time was spent in FY2022 on the State v. Olenowski case, in which the NJ Supreme Court ordered a Frye hearing to determine the scientific reliability of the DRE protocol. The TSRP's took the lead role in the litigation, including preparing briefs, oral arguments, and witnesses and compiling large amounts of discovery documentation requested by the Special Master hearing the case. The Frye hearing began on September 27, 2021 and concluded on January 18, 2022. A successful conclusion was reached when the Special Master ruled on August 18, 2022 that the DRE protocol is reliable as a whole and in its parts. The Special Master's report is now with the NJ Supreme Court for final review.

There was also work required in the DWI realm, which included preparation for legal challenges stemming from the ongoing 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. The FAIU also reviews, reinvestigates, or reconstructs every fatal

crash that occurs in the state in order to ensure accurate FARS reporting, which is critical to DHTS program and planning efforts. Unit personnel relied on their advanced training and technical expertise as well as specialized equipment, funded in part by DHTS again in FY2022, in order to effectively and efficiently perform these vital functions.

New Jersey Police Traffic Officers Association

Founded in 1974, the New Jersey Police Traffic Officers Association is one of the nation's only dedicated statewide organizations devoted to the work of police traffic officers. Over the years, the organization has proven an invaluable partner to DHTS and DHTS again awarded grant funding to the Association in FY2022. The NJPTOA reports on all contemporary traffic safety issues including the NJ Division of Highway Traffic Safety's campaigns and priorities, traffic related case law, new and emerging technology, training updates and anticipated future issues. The NJPTOA offers and provides access to training events based on the Association and state's needs. The NJPTOA utilizes a web site, monthly meetings and newsletter as well as mass emails to keep its membership informed on critical issues facing the traffic safety community.

Law Enforcement Liaison

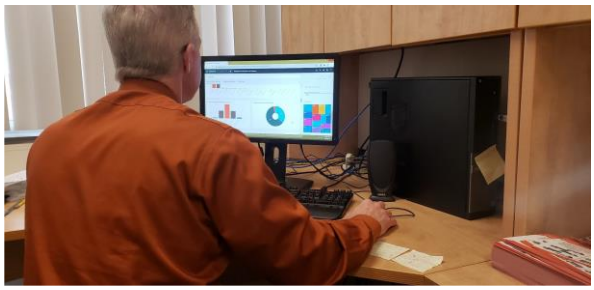
New Jersey's Law Enforcement Liaison was active again in FY2022, through a grant from DHTS to the NJ State Association of Chiefs of Police. Work of the LEL included: providing assistance to DHTS staff in the promotion of law enforcement grants during the seat belt, impaired driving and distracted driving 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 regular email blasts, assisting DHTS leadership with ongoing projects as needed, and actively being involved in the implementation of the 2020 NJ Strategic Highway Safety Plan.

Comprehensive Police Training

At the request of DHTS, the New Jersey Police Training Commission (PTC) in 2022 conducted a complete overhaul of the traffic safety and crash training curriculum standards for all new recruit

police officers. As a result, new recruit officers will undergo better training on why traffic enforcement is such an important part of making their communities safer. The new curriculum is also intended to spark a new recruit's interest in a career-long dedication to making roads safer for all users.

Rutgers University provided a variety of training programs to the law enforcement community of the state in FY2022 through its Comprehensive Police Training Grant from DHTS. The *Data-Driven Countermeasures for Traffic Safety* course, first debuted in FY2021, was offered in two sessions in FY2022. The course was developed with the goal of helping potential DHTS grantees create and submit stronger, data-driven project applications. The three day course trains participants to utilize the Crash Analysis Tool (CAT) in a computer lab or virtual classroom by first developing queries for a specific town to identify crash prone locations and factors. Those queries are saved and exported to form the justification for a DHTS grant proposal.



Attendees also received grant writing training to develop a grant proposal related to their data points, utilizing the DHTS SAGE e-grant system. NHTSA's proven countermeasures are discussed, and agencies are assisted in selecting the proper strategies to implement, as well as how to measure the impact of their intervention(s). During the two sessions of the course held in FY2022, 29 officers were trained representing 23 different police agencies.

The course *Drone Certification and Crash Reconstruction Workshop* focused on the use of unmanned aircraft (drones) in crash investigation. During a five-day workshop held in May, 2022, 25 certified NJ Crash Reconstructionists were trained to receive FAA licenses to operate a drone to assist in reconstructing crash scenes. Other areas of training included NJTR-1 Crash Reports (described in the Traffic Records area of this Annual Report), and Work Zone Safety (described in the Other Vulnerable Road Users area of this Annual Report).

As part of the FY2023 planning process, DHTS hosted a mandatory meeting for its partner agencies and grantees in March 2022. Nearly 250 new and potential DHTS grantees attended the virtual session. Information was presented on the FY2023 grant process, priorities and expectations. Presentations were also given by federal and state partners relating to important issues such as the National Roadway Safety Strategy, equity and community engagement in our programs, and current challenges and opportunities that exist within the traffic safety law enforcement community.

Traffic Records – Project Summaries

An efficient traffic records system is critical to New Jersey's highway safety program. Projects that were funded and/or supported in FY2022 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.

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 FY2022, twelve refresher workshops were held (7 virtually and 5 in person). A total of 712 State, county, and municipal police officers and safety personnel from 129 agencies were trained in how to properly complete the crash form. Technical assistance was provided to another 300+ officers.

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 FY2022.

The STRCC Strategic Plan, formally adopted in June, 2020, was updated in May, 2022. 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.

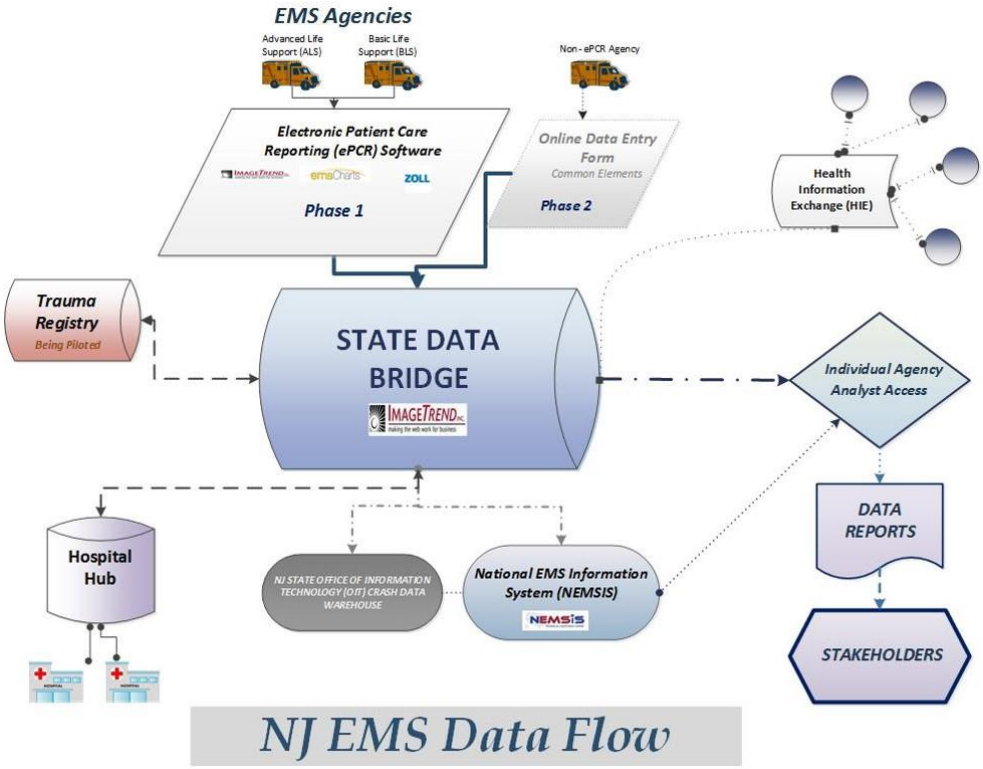
Goal 2: Improve Integration and Accessibility of Traffic Records: Ensure that all traffic records datasets are integrated and accessible to end users.

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 Emergency Medical Services (EMS) 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 both Advanced and Basic Life Support providers who are the first responders to emergency incidents. As the data fields within the ePCR are completed, the information is transferred via Wi-Fi/cellular, in near real-time, to the receiving hospital so all relative data to the patient and their injuries are available to treating clinicians. 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 increased in 2022 by 7.8 percent from 1,658,451 in 2020 to 1,786,936. The average number of days for the data to be entered (timeliness) improved by 18.1 percent from 2.48 days to 2.03. For completeness, the overall number of agencies non-compliant with ePCR (not submitting data) was reduced to just one in 2022.

Electronic Data Transfer

The New Jersey Department of Transportation deployed the State's first integrated and all-inclusive crash reporting system in FY2021, which electronically accepts crash reports from police departments into the state system. This application was developed and maintained by Lexis Nexis on behalf of the New Jersey DOT to serve as a portal into the State of New Jersey's repository for traffic crash reports. The program, known as NJ Crash, provides a revolutionary new approach for law enforcement agencies to create and submit crash reports.

The first full year of the NJ Crash platform rollout showed signs of success. As of the end of FY2022, twenty-nine agencies have transitioned to the new system, and sixty-five additional agencies are actively exploring implementation. Also, in FY2022 NJ Crash began accepting electronic data from other private software vendors. This enhancement allows police agencies to continue using their existing CAD and RMS applications while transmitting data electronically

to the New Jersey DOT. This program enhancement has been well received and is primarily due to the cooperation between the New Jersey DOT, their partners at Lexis Nexis, and private vendors willing to "build the bridges" to make this possible. As an example, the New Jersey State Police is transmitting their crash data to the NJ Crash platform through their vendor Motorola. Six other agencies have begun transmitting crash data through the ProPhoenix records management application. Many other private vendors are actively developing solutions to transmit crash data for their police agency customers.

It is expected that by the end of FY2023, the New Jersey DOT will be receiving a substantial portion of New Jersey crash data electronically. The electronic data transfer capabilities of the program allow for immediate transfer of crash data, allowing for quick analysis. Eliminating the burden of the old, paper-based system used by all departments in New Jersey and the transition to this new system is critical for timely traffic safety analysis.

Crash Analysis Tool (Numetric)

The Crash Analysis Tool (CAT) is used by DHTS to make data driven decisions for traffic safety programmatic and grant funding priorities. The system is also used by other public and private agencies and traffic safety professionals to help identify and assess the most cost-effective ways to improve safety on the State's roadways. The Crash Analysis Tool is a critical program that is used in all aspects of the Division's traffic safety efforts.

In FY2022, there were 702 unique users in the system, with 80 new users added in the last year. The user base consists of law enforcement agencies, local governments, and partnering stakeholders including NJDOT. Five Crash Analysis Tool workshops were held in FY2022, in addition to the *Data Driven Countermeasures for Traffic Safety Courses* hosted by Rutgers University. New to the CAT in FY2022 was the Network Screening and Sliding Window Applications. Similar to Crash Query, filters can be applied to the entire network using dynamic charts or graphs or typing an attribute into a query bar. The application contains powerful text-to-search feature to run custom roadway network screening requests. The Network Screening Application also allows the user to query for specific Behavioral Countermeasures that could be deployed throughout New Jersey's roadway network. The application will generate the top-ranking roadway segments pertaining to NHTSA funded enforcement areas such as impaired driving, pedestrian safety and seat belt use and where the highest volumes and rates are taking place. This enables NJDHTS to pin-point the locations that would benefit most from strategic safety enforcement and education.

Also new to the CAT in FY2022 was the addition of the Disadvantaged Community filter(s). DHTS has developed a spatial analysis tool within the CAT that aggregates crashes by the disadvantaged communities they are taking place in. The disadvantaged communities are grouped into several filterable categories that will enable DHTS to identify and drill down on crash criteria occurring in disadvantaged communities throughout the State.

Plans for FY2023 include the enhancement of the data elements exportable in the Network Screening Application, developing capabilities to import Network Screening Ranking Lists into the Crash Query Application, and the development and potential launch of the new Crash Tree Application. The Crash Tree Application allows users to generate a crash tree diagram as part of a systemic safety analysis process to help identify and select areas where crash types most frequently occur.

Traffic Engineering Interns

Grant funding was again provided to the Warren County Engineer's Office 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 *2021 Warren County Traffic Crash Data and Road Safety Assessment Report* was produced and contains the top crash locations involving county roadways, based on 2021 data, with recommendations for improvements. The *2022 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.

New Jersey Safety and Health Outcomes Resource Center

This exciting project will allow researchers at the Children's Hospital of Philadelphia to link new and existing New Jersey traffic safety and health outcome data sets to provide critical injury and safety related information to stakeholders through a publicly accessible website and interactive online dashboard. The data will go far beyond just crash data and examine demographic and community characteristics of drivers, passengers, and pedestrians to promote transportation equity for all.

This customized approach provides DHTS the opportunity to generate tailored safety programming by identifying the communities that are the most negatively impacted by motor vehicle crashes through a more holistic approach. The Dashboard will allow users to create

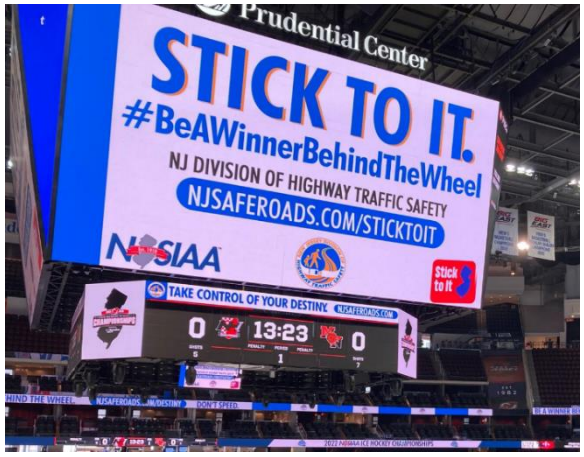
customizable Safety Profiles that highlight high-priority traffic safety and injury-focused outcomes through a suite of high-quality data visualizations that track progress on key metrics. The development of the NJ-SHO Data Dashboard will create a new and unique way of analyzing traffic safety data through a community-oriented lens.

The project did not begin in FY2022 as originally hoped, though much planning work was done behind the scenes during the year. A formal launch date in the first quarter FY2023 is now anticipated.

Other Vulnerable Road Users - Project Summaries

Younger Drivers

A new grant funded partnership was begun in FY2022 with the New Jersey State Interscholastic Athletic Association, the governing body for high school sports in New Jersey. A paid and social media campaign was carried out to deliver traffic safety messages to young drivers and their parents through NJSIAA's year-round calendar of athletic tournaments and events and its 435 member high schools. The campaign included banners and print ads, public address announcements at major events, social media posts, and innovative tools to reach and engage young drivers, parents, teachers, and school administrators.



Older Drivers

The Voorhees Transportation Center at Rutgers University received funding to develop older driver safety training curriculum and resources based on national best practices, and to house them on a web based Older Driver Traffic Safety Resource Center. The Resource Center maturedriversnj.org is now the focal point for New Jersey's mature driver safety program. It contains safety materials, links, and educational programming that can be accessed and utilized by New Jersey safety partners in a coordinated approach to this important issue. In FY2023, this project plans to pilot a newly developed older driver educational program in several communities.

Motorcycle Safety

In FY2022, the Brain Injury Alliance of New Jersey (BIANJ) expanded its motorcycle safety programs by reaching almost 300,000 riders and the general public in every county of the state through presentations and interactive exhibits. BIANJ also expanded the pledge programs geared to incentivize motorcyclists and motorists to be safer on the road.

The Motorcycle Coalition, hosted by BIANJ, continues to meet quarterly. The coalition includes motorcycle enthusiasts, rider training site owners, insurance company representatives, community safety partners and motorcycle coaches and trainers. The coalition assists with guiding the motorcycle training programs in the state and shaping the various safety and share the road (STR) messages that are developed. BIANJ also oversees the statewide Quality Assurance Program which has ensured that every rider training center meets national standards set by the Motorcycle Safety Foundation.

2022 messages targeted automobile drivers and the general public in an effort to increase awareness of motorcycles on the road, via traditional and social media. Enhanced messaging occurred in May, which is Motorcycle Safety Month, but the campaign ran throughout the riding season, consisting of radio and online marketing and a successful social media campaign, "Did U Gear Up for Your Ride?" Radio messages and bus ads were run during busy weekends throughout the summer to encourage drivers to share the road with motorcycles, with a special focus on areas with high crash rates. BIANJ also carried out digital media placement, which resulted in a large increase of visitors to the STR page.

The *U Got Brains Champion Schools Program*, in its 12th year, was leveraged to get STR information to teens throughout the state, through presentations and pledge contests. Presentations were delivered to driver education classes and materials sent to driver training centers to help educate new drivers. Share the road safety messages were promoted in workshops at the NJEA and NJ Shape conferences to reach educators.

The *JerseyDrives* website educates the general public about the importance of sharing the road and is updated at least quarterly. BIANJ continues to post weekly Share the road safety messages on its social media sites. Motorcycle riders were urged to use good judgement, wear proper gear and become lifelong learners. BIANJ worked with motorcycle clubs, rider training centers and community partners to help spread these messages.

Work Zone Safety

Through the Comprehensive Rutgers University Police Training Grant, work zone safety training and education was provided throughout FY2022 to law enforcement officers, municipal traffic engineers, and public works personnel.

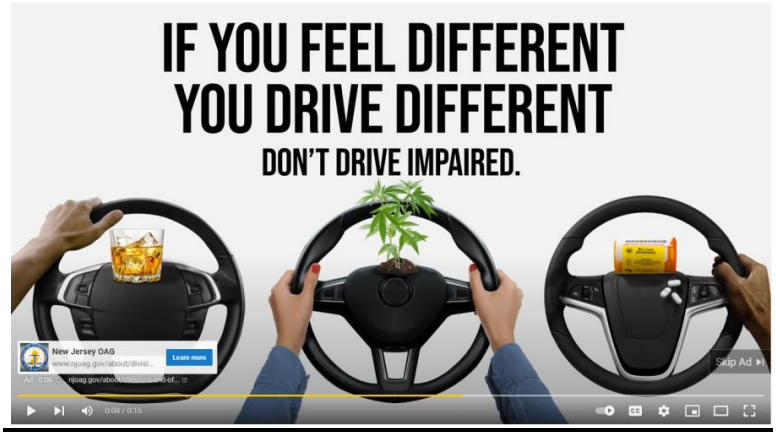
The annual statewide Work Zone Safety Conference was held virtually on April 7, 2022. The event promoted work zone safety awareness on local and state roadways for a multi-disciplinary audience of construction, engineering, public safety, maintenance and operations personnel. The keynote speaker discussed Pennsylvania's implementation of automated speed enforcement cameras in work zones. 256 people attended the conference.

In addition, one virtual and one in-person *Work Zone Safety Train-the-Trainer for Police* workshops were conducted, resulting in 68 officers being trained and two virtual *Work Zone Safety Awareness for Police* workshops were held, resulting in 87 officers being trained.

Paid and Earned Media - Project Summaries

Impaired Driving (Alcohol, Drugs, Prescription Medication)

DHTS carried out a comprehensive paid media campaign in FY2022 relating to the deadly consequences of impaired driving. The messaging utilized common themes to focus attention on various sources of impairment. The campaign ran on social channels including Facebook, Snapchat, and TikTok, as well as static billboards, electronic signs, paid search, and streaming audio. In total, more than 145 million impressions were generated, with the ads focusing on cannabis generating the most engagement. The ads stimulated 35,000 page views to the DHTS website.



Traffic and Weather Report Safety Messaging

A new project was begun in FY2022 to publicize various traffic safety messages on a year-round basis through digital ads and sponsorship announcements on New Jersey television and radio stations.

The ongoing campaign allows for targeted messaging to supplement and reinforce national and state programs during certain times of the year. As an example, between March 7-13, 2022, digital display ads relating to checking motor vehicles for recalls were placed on radio station websites, generating more than 550,000 impressions. Other messages were run during the year on topics including motorcycle safety, seat belts, and distracted driving.

Take Control of Your Destiny (distracted driving)

A major public information campaign, called "Take Control of Your Destiny – Don't Drive Distracted" was undertaken from April 1-September 25, 2022 to augment New Jersey's distracted driving program.

The "Take Control of Your Destiny" campaign featured colorful steering wheels depicting life milestones like graduation, marriage, and pursuing creative and professional interests. The campaign reminded the public that they should put down the phone and keep their eyes on the road in order to achieve their destinies. Program elements ran on social media channels including Facebook, TikTok, Snapchat, and YouTube. Out of home elements were also employed including billboards, movie cinemas, and mall banners.

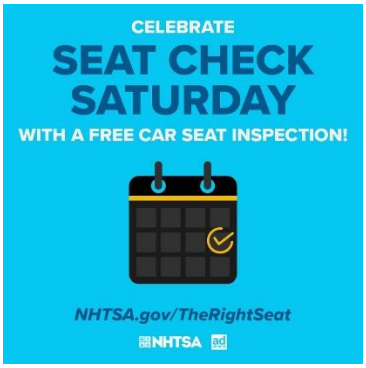
The campaign in total generated nearly 76 million impressions and drove 76,000 visitors to the dedicated program website, where more information was available.

Social Media

During FY2022, the Division continued its robust social media presence with a goal of promoting safety on the roads and increasing awareness of the State's traffic safety initiatives in real time. Twitter, Facebook, Facebook Stories and Instagram Stories were 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 Division's social media channels were integral in pushing out safety messaging to the public in FY2022. With impaired driving and speeding more prevalent in recent years, the Division emphasized "Drive Sober," "Slow Down" and "Click It Or Ticket" messaging for added safety awareness on these issues.



Social media partnerships with other state and federal traffic safety partners, such as the New Jersey State Police, New Jersey Department of Transportation, AAA, Brain Injury Alliance and NHTSA have allowed consistent and cohesive messages to be distributed for maximum reach and effect.

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 deployment of proven countermeasures targeted at the problems identified during the analysis. Lastly, evidence-based enforcement relies on continuous follow-up and necessary adjustments to the plan. Correctly identifying roadways, jurisdictions, and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. Selected police departments must have enforceable roadways with the best opportunity to effectively reduce crashes, injuries, and ultimately, deaths. Funding levels should be based, when possible, on a jurisdiction's proportion of the overall contribution or piece of the problem within each safety focus area, with final award amounts determined by also evaluating past performance, ability to participate, and internal contributions to serve as matching efforts.

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

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

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

Project Description: Data Driven Countermeasures for Traffic Safety training Course

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

Brick Township Police Department	New Brunswick Police Department
Paramus Police Department	Trenton Police Department
Camden County Police Department	Newark Police Department
Paterson Police Department	Vineland Police Department
Cherry Hill Police Department	North Brunswick Police Department
Toms River Police Department	Wayne Police Department

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

Overall, the new training program was successful with three classes conducted in the first year of the program (2021) and two additional classes in 2022. The 5 training sessions provided one-on-one assistance to 57 different police departments/municipalities and 72 representatives. At the time of this report, an additional 20 police departments/municipalities have registered for 2 classes planned for 2023.

Six of the twelve agencies that participated in the March, 2021 class submitted applications and were approved for FY2022 grants from DHTS: Brick, Camden County, Cherry Hill, Toms River, New Brunswick and Wayne.

In Toms River, data analysis and tools learned in the class were used to focus grant activities on the issue of impaired driving. Roving DWI patrols conducted during the grant year resulted in 23 arrests being made for driving while under the influence of alcohol or drugs. In Cherry Hill, grant activities focused on speed and distracted driving enforcement. 90 targeted enforcement details were conducted during 2022, resulting in 645 motor vehicle stops and 202 summonses issued.

Project Description: Rowan University Novel Driver Distraction Observational Study

Between 2016 and 2020, over 50 percent of all crashes in New Jersey involved some degree of distracted driving at the time of the crash. During that same period, distracted driving contributed to 25 percent of all traffic fatalities in the State. Over the past several years, various techniques (e.g., surveys, crash reports, videos, and simulations) were developed and implemented by the transportation safety community to identify and evaluate distracted driving events. However, these methods collect cross-sectional data on individual subjects and do not provide the actual number of distractions on the road. To fill this gap, DHTS partnered with Rowan University on a study that collected longitudinal data on distracted driving events in the state. The method involved a data collection crew continuously driving through the selected corridors to track driver distraction events by manual counting and video recording. The event data on distracted driving was analyzed to find the significance of various temporal features and geometric properties of roadways on the rate of distraction. The video data from the observational study was utilized to detect driving behaviors using a deep learning algorithm. The results from the analysis of event data demonstrated that cellphone use is the most prominent type of distraction. They also showed that the number of distractions—such as receiving calls, grooming, and talking to passengers—was significantly affected by both the time of day and by roadway type.

This study provided an evaluation of distracted driving from multiple perspectives and ultimately supports the research hypothesis; that the variation of temporal and roadway features significantly influences driver behavior and their patterns of distraction.

Testing Process

Detection of driver behaviors needed a dataset containing training images of various distraction types. Most of the publicly available training datasets (e.g., the State Farm dataset or the American University of Cairo dataset) captured their images from inside the car using a dashcam (State Farm, 2016). Hence, they would not be suitable for training this model to detect driver behaviors from cameras located outside the car. A customized dataset was therefore created in this study for model training purposes.

A set of training and testing images was organized for the study after extracting them from the frames of the video recordings. Out of these 2,150 images, 1,954 were correctly predicted by the model, giving an overall testing accuracy of 90.9%.

Event Data Analysis

Based on the 24,688 miles of collected event data from 19 different corridors in New Jersey (with variations for peak/off-peak hours, seasons, the day of the week, signalized/unsignalized roads, toll/non-toll roads, number of lanes, posted speed limit, and median type), the following findings were reached:

- Cell phone use is the most prominent type of distraction.
- Winter had a higher rate of distractions than spring and summer.
- The “receiving calls” events significantly increased during the weekdays, and on toll roads compared to the weekends and non-toll roads.
- The behavior of “eating/drinking” significantly increased on the signalized corridors compared to unsignalized corridors, and on non-toll roads compared to the toll roads.
- “Radio/reaching objects” events were significantly increased during weekdays compared to the weekends, and on signalized roads compared to the unsignalized corridors.
- The “fidgeting/grooming” distraction events significantly increased during the spring compared to the winter and summer.
- An increase in speed limit significantly increased the distractions, while an increase in the number of lanes significantly decreased the distraction events.
- The “positive” median encountered a significant increase in distractions compared to the “unprotected” and “curbed” medians.
- An increase in median width significantly decreased distractions, while an increase in shoulder width significantly increased distractions.

Speeding Data Analysis

Based on the event data from the drivers who were speeding in the selected corridors in New Jersey, the following findings were reached:

- Drivers mostly were speeding at high speed (more than ten mph over the posted limit) while distracted.
- While distracted, most drivers are involved in speeding during the weekends, on unsignalized roads, and on roads with wider medians and shoulders.

The findings of the cellphone-related crash analysis will assist DHTS in planning future countermeasures in this area, such as focusing enforcement and awareness activities more in the summer months, when driver distraction rates are higher. Moreover, such countermeasures should also prioritize corridors with signalized intersections, weekday driving, lower speed limits, wider shoulder width, higher median width, and positive-type medians. Looking to the future, the study results also show that detection of driver behavior from cameras outside the car is a promising avenue for further research.

RECENT LEGISLATIVE ENACTMENTS

The following highway safety legislation was approved or enacted during calendar year 2022.

P.L. 2021, c.194

The "New Jersey Safe Passing Law" imposes certain requirements on a motorist when the motorist is overtaking pedestrians, certain bicycles, low-speed electric scooters, and any other personal conveyances permitted under law.

Under the provisions of this law, the operator of a motor vehicle approaching a pedestrian, bicycle, low-speed electric bicycle, low-speed electric scooter, or other personal conveyance permitted under law is required to approach with due caution and, absent any other direction by a law enforcement officer, proceed as follows: 1) If possible in the existing safety and traffic conditions, make a lane change into a lane not adjacent to the pedestrian, bicycle, low-speed electric bicycle, low-speed electric scooter, or other personal conveyance permitted under law; 2) Leave a reasonable and safe distance of not less than four feet while approaching the pedestrian, bicycle, low-speed electric bicycle, low-speed electric scooter, or other personal conveyance permitted under law and maintain this distance until the motor vehicle has safely passed; or 3) If a lane change or leaving a reasonable and safe distance of at least four feet is not possible, prohibited by law, or unsafe, the operator of the motor vehicle is to reduce the speed of the motor vehicle to 25 miles per hour and be prepared to stop.

A person violating the provisions of this bill is to be subject to a fine of not less than $100 or more than $500.

Approved on August 5, 2021, this act became effective on March 1, 2022.