STATE OF NEW JERSEY

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2023

OCTOBER 1, 2022, THROUGH SEPTEMBER 30, 2023

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State of New Jersey
Highway Safety Plan
Federal Fiscal Year 2023 • October 1, 2022 through September 30, 2023

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Table of Contents

OVERVIEW

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

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

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

MISSION STATEMENT

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

EXECUTIVE SUMMARY

The annual plan is referred to as the Highway Safety Plan (HSP). The Federal Fiscal Year (FFY) 2023 HSP addresses the national priority program areas of NHTSA and FHWA. The following program areas will be addressed in FFY 2023: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, community traffic safety programs, public information and paid media, other vulnerable road users, and traffic records. The State and Community Highway Safety grant program, known as the Section 402 Program, is the primary source of funding for these initiatives. Federal law requires that 40 percent of these funds be used by or for the benefit of local government. Grants are also accepted from federally tax-exempt, nonprofit organizations that provide traffic safety services throughout the State. The Plan provides for a budget of 51 percent for projects that benefit local jurisdictions.

In addition to the Section 402 Program, several other funding sources in FFY 2023 will be used to continue the highway safety program. These include the Section 405(b) Occupant Protection grant, Section 405(c) Traffic Safety Information System Improvements grant, Section 405(d) Impaired Driving grant, Section 405(e) Distracted Driving grant, Section 405(f) Motorcycle Safety grant, and Section 405(h) Non-motorized Safety grant.

The FFY 2023 HSP includes a budget of nearly $30 million that will be allocated as illustrated below:

SECTION 402	STATE AND COMMUNITY GRANT PROGRAM	$12,197,000
SECTION 405(b)	OCCUPANT PROTECTION	$2,000,000
SECTION 405(c)	TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS	$2,500,000
SECTION 405(d)	IMPAIRED DRIVING	$7,500,000
SECTION 405(e)	DISTRACTED DRIVING	$4,350,000
SECTION 405(f)	MOTORCYCLE SAFETY	$ 250,000
SECTION 405(h)	NON-MOTORIZED SAFETY	$1,700,000

The FFY 2023 HSP begins with a description of the planning cycle followed by the problem identification process, goal development and project selection. A statewide overview of fatalities and injuries is followed by a performance report describing the progress towards meeting performance targets from the previous fiscal year and in the upcoming HSP.

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

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

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

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

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

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

Division of Criminal Justice

Division of State Police

Division of Alcoholic Beverage Control

Department of Community Affairs

Center for Hispanic Policy, Research and Development

Department of Transportation

Motor Vehicle Commission

Department of Health and Human Services

Office of Emergency Medical Services

Federal Highway Administration

National Highway Traffic Safety Administration

Metropolitan Planning Organizations

County and Municipal Traffic Engineer Association

Association of Chiefs of Police

Traffic Officers Association

AAA

Safe Kids Worldwide

Administrative Office of the Courts

MADD

Transportation Management Associations

Municipal Excess Liability Joint Insurance Fund

Partnership for a Drug-Free New Jersey

New Jersey Licensed Beverage Association

Rutgers University

NJ Institute of Technology

Kean University

Rowan University

New Jersey State Interscholastic Athletic Association

FFY 2023 HIGHWAY SAFETY PLAN

Planning Cycle

October
1. Begin to close out prior year projects.
2. Reprogram carryover funds from the prior year into the current Highway Safety Plan.
3. Follow up with grantees for final progress reports and reimbursement requests.

November
1. DHTS staff prepares final monitoring reports while processing reports from grantees.
2. Begin to prepare the Highway Safety Plan Annual Report.
3. Utilize new monies and carryover funds to implement projects in current fiscal year.

December
1. Finalize prior year close out and submit final voucher to NHTSA.
2. Carryover funds and reprogram into current Highway Safety Plan.
3. Place notice of grant availability for next fiscal year on DHTS and NJOAG websites.
4. Complete the Highway Safety Plan Annual Report and submit to NHTSA.

January
1. Monitor current grant project performance through the first quarter.
2. Make adjustment to the Highway Safety Plan as necessary.
3. Begin receiving applications from potential grantees for the next project year.

February
1. Begin to review grant applications for the next project year that have been received.
2. Conduct initial meetings with program staff to get input for the next Highway Safety Plan.
3. Solicit input from partner agencies for the next Highway Safety Plan.
4. Monitor progress of current grantees.

March
1. Continue reviewing grant applications that have been received.
2. Follow up meetings are held to discuss Highway Safety Plan development.
3. Monitor progress of current grantees.
4. Annual grantee update/training/roundtable discussion meeting held for the next program year.

April
1. Highway Safety Plan continues to be developed.
2. Monitor progress of current grantees through the second quarter.
3. Deadline for grant applications to be received for the next project year.

May
1. Program staff meets with Director to finalize grant awards for the upcoming Fiscal Year.
2. Monitor progress of current grantees.
3. First draft of the Highway Safety Plan is prepared and submitted to the Director for review.

June
1. Highway Safety Plan draft is sent to the Office of the Attorney General for review and approval.
2. The Highway Safety Plan is finalized and submitted to NHTSA.
3. Monitor progress of current grantees.

July
1. Notify grant applicants for the next project year of approval or denial.
2. Monitor progress of current grantees through the third quarter.
3. Adjust the Highway Safety Plan, if requested by the NHTSA.

August
1. Grantees are contacted and reminded that their project period ends September 30.
2. Monitor progress of current grantees.
3. Hold meetings and provide guidance to new and higher risk projects for the next program year.

September
1. Begin to prepare final reports for current year projects.
2. Remind grantees at the end of the project year to submit their final reports.
3. Provide final guidance and instructions to projects for the next program year.

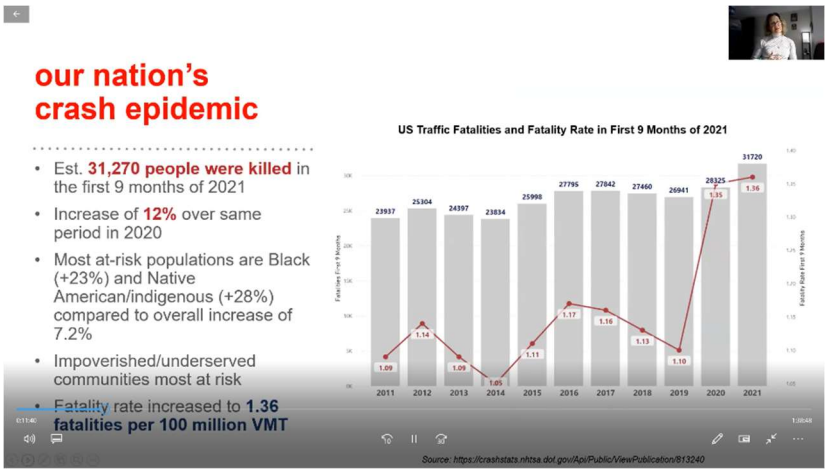
Problem Identification Process

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

The New Jersey Institute of Technology (NJIT) conducts the annual seat belt observational survey and provides usage rate data to DHTS. In addition, DHTS also requests information and data from other traffic safety groups. These include but are not limited to the following: Motor Vehicle Commission (licensing and motorcycle related data), Department of Transportation (crash data), and Administrative Office of the Courts (citation data). Additional, new sources of data that should be available into FY2023 and beyond include driver distraction observational survey information from a new project with Rowan University, as well as a New Jersey Safety and Health Outcomes Resource Center and Data Dashboard, developed in partnership with Children's Hospital of Philadelphia.

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

As part of the FY2023 planning process, DHTS hosted a mandatory meeting for its partner agencies and grantees in March 2022. In light of the troubling increase in crashes and fatalities in recent years, coupled with the pending opportunities that will be available from increased federal funding, DHTS believed it was a good time to get its partners together to discuss goals, strategies and priorities to meet current challenges.



Nearly 250 new and potential DHTS grantees attended the virtual session. Information was presented on the FY2023 grant process, priories 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. The key goal of the meeting was to stress to the state's traffic safety community that fresh ideas, partnerships,

and strategies are needed to reverse recent negative trends and that the "same old" approach to our DHTS grants and projects will no longer be sufficient.

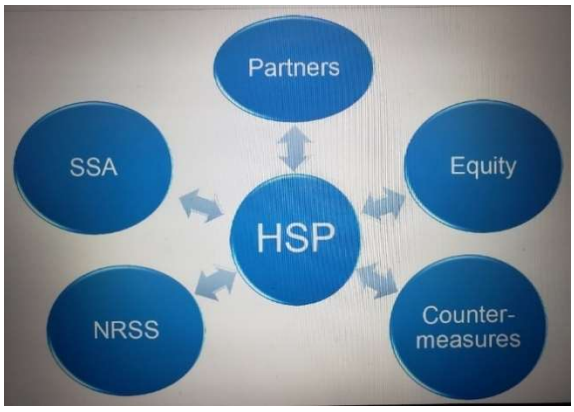
To further enhance the quality of FY2023 grant programs, applications, and program management, DHTS partnered with Rutgers University, AAA, the New Jersey Police Traffic Officers Association, the StreetSmart Pedestrian Safety Program, and several specialists to conduct two Data-Driven Countermeasures for Traffic Safety classes for current and potential FY2023 grantees. The program and curriculum were specifically designed to draw into the grant process local jurisdictions with a history of crash over-representation, to help them develop a comprehensive traffic safety program based upon actual crash data and manage the program to successful fruition. The topics covered in the class included: the grant process, locating and using crash data, grant writing, countermeasures and case studies, and a follow-up presentation on program successes and lessons learned. Several agencies in historically underserved communities were targeted to participate in the class and will be submitting their initial grant applications in FY2023.

The problem identification process for the FY2023 HSP took place simultaneously with implementation of the 2020 NJ Strategic Highway Safety Plan. Extensive work on the part of many stakeholders went into the updated Strategic Highway Safety Plan, and the SHSP implementation underway now works hand-in-hand with this HSP. The goals and strategies of the FY2023 HSP align wherever possible with the SHSP.

The 2020 Strategic Highway Safety Plan is an action-oriented and data-driven, comprehensive multidisciplinary plan integrating the "4Es" of safety: Education, Engineering, Enforcement, and Emergency medical services/response. The SHSP includes emphasis areas that represent important sectors where meaningful safety improvements can be made with added attention and resources. The emphasis areas were decided upon by a thorough review of safety data and input from stakeholders around New Jersey. The 2020 SHSP emphasis areas are: Data, Pedestrians and Bicyclists, Other Vulnerable Road Users, Driver Behavior, Intersections, Lane Departure, and Equity. To date, 36 priority actions across the seven (7) Emphasis Areas have been selected for advancement. Average progress across all 36 priority actions is 71% (as of 2/28/2022). Seven of the priority actions have been completed.

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

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



In addition to fostering input from partners, the FY2023 Highway Safety Plan takes into account the federal perspective on the traffic safety challenges facing the nation, and a new overarching approach to dealing with those challenges.

On January 27, 2022, U.S. Secretary of Transportation Pete Buttigieg announced a National Roadway Safety Strategy (NRSS) that summarizes the nation's roadway safety status, adopts a national goal of zero roadway fatalities and describes the U.S. Department of Transportation's (U.S. DOT) planned major safety initiatives in the coming years.

The strategy is based on the Safe System approach, a new paradigm that acknowledges human mistakes and vulnerability and designs a redundant system to protect all roadway users. The NRSS is structured around five Safe System elements: Safer People, Safer Roads, Safer Vehicles, Safer Speeds and Post-Crash Care.

The NRSS acknowledges that no single approach alone will be effective in getting us to zero fatalities. We need infrastructure improvements, behavioral interventions, vehicle safety enhancements, emergency medicine and all safety countermeasures working together. It recognizes the importance of a broad and shared responsibility for highway safety and discusses in detail the important role of human behavior in reducing crashes, injuries and deaths on our roads. The NRSS reframes the impact of risky driving behaviors on road safety by acknowledging that "the overwhelming majority of serious and fatal crashes includes at least one human behavioral issue as a contributing factor."

The NRSS includes several new commitments and future actions relevant to the State Highway Safety Offices (SHSOs). Within the speed management pillar of the strategy, U.S. DOT plans to launch a new multi-modal speed management program, revisit federal guidance on how speed limits are set and propose new pilot programs to advance use of automated enforcement (safety cameras). The NRSS also acknowledges the central role of equity in highway safety and traffic enforcement. In response, the U.S. DOT plans to hold stakeholder meetings to discuss traffic enforcement and develop new training to help states implement safety programs more equitably.

Based on a data-driven approach, and in concert with the 2020 NJ Strategic Highway Safety Plan and National Roadway Safety Strategy, program staff and DHTS partners established priorities for types of projects that would have the greatest impact on generating a reduction in traffic crashes, injuries, and fatalities in the State. At the end of the planning sessions, it was the consensus of the group that certain types of projects were most significant in reducing the State's fatality rate and the number of motor vehicle related injuries. Projects in the following areas will receive priority in FFY 2023:

- **Planning and Administration:** The planning, development, administration, and coordination of an integrated framework for traffic safety planning and action among agencies and organizations.
- **Alcohol and Other Drug Countermeasures:** Enforcement and education programs that are necessary to impact impaired driving.
- **Pedestrian and Bicycle Safety:** Development and implementation of education and enforcement programs that will enhance pedestrian and bicycle safety.
- **Occupant Protection:** Development and implementation of programs designed to increase usage of safety belts and proper usage of child restraints for the reduction of fatalities and severity of injuries from vehicular crashes.
- **Police Traffic Services:** Enforcement necessary to directly impact traffic crashes, fatalities and injuries relating to issues including speed and driver distraction. Comprehensive law enforcement initiatives and training opportunities for law enforcement officers will be pursued.
- **Community Traffic Safety Programs:** Commitment and participation of various groups of individuals working together to solve traffic safety related problems and issues through a lens of social equity.
- **Public Information and Paid Media:** Designed to heighten traffic safety awareness and support enforcement efforts throughout the State.

- **Other Vulnerable Road Users:** The development and implementation of programs that focus on the safety of younger drivers, older drivers, motorcyclists, and work zone personnel.

- **Traffic Records:** The continued development and implementation of programs designed to enhance the collection, analysis and dissemination of crash data that will increase the capability for identifying problems.

Goal Development

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

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

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

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

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

It is required that both the DHTS Highway Safety Plan and the DOT Highway Safety Improvement Program (HSIP) agree on three core performance goals (number of traffic fatalities, number of serious injuries and fatalities per vehicle miles traveled). A series of meetings were held in May 2022, facilitated by a NJDOT-funded consulting firm, during which 25 stakeholders discussed options for setting performance targets for FY2023. The merits of setting aspirational vs. more realistic targets was debated. Ultimately, the performance targets for FY2023 were selected and all participants in the process agreed that the highway safety community needs to seize the narrative and focus now on new programs and investments to reverse the recent upsurge in traffic fatalities.

Following the national trend, overall motor vehicle fatalities in the State increased in 2021 for the second straight year, which had been preceded by two years of declines (2018 and 2019). The mission at the DHTS is to reduce the

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

Project Selection

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

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

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

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

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

The FY2023 HSP will, whenever possible, consider underserved members of the community in the identification, development, and implementation of traffic safety grant programs. These members include low-income residents, minorities, children, persons with disabilities and older adults as represented in the EPA Environmental Justice Screening Tool. A key factor in this emerging effort will be improving data collection and analyses to identify overrepresented fatalities and serious injuries in vulnerable populations and incorporating these findings into existing programs as well as new initiatives.

A recent report by GHSA, the Governor's Highway Safety Association, found that for the years 2015-2019:

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

Recommendations for State Highway Safety offices include:

- Prioritize planning and investment in infrastructure safety countermeasures in underserved/lower socioeconomic communities and neighborhoods that have suffered from years of bias and disinvestment.
- Treat traffic crash involvement as a health disparity issue. Consider how public health approaches to other issues, including mental health and poverty, can inform traffic crash prevention countermeasures.
- Ensure diverse representation in state/city government transportation leadership positions and on traffic safety groups tasked with developing and implementing state and municipal plans.
- Develop new, research-based interventions that prevent traffic crashes before they occur and/or before enforcement activities are required.
- Tailor and develop with BIPOC input safety education campaigns and outreach efforts that address the needs and culture of diverse communities.
- Extensively engage with local BIPOC leadership to determine if and how an equitable traffic enforcement program can be implemented in their community.
- *An Analysis of Traffic Fatalities by Race and Ethnicity* (Governor's Highway Safety Association, June 2021).

In 2021, DHTS began a detailed internal examination and report on "Equity in DHTS Activities." The background for this report included internal staff and external (CTSP) partner interviews exploring activities that our grantees have been doing, but not necessarily reporting on, and discussing how our grantees could enhance equity in delivering their programs moving forward. During FY2022, and into FY2023, the report has become a useful tool in sharing best practices for enhancing equity in traffic safety programs with our partners and sub-grantees. It has become a living document that partners and sub-grantees add to and update regularly to share with one another.

DHTS is also exploring the plausibility of getting further assistance in strengthening our equity efforts by engaging with a private contracting firm specializing in equity in transportation issues. This process is in the early stages of developing a scope of work and identifying contracting best practices within our legal and regulatory environment.

Efforts to fund grants based on a comprehensive, data-driven approach in an effort to migrate toward a truly evidence-based allocation will continue in FY2023. Historical efforts have proven that some areas with great need may not be receptive to the constraints of funding. Nevertheless, DHTS will continue efforts to work with all potential recipients as we move toward our goal of zero highway deaths.

2021 Preliminary Data Review - Impact of Covid-19 and other societal issues

Planning for this FY2023 Highway Safety Plan must consider and incorporate the impact of the public health crisis of 2020 and 2021 as well as other societal issues that affected driver behavior and traffic safety. The Covid-19 pandemic, coupled with societal unrest relating to the issues of policing and police-public interaction, had a direct, profound impact on the spike in motor vehicle fatalities seen in New Jersey and nationally.

In May 2022, NHTSA reported that 42,915 people died in motor vehicle traffic crashes in 2021, the most since 2005 and an average of 117 deaths every day. Crash deaths rose 10.5% compared to 2020, making it the largest ever annual percentage increase in the nearly five-decade history of the Fatality Analysis Reporting System. According to the Governor's Highway Safety Association (GHSA), "This grim milestone confirms we are moving backwards when it comes to safety on our roads." The 2021 fatality totals included an estimated 7,485 pedestrians killed nationally. As per GHSA, this represents the most pedestrian deaths in a single year in four decades and an average of 20 deaths every day.

In New Jersey, preliminary results for 2021 show 700 motor vehicle fatalities, which is a 25% increase from pre pandemic (2019) levels.

The factors driving this concerning trend are multi-faceted. From coast to coast, SHSOs reported increased incidences of excessive speeding and risky driving behaviors. States also reported reductions in traffic enforcement due to pandemic-related duty assignments and as well as the chilling effect of the heightened public scrutiny on law enforcement and the national discussion on equity and policing.

Data received from the NJ Administrative Office of the Courts shows that for 2020 and 2021, compared to the previous four-year average (2016-2019), arrests for Driving While Intoxicated **declined 28%** (from 2016–2019 annual average of 30,339 to 21,753 annual average for 2020-2021) and total motor vehicle summons filings (Title 39 infractions, parking, and equipment violations) **declined by 38%** (from 2016–2019 annual average of 2,563,685 to 1,583,333 annual average for 2020-2021).

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

Overall crash data for 2021 is incomplete currently, and not enough data exists to incorporate properly throughout this FY2023 HSP. However, based on a very preliminary review of crash data from 2021, the following issues are noted:

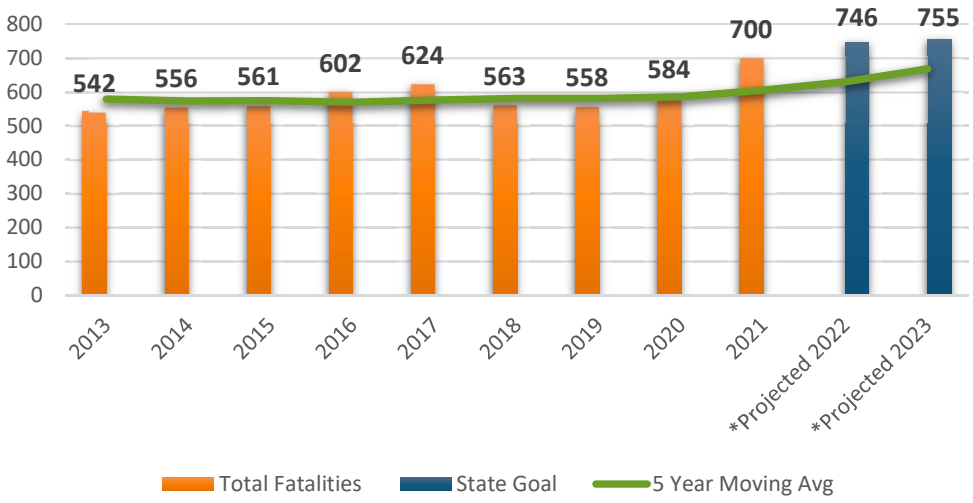
- Overall motor vehicle fatalities were up 19% in 2021 compared to 2020
- Of the 700 fatalities that occurred, 53% were Drivers, 12% were passengers of a motor vehicle, 31% were Pedestrians, and 4% were Bicyclists.
- The number of fatally injured cyclists ages 50 and over rose from 10 in 2020 to 16 in 2021
- The number of fatally injured drivers ages 25-39 went from 88 in 2020 to 125 in 2021
- The number of fatally injured Pedestrians ages 30-49 rose from 45 in 2020 to 67 in 2021

2021 crash data will be critical for future planning, especially considering the societal contexts in which the 2020 and 2021 data occurred. A more thorough and extensive review of 2021 crash data will be conducted when the complete data set is available.

STATEWIDE OVERVIEW

In 2021, roadway fatalities increased an alarming 19 percent to 700 from 587 in 2020. Though there are many cases pending (506 out of 671 at the time of this report), the main drivers of the increase are Pedestrian fatalities (23 percent increase from 2020) and Unbelted Occupants (12 percent increase from 2020). The graph depicts overall traffic fatalities in New Jersey as well as the 5-year moving average of those fatalities.

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



Quick Facts

19.4%
Increase in fatalities from 2020 (587) to 2021 (701)

23%
Increase in Pedestrian fatalities from 2020 (179) to 2021 (220)

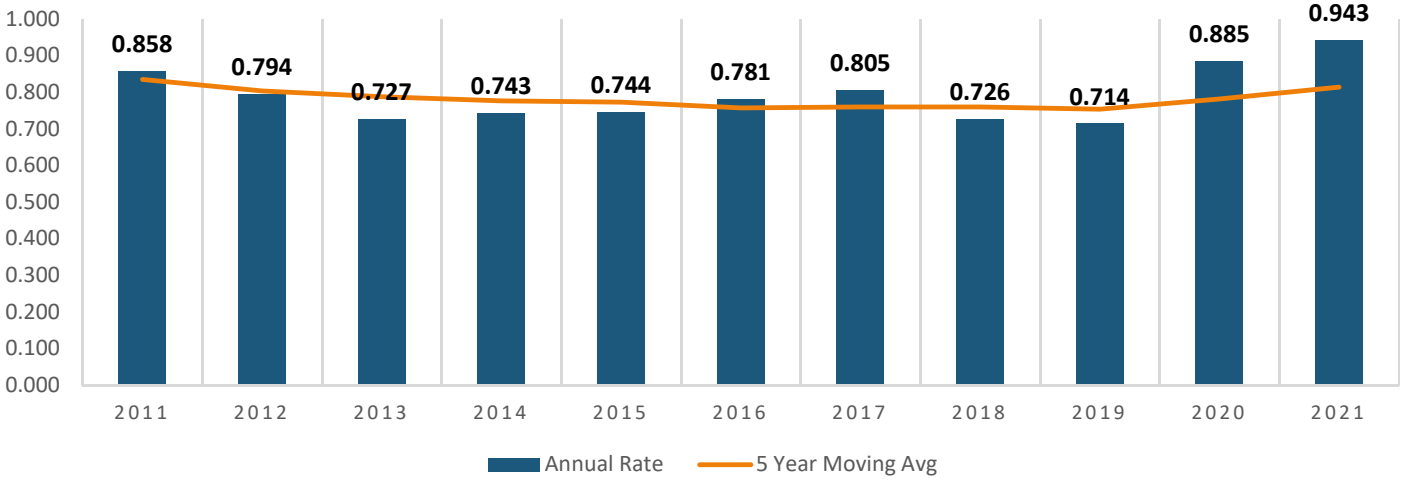
2,904
Total Serious Injuries in 2020– -4.7% decrease from 2019 (3,047)

31.3%
of roadway fatalities in 2021 were pedestrians. A 23 percent increase from 2020

29%
Increase in speed related fatalities from 2019 to 2020. Approximately 24 percent of all roadway fatalities in 2020 involved speeding, up from 20 percent in 2019

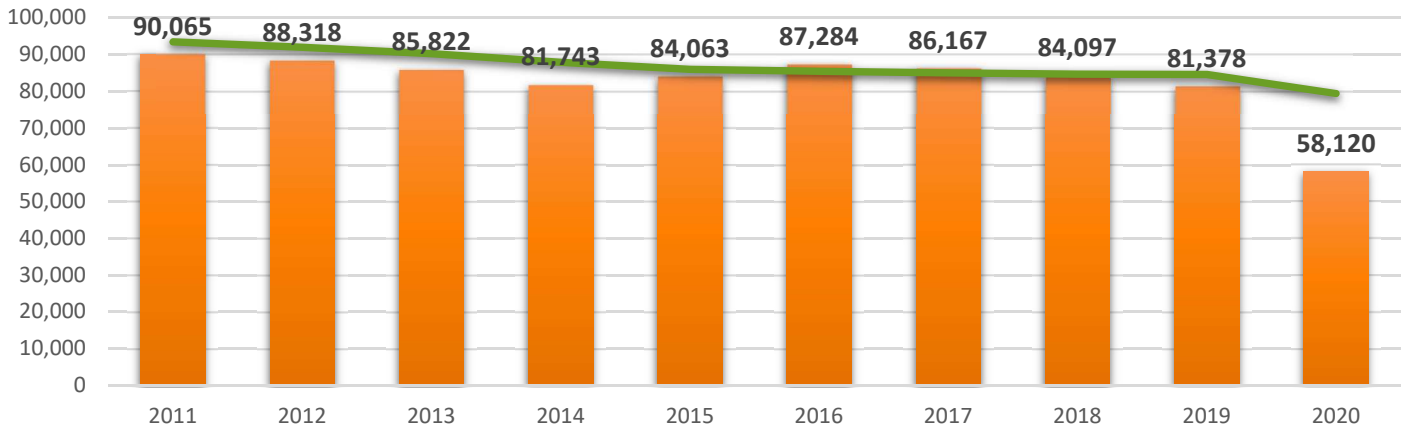
The statewide fatality rate per 100 million vehicle miles traveled increased from 0.714 in 2019 to 0.885 in 2020, and up again 0.943 in 2021. The fatality rate for 2021 was based on the FHWA Traffic Volume Trends data which estimated a 5 percent reduction in the number of vehicle miles travelled prior to the pandemic (2019 VMTs) Despite the decrease in vehicles travelling in 2021, total fatalities increased nearly 20 percent.

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



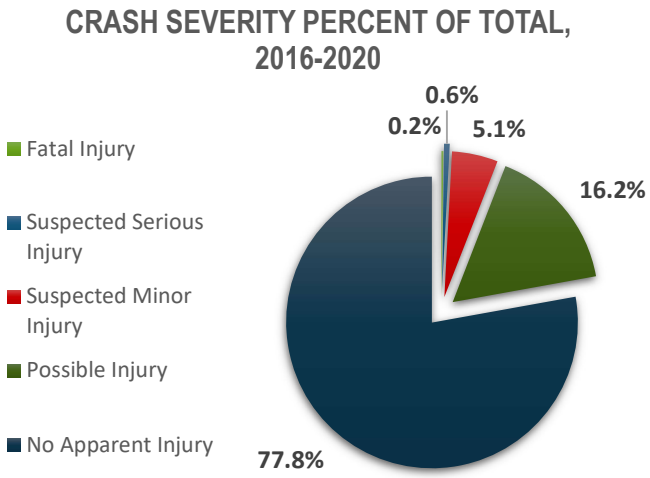
The overall number of motor vehicle injuries sustained in 2020 decreased 40 percent from 81,378 people injured in 2019 to 58,120. 2020 marked the lowest volume of motor vehicle injuries ever reported, however, roadway fatalities increased 5.2 percent in 2020 compared to 2019.

TOTAL INJURIES SUSTAINED IN MOTOR VEHICLE CRASHES, BY YEAR



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

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

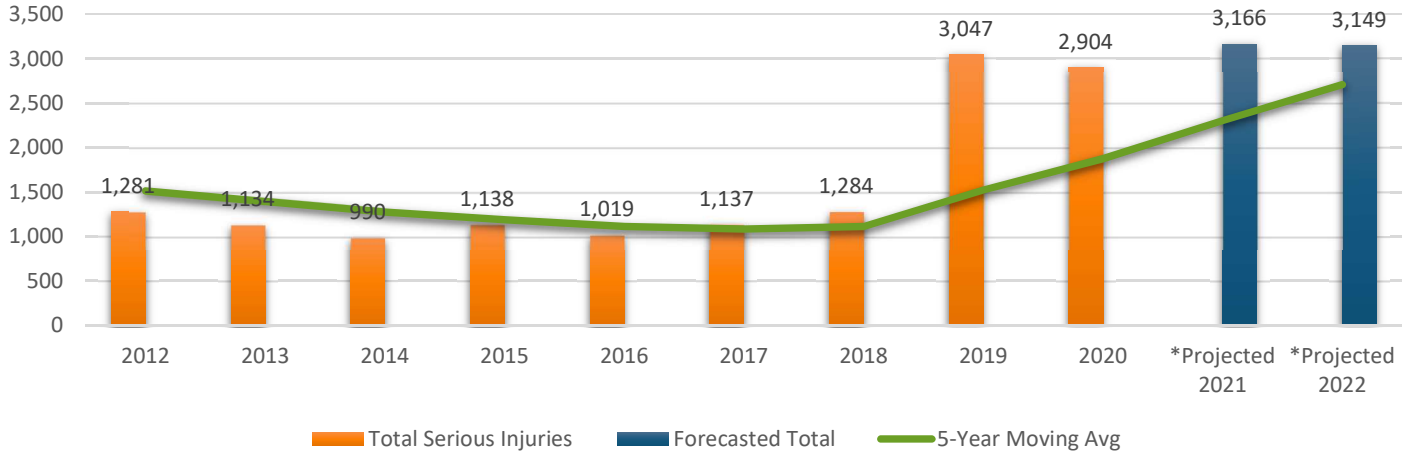


Changes in the NJTR-1 (police accident report) form implemented on January 1, 2019, to re-define the injury classifications on the report are as follows:

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

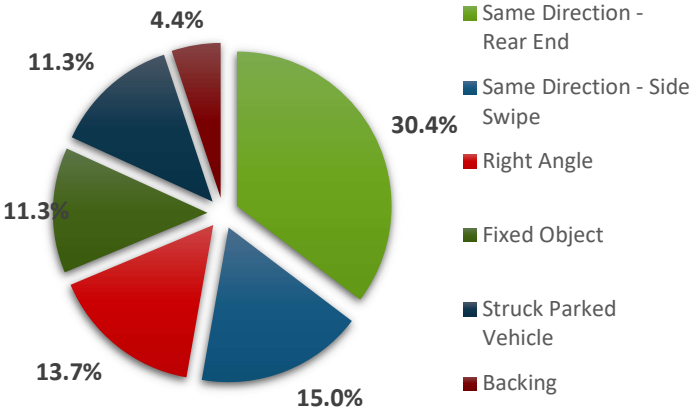
Beginning in 2019, NJ updated the police accident report to reflect the federally required injury classifications (Killed, Suspected Serious Injuries, Suspected Minor Injuries, Possible Injury and No Apparent Injury). As a result of this change, reported serious injuries sustained on New Jersey's roadways were 3,047 in 2019, an increase of 137 percent from 1,284 in 2018. New Jersey is estimating a total of 3,166 total serious injuries in 2021. DHTS predicts the updated severity labels/definitions and the interpretation of injuries sustained in the crash by the reporting officer led to this large increase. An updated curriculum component was added to the NJTR-1 Refresher Trainings pertaining to the Final Rule in FY2020 and will continue in future years.

SERIOUS INJURIES, ANNUAL AND 5 – YEAR MOVING AVERAGE, BY YEAR

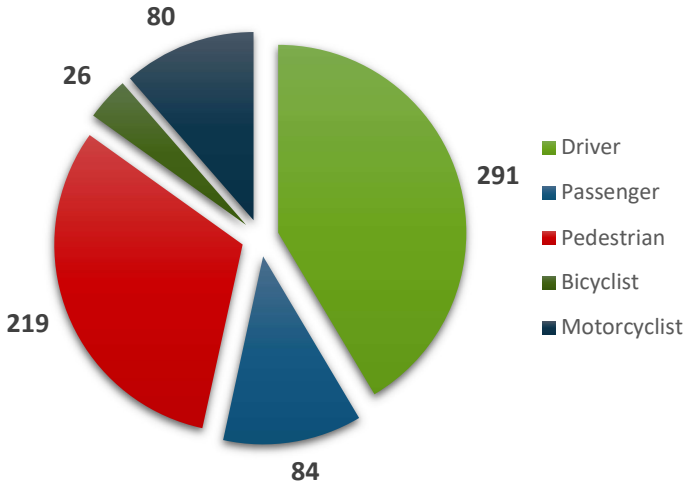


Over the past 5 years (2016-2020) Statewide motor vehicle crashes by crash type show that *Same Direction – Rear End* (30 percent of total) crashes remain the most common crash type. Same Direction – Side Swipe was the second most common crash type (15 percent of total).

PERCENT OF TOTAL CRASHES BY TYPE, 2016-2020



NEW JERSEY FATALITIES BY OPERATOR CATEGORY 2021



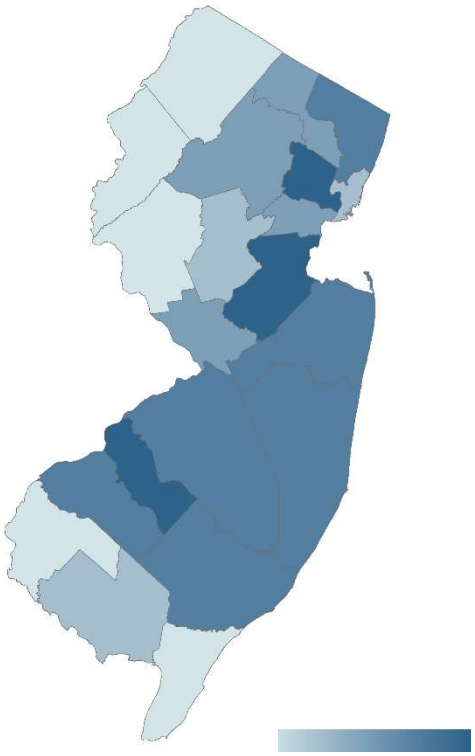
A breakdown of fatalities by operator category in 2021 shows *Driver* fatalities (291 or 42% of total), *Passenger* (84 or 12% of total), *Bicyclist* (26 or 4% of total), *Pedestrian* (219 or 31% of total) and Motorcyclist (driver and passengers 11%) fatalities.

Over the past 5 years (2017-2021), Middlesex County had the highest volume of average annual fatalities of 51.6 per year. Following Middlesex County is Camden County which averaged 48.6 fatalities per year. Hunterdon County (7.6 fatalities per year) and Warren County (11 fatalities per year) had the lowest volume of fatalities during this period. The map below left shows the county breakdown of average annual fatalities between 2017-2021.

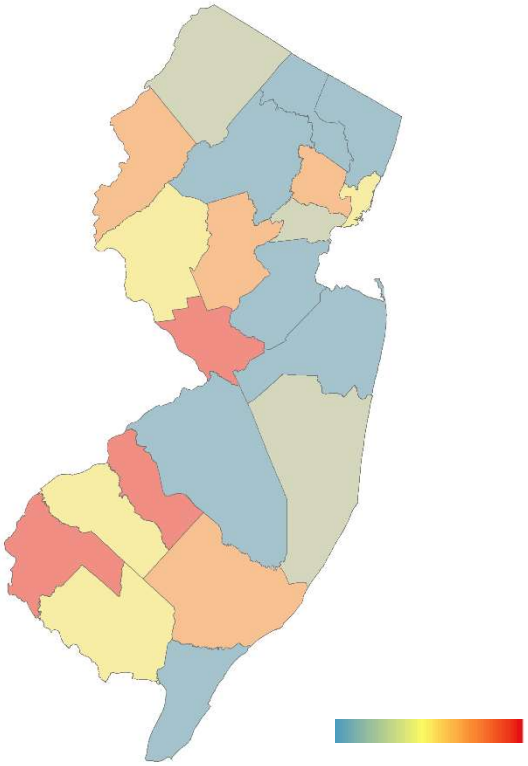
In 2021, roadway fatalities spiked to the highest total since 2007. The map below right shows the percent difference between the 2021 totals versus the 2017-2021 moving average. Salem County experienced the highest volume of fatalities in 2021 (22) since 2004 (22), 55 percent higher than the 5-year average (22 vs 10.2). Mercer County experienced the second highest percent increase of 43.4 percent (39 total fatalities in 2021 vs 27.2 average), followed by Camden County with a 42 percent increase (63 total fatalities in 2021 vs 45.8 average). Despite having

the highest volume of fatalities over the past 5 years, Middlesex County experienced the largest percent decrease in 2021 compared to the 5-year average (46 total fatalities in 2021 vs 51.6 average).

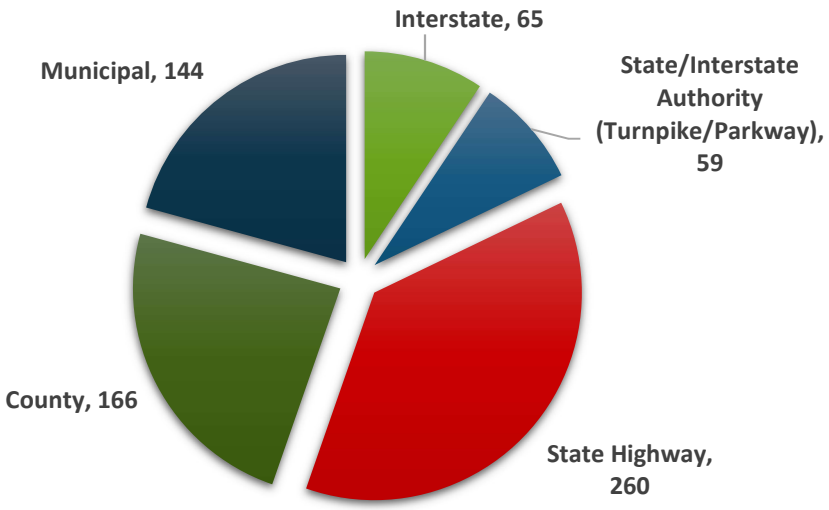
NEW JERSEY FATALITIES 5-YEAR AVERAGE 2017-2021



PERCENT DIFFERENCE 2021 VS 5-YR AVERAGE 2017-2021



FATALITIES BY ROADWAY SYSTEM*, 2021



New Jersey State Highways experienced the highest total of roadway fatalities (260 or 37 percent) in the State followed by County roadways (166 or 24 percent).

* Excludes undefined Roadway Function.

Most crashes on New Jersey's roadways had one or more contributing circumstances reported at the time of the crash. The contributing circumstance or causation factor can provide context to why crashes occur on the State's roadways. The graphs on this page depict a cumulative breakdown of the Top 6 Driver Actions, Vehicle Factors and Road/Environmental factors that contributed to motor vehicle crashes. The figures shown are the cumulative totals for each cited circumstance between 2016 and 2020.

For Driver Actions, *Driver Inattention* is cited as the State's largest contributing circumstance in crashes annually and was cited in 47.5 percent of all crashes over the last 5 years.

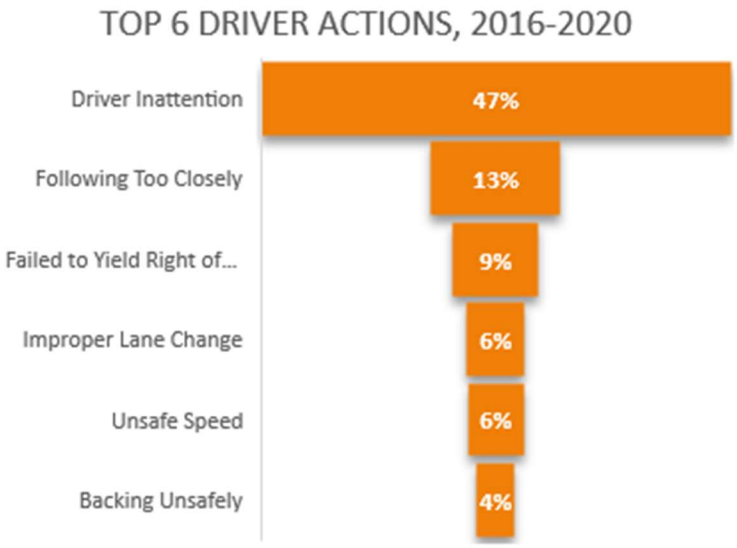
Driver Inattention can consist of several different factors, such as cell phone use, applying make-up, talking, eating, and attending to children. It remains a serious contributing factor of crashes on New Jersey's roadways and efforts are in place to provide education and outreach to motorists on the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

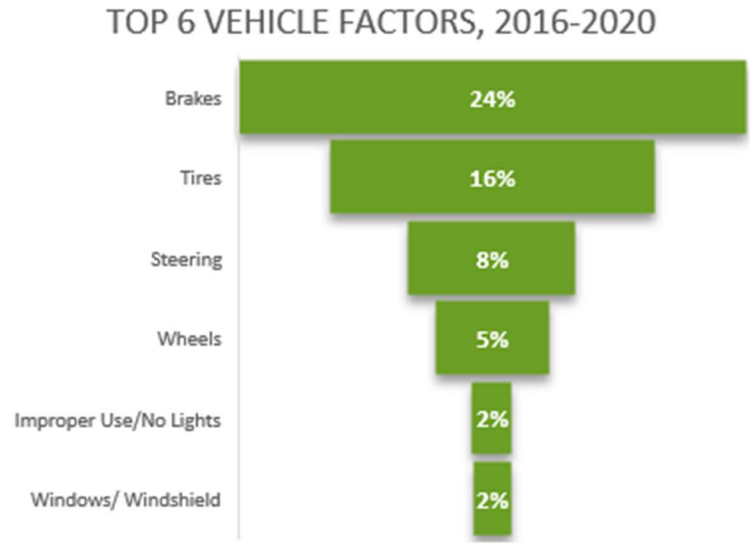
Over the past 5 years (2016-2020), *Following Too Closely* was the second-most common circumstance in crashes (13 percent). *Following Too Closely* can also be a factor in aggressive driving behavior as well as *Unsafe Speed* (4th). *Failure to Yield Right-of-Way to Another Vehicle or Pedestrian* was the third-most common circumstance in crashes.

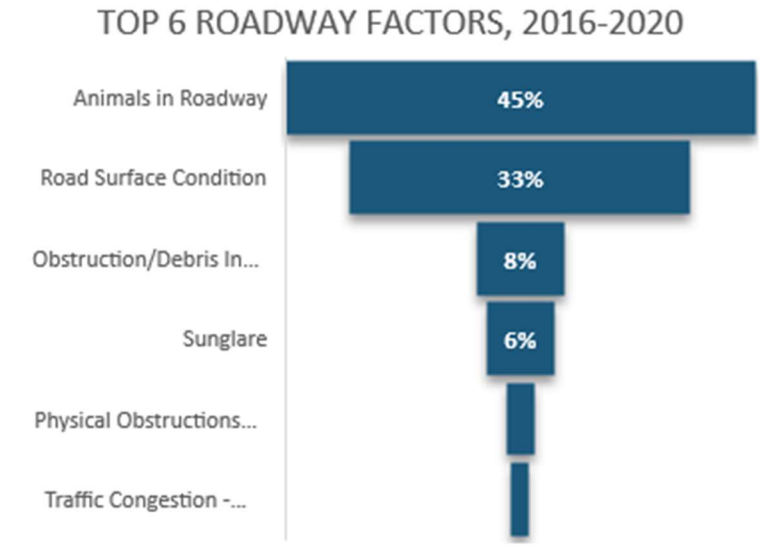
Though Vehicle factors are the least common factors in motor vehicle crashes, they are important indicators to monitor each year. *Brake* and *Tire* failure were the most cited circumstances in crashes (24 percent of all vehicle factors), followed by *Tires* and *Steering* malfunction.

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

Note: Contributing Circumstances are sorted on 5-year Total values of their respective category (Driver, Vehicle, Roadway).

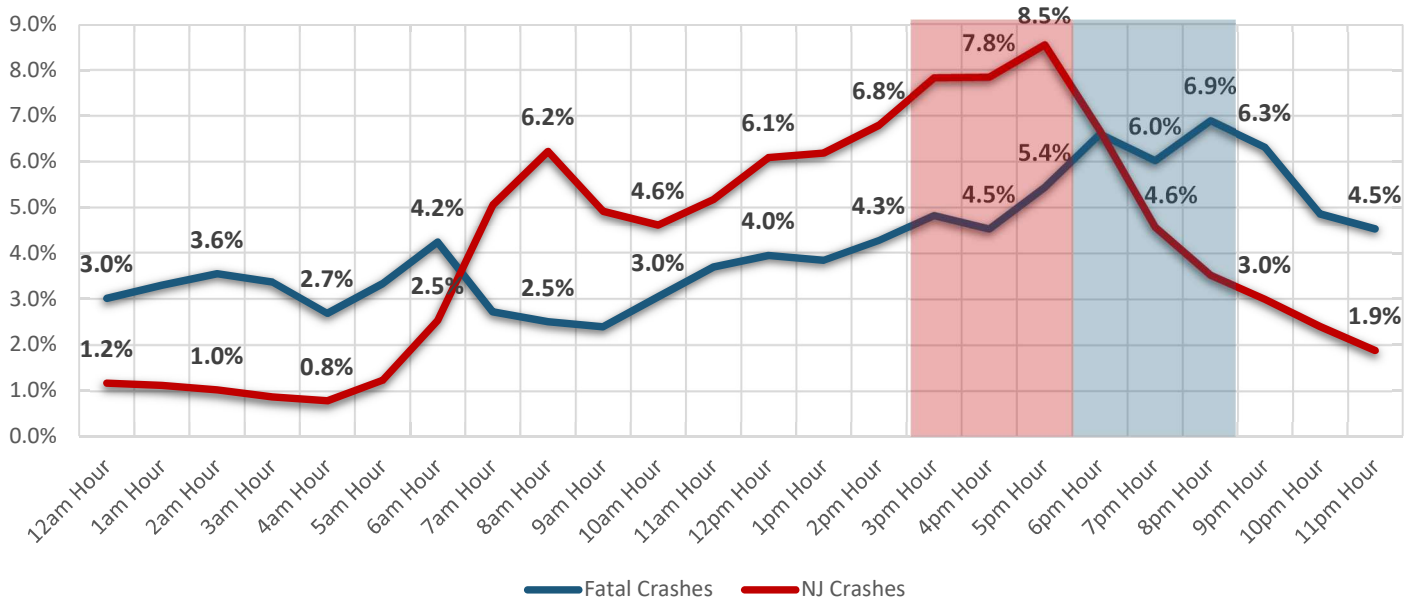






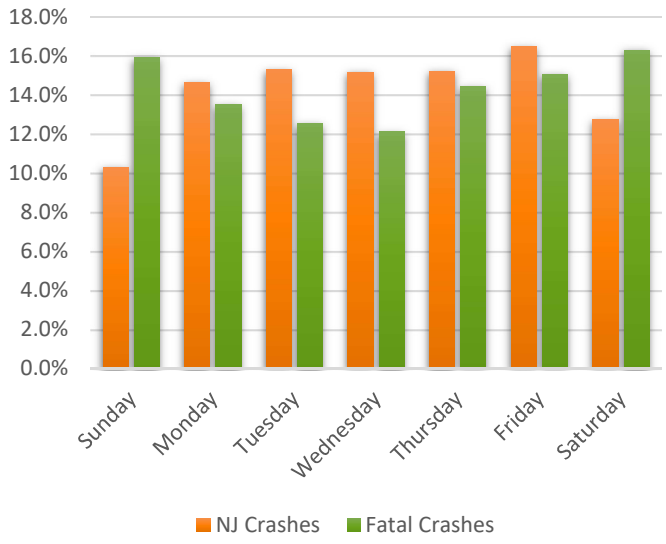
Most crashes taking place on New Jersey's roadways occur between the hours of 7am and 6pm. Over the last five years, 76 percent of all crashes occurred between those hours. Compared to total crashes over the last 5 years, only 48 percent of fatal crashes took place between 7am and 6pm, the rest occurring during nighttime hours. Over the past 5 years, the highest volume of crashes occurred between 3PM and 5PM (24.2 percent). The deadliest time on New Jersey's roadways occurred during the 6pm to 8pm interval (19.5%).

NJ CRASH % VERSUS FATAL CRASH % BY TIME OF DAY, 2016 – 2020

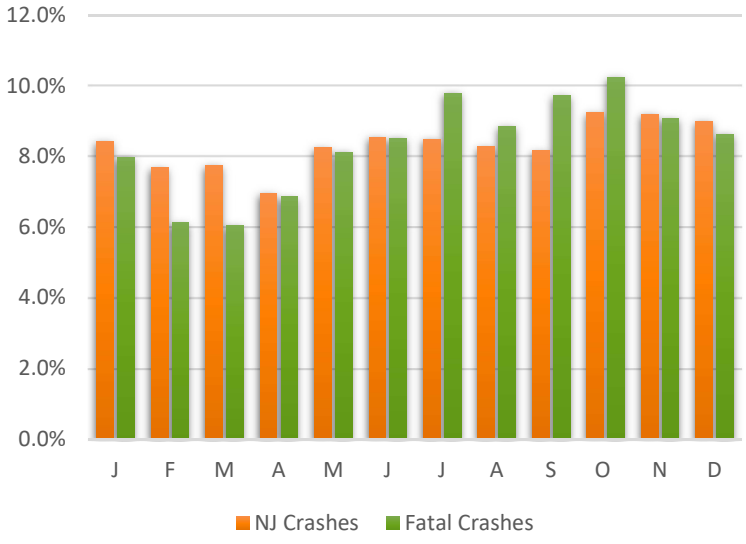


Slightly under a third of all fatal crashes occurred on the weekend (Saturday and Sunday – 32.3 percent) compared to 23 percent of all crashes during the same period (2016-2020). The percent of total fatal crashes over represent the percent of all crashes during the months of July, August, September, and October.

NJ CRASH % VS FATAL CRASH % BY DAY OF WEEK, 2016-2020



NJ CRASH % VS FATAL CRASH % BY MONTH, 2016-2020



PERFORMANCE REPORT

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

Fatalities, Serious Injuries and Fatality Rate

The State did not meet its goal of limiting the forecasted increase of total fatalities of 1percent from 577 to 582.8 by 2020. The 2016-2020 average of total fatalities is 586.2. New Jersey saw a 4.7 percent increase in total fatalities from 2019 to 2020 despite a 30.7 percent reduction in overall crashes. Preliminary totals are indicating a 20 percent increase in roadway fatalities in 2021 compared to 2020. At the time of this report, year-to-date estimates for 2022 are reporting a 20 percent increase in fatalities compared to this same time last year. Driver fatalities accounted for nearly 53 percent of all fatalities in 2021 (includes motorcycle drivers). The second largest category of fatalities is represented by pedestrians accounting for 31 percent of all statewide fatalities in 2021. The increase in roadway fatalities is mostly due to unbridled driver behavior. There was a 29 percent increase in speed-related fatalities and a 17 percent increase in alcohol-impaired fatalities from 2019 to 2020, a trend that has continued into 2021.

Beginning in 2019, NJ updated the police accident report to reflect the federally required injury classifications (Killed, Suspected Serious Injuries, Suspected Minor Injuries, Possible Injury and No Apparent Injury). As a result of this change, reported serious injuries sustained on New Jersey's roadways were 3,047 in 2019, an increase of 137 percent from 1,284 in 2018. The State did not meet its goal of limiting the forecasted increase of total serious injuries by 7.79 percent from 1,083.4 (2013-2017 average) to 1,125.9 by 2020. The 2016-2020 average of total serious injuries is 1,878.2.

The goal to reduce the total fatalities/vehicle miles traveled (VMT) rate by 2.1 percent from 0.760 to 0.744 by 2020 was not met. The 2016-2020 average of fatalities/VMT is 0.782.

Considering these numbers, the 2023 HSP will utilize a data driven approach to engage new partners, reinvigorate traffic safety enforcement efforts, and carry out comprehensive statewide and grass roots educational programs with an eye towards reversing serious recent increases in crashes and motor vehicle fatalities.

Occupant Protection

The State did not meet its goal of obtaining a seatbelt usage rate of no less than 94 percent by 2020. The 2015-2019 average usage rate was 92.6 percent. An observational seatbelt survey was suspended in 2020 due to the pandemic and therefore no data is available. The value for 2019 (90.23 percent) was carried over and used as the 2020 value. This value will be used for forecasting future targets. The State's seatbelt observation use rate in 2021 was 93.9 percent.

The State did not meet its ambitious goal of reducing unrestrained fatalities by 10.36 percent from 128.4 to 115.1 by 2020. The 2016-2020 average of unrestrained fatalities is 125.2. Preliminary numbers for 2021 indicate an increase in the number of unrestrained fatalities from 126 (2020) to 141 (2021). Slightly over 37 percent of occupants killed in crashes were unbuckled in 2021, down from 40.4 percent in 2020.

The 2023 HSP will provide funds for a comprehensive package of occupant protection countermeasures. Year-long, data-driven sustained seat belt enforcement grants will be conducted, along with the annual *Click It or Ticket* seat belt mobilization, with a special emphasis on counties with lower seat belt usage rates and higher rates of unrestrained injury crashes. The results of the FY2022 statewide belt use survey will assist in targeting these efforts. New partnerships with the Voorhees Transportation Center and New Jersey State Interscholastic Athletic Association will continue to deliver important seat belt safety messaging to mature drivers and young/new drivers. In addition, a data integration project with Children's Hospital of Philadelphia for FY2023 will open up new data sources for planning and targeting these efforts. Finally, the HTS network of organizations currently active at the grass-roots community level (CTSP's, TMA's, etc.) will be directed to seek out and work with new local partners to reach additional citizens with this programming.

New Jersey's strong commitment to child passenger safety will continue as well in FY2023 as educational programs will be offered to help parents and caregivers get access to car seats and teach the importance of car seats and how to properly use and install them. A well-received statewide Child Passenger Safety Conference held in FY2022 will be used as a springboard for FY2023 efforts.

Impaired Driving

The State did not meet its ambitious goal of reducing total alcohol related (0.08+ BAC) fatalities by 11 percent from 135.6 (2013-2017 average) to 120.8 (2016-2020 average) by 2020. However, the 2016-2020 average of alcohol related fatalities is 132.4 or a 2.4 percent reduction. In 2020, New Jersey experienced the fourth consecutive annual increase of alcohol related fatalities. There was a 5.7 percent increase in roadway fatalities from 2019 to 2020 and during that same period alcohol related fatalities rose 17 percent while serious injuries increased 12 percent. Despite preliminary estimates showing a reduction in the number of alcohol impaired driving fatalities over the next few years, the moving average of fatalities is expected to rise.

The State did not meet its goal of reducing the total drug involved fatalities 13 percent from 96.4 (2013-2017 average) to 83.8 (2016-2020 average) by 2020. Beginning in 2020, the drug impaired driving involved fatalities were updated to reflect the sum of persons fatally injured by drivers testing positive for Alcohol & Drugs (Illicit and/or Medication), and Drugs alone (Illicit and/or Medication). This definition change increases the overall total and will prevent New Jersey from meeting its target until FY25. There was a 5.7 percent increase in roadway fatalities from 2019 to 2020 and during that same period drug involved fatalities rose 9 percent. New Jersey also legalized the recreational use of cannabis in February 2021 and adult-use sales began in April 2022.

The State did not meet its goal of limiting the forecasted increase in drug involved crashes by 28.7 percent from 1,147.8 (2013-2017 average) to 1,477.2 (2016-2020 average) by 2020. The 2016-2020 average of drug involved crashes is 1,554.6. New Jersey is actively training law enforcement personnel to better detect driver impairment through the DRE Program and has resulted in higher accounts of drug use among drivers. NJ also modified its police crash report to include an additional driver physical status field (in 2017). This allows reporting officers to indicate illicit drug or medication use in addition to other statuses and resulted in a 42 percent increase in reported drug involvement in crashes in 2017 compared to 2016. With adult-use cannabis sales beginning in April 2022, New Jersey expects to see drug impaired driving increase.

The 2023 HSP includes a number of countermeasures relating to the issue of impaired driving. High visibility enforcement campaigns will be conducted in targeted data-driven locations during the summer and end-of-year national impaired driving mobilization periods, as well as on a sustained basis in some locations. A major public awareness campaign is planned as well focusing on the issue of drug impaired driving. Drug recognition and standardized training in the detection and apprehension of DWI offenders will be provided to the law enforcement community. New Jersey has a robust DRE Call-Out Program, which will be critical with the recent rollout of legalized Cannabis sales in the state. A statewide DWI Task Force will enhance communication on the issue of impaired driving, while also working to establish a baseline for drug impaired driving crashes. Programmatic efforts in FY2023 will also include supporting the roll out of a new Alcotest breath test unit in the state, enhanced data collection, oversight, and reporting tools for DRE's, and the possible enhancement of NJ State Police toxicological testing equipment. Underage drinking initiatives will need a new approach in light of changes in underage drinking enforcement laws. In addition, Kean University will undertake a DWI case audit at the municipal and county level to determine the reasons behind the recent trend of increased DWI case dismissals statewide.

Distracted Driving

The State met its goal of limiting the forecasted increase of distracted driving related fatalities of 8.14 percent from 156.4 (2013-2017 average) to 169 by 2020. The 2016-2020 average of distracted driving related fatalities is 141.2. Tracking distracted driving in crashes is a difficult task. The volatility of fluctuations from year-to-year makes forecasting distracted driving occurrences challenging. Since 2015, there has been a 31 percent increase (2015 to 2016), 21 percent decrease (2016 to 2017), 36 percent decrease (2017 to 2018), 67 percent increase (2018 to 2019),

and 41 percent decrease most recently from 2019 to 2020. Preliminary values are showing a 61 percent increase from 2020 (97 to 156).

Crashes related to distracted driving decreased 33 percent in 2020 from 137,113 to 91,334. Compared to the reduction in overall crashes during the same period (30.7 percent reduction in total crashes 2019-2020), distracted driving involvement in crashes decreased at a higher percentage. Distracted Driving remains the most significant cause of all crashes, especially fatal and incapacitating crashes in New Jersey. The State narrowly missed its goal of reducing distracted driving related crashes 3.77 percent from 146,724 (2013-2017 average) to 141,186 by 2020. The 2016-2020 average of distracted driving related crashes is 141,812.

New Jersey is fortunate to qualify for enhanced Federal Section 405e funding for distracted driving programs. As such, efforts in FY2023 will include a major enforcement campaign that will begin during the April national mobilization and will continue on a sustained basis in the months that follow. Grant funding will be offered on a targeted, data driven basis in counties and municipalities with documented high rates of crashes with a driver distraction contributing circumstance. To raise awareness about this critical issue, year three of a major public information program encompassing paid, earned, and social media will be carried out in conjunction with the enforcement crackdown. The paid media campaign will focus on delivering this important messaging to at-risk, diverse and underserved populations. A groundbreaking, novel driver distraction observational study conducted by Rowan University will continue as well in FY2023, to quantify and expand on the knowledge gained in previous years.

Speed

In 2020, speeding on New Jersey's roadways presumably increased because of less traffic enforcement at the start of the pandemic. Speeding was a factor in approximately 6.5 percent of all traffic crashes (up from 5.4 percent in 2019) and over 24 percent of all fatalities. Speed related fatalities increased 29 percent in 2020 from 2019. Despite the sizable increase in fatalities, the State met its goal of limiting the forecasted increase of 8.12 percent from 119.4 (2013-2017 average) to 129.1 by 2020. The 2016-2020 average of speed related fatalities is 125.8. The State did not meet its ambitious goal of reducing speed related crashes by 11.2 percent 17,049 (2013-2017 average) to 15,138 by 2020. The 2016-2020 average of speed related crashes is 16,346.

In light of the devastating impact of speeding on New Jersey roads and the unfortunate marked increase in speeding nationally in recent years, the 2023 HSP will provide funds for sustained enforcement and education programs to municipal and county police departments in areas of the State that are overrepresented in speed related crashes as well as to NJ State Police for sustained radar speed enforcement on major highways.

Other Vulnerable Road Users - Motorcycles

The State did not meet its goal of reducing the total motorcycle fatalities 5.12 percent from 64.4 (2013-2017 average) to 61.1 by 2020. The 2016-2020 average of motorcycle fatalities is 74. Motorcycle deaths accounted for 13 percent of all motor vehicle fatalities in the State in 2020 with a preliminary estimate of 11 percent of all fatalities in 2021. There have been large year-to-year fluctuations in motorcycle fatalities over the last several years, including a 36 percent decrease from 2017 to 2018 followed by a 60 percent increase from 2018 to 2019. The preliminary figure for 2021 is indicating a 2.6 percent increase in motorcycle fatalities (80). In addition, the goal of limiting the forecasted increase in total unhelmeted motorcyclist fatalities to less than 27.5 percent (2013-2017 average) from 4 to 5.1 was not achieved. The 2016-2020 average of unhelmeted motorcycle fatalities is 7.2. 15 unhelmeted motorcyclists died on New Jerseys roadways in 2019 making up 17.6 percent of all deceased riders, the largest volume since 2009. In 2020, 8 motorcyclists killed in crashes were not wearing their helmet at the time of the crash, 10.3 percent of all deceased riders. At the time of this report, there have been a total of 4 confirmed unhelmeted fatalities in 2021, hopefully signaling a reversal of this upward trend.

While programmatic limitations exist in the effort to reduce motorcycle related crashes and fatalities, the 2023 HSP will continue efforts to promote the *Share the Road* message to the motoring public and support the State's motorcycle safety education programs offered by the Motor Vehicle Commission. Two dozen recently certified

Quality Assurance Specialists will continue working in FY2023 to ensure that Motorcycle Safety Foundation training programs are delivered in a consistent and effective fashion.

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

The State did not meet its goal of reducing young driver involved fatalities by 11.5 percent from 60.8 (2013-2017 average) to 53.8 by 2020. The 2016-2020 average of young driver involved fatalities is 56.4. Motor vehicle fatalities remain the leading cause of death among teenage males and females in the State. Younger Driver involvement in fatal crashes increased 18.5 percent from 2019 to 2020. Preliminary values show that Young drivers were involved in nearly 11 percent of total motor vehicle fatalities in 2021.

Extensive public outreach and awareness efforts are planned in FY2023, including a partnership with the NJ State Interscholastic Athletic Association, to deliver important safe driving messages to the state's younger drivers. This will include dedicated social media messaging, special programs on high school and college campuses, ongoing Parent/Teen Driver Orientation programs, and sustained GDL enforcement and education efforts by the NJ State Police.

Pedestrians and Bicycles

The State met its goal of limiting the forecasted increase of pedestrian fatalities of 9.16 percent from 162.6 (2013-2017 average) to 177.5 by 2020. The 2016-2020 average of pedestrian fatalities is 173.2. Reducing pedestrian injuries and fatalities continues to be a challenge in New Jersey. Efforts continue to promote safe driving as well as the use and practice of safe walking in and around the State. There was a slight decrease in the overall number of pedestrian fatalities from 2019 to 2020 (174 to 173), however, there was a staggering 28 percent increase in pedestrian fatalities in 2021. 221 pedestrians were killed in 2021 making up 31.5 percent of all roadway fatalities that year.

The State did not meet its goal of limiting the forecasted increase of bicyclist fatalities by 5.77 percent from 15.6 (2013-2017 average) to 16.5 by 2020. The 2016-2020 average of bicyclist fatalities is 16.8. The overall number of bicycle fatalities decreased 28 percent from 18 in 2018 to 13 in 2019, however a 38 percent increase occurred in 2020 (18 bicyclists). Preliminary figures are indicating a 44 percent increase in bicyclist fatalities in 2021 from 2020, making 2021 the deadliest year for cyclists in over a decade.

In FY2023, DHTS will work with new and existing safety partners on pedestrian safety countermeasures involving engagement, education and enforcement at identified pedestrian safety problem areas throughout the State. DHTS recognizes the need to find new partners to champion these efforts at the local level as well as new, integrated data sources to better target our efforts in underserved communities. DHTS will utilize a data driven approach to allocate its pedestrian safety related funding. For FY2023 renewed outreach efforts will be made to reach agencies that have either not participated or participated with poor performance in recent years, which include many of the largest cities in the state for pedestrian crashes. DHTS will partner with the North Jersey Transportation Planning Authority, NJ Department of Transportation, Federal Highway Administration and the Transportation Management Associations in implementing the "Street Smart NJ" awareness program in communities that receive funding. "Street Smart NJ" messaging and materials will be expanded in FY2023 to incorporate multiple languages. The New Jersey Bike and Walk Coalition will receive grant funding again in FY2023 to further its statewide public awareness efforts relating to the state's new Safe Passing Law. In addition, looking at pedestrian safety data through a new lens will be a key initial focus in FY2023 of the Safety Data Resource Center under development by the Children's Hospital of Philadelphia.

Other Vulnerable Road Users - Older Drivers (65+)

The State met its goal of limiting the forecasted increase of older driver fatalities to 4 percent from 67.4 (2013-2017 average) to 70.1 by 2020. The 2015-2019 average of older driver fatalities is 65.2.

Older drivers accounted for 25 percent of all driver fatalities in the State in 2020 and preliminary estimates are showing them to be 21 percent of all driver fatalities in 2021. Older driver fatalities in 2020 declined 8 percent to 57 from 62 in 2019, and the preliminary figure for 2021 is 63, a 10 percent increase. As the licensed driver population is likely to grow for this age group, the challenge will be to balance mobility for older drivers with safety for all road users while the goal is to enable older drivers to retain as much mobility through driving as is consistent with safety on the road for themselves, their passengers and other road users.

As part of the NJ SHSP, the Voorhees Transportation Center at Rutgers University will study best practices relating to safety programs for older drivers in FY2023, as a first step towards developing a unified mature driver education program under the auspices of an Older Driver Traffic Safety Resource Center for the State. The Resource Center will ultimately be the focal point for New Jersey's older driver safety program. Other programs in the 2023 HSP will include partnering with AAA on the *Car Fit* program, which assists older drivers in maintaining a safe, comfortable position while driving.

Other Vulnerable Road Users – Work Zone Safety

The State did not meet its ambitious goal of reducing work zone related crashes by 27.75 percent from 5,373 (2013-2017 average) to 3,882 by 2020. The 2016-2020 average work zone related crashes are 4,329.

Work zone safety continues to be a priority for traffic engineering professionals and highway agencies. Awareness of proper work zone setup, maintenance, personal protection, and driver negotiation are all factors to be considered in establishing a safe work zone. In 2023, DHTS will support ongoing work zone training activities and the annual Work Zone Conference through a comprehensive police training-funded grant.

Work zone related crashes were down nearly 29 percent in 2020, however total crashes are expected to increase in 2021.

Social Media Engagements

The State met its goal of having at least 200 social media engagements in FY2021. More than 250 social media posts via Twitter, Facebook and Instagram were produced on a variety of subjects including winter driving, child passenger safety, watching out for deer, and the "*SticktoIt*" GDL effort. Each post received hundreds of interactions and shares and reached a sizable audience of followers.

Public information is the cornerstone of our highway safety efforts. The primary function is to educate the public about traffic safety and to induce the public to change their attitudes and behaviors in a way that leads to greater safety on the roads. DHTS will look to expand its social media presence in FY2023 with an eye towards getting important traffic safety messages out to all segments of the community and furthering the division's mission. Twitter, Facebook and Instagram pages will be used in such a way that the public will be engaged and informed about the division's campaigns and programs including major events such as the *Click it or Ticket*, *U Drive U Text U Pay*, and *Drive Sober or Get Pulled Over* campaigns.

After an absence of many years, DHTS hopes to renew a statewide traffic safety attitudes and awareness survey in FY2023, the results of which should help tailor social media messaging moving forward.

Counties Supported in Community Traffic Safety Programs

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

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

Police Crash Report Trainings

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

Registered Crash Analysis Tool – Numetric Users

The State met its goal of reaching 250 unique users within the Crash Analysis Tool with over 670 unique users in the system. At both the State and local level, the DHTS Crash Analysis Tool is used to analyze crash data. The Crash Analysis Tool is a support tool, maintained with the assistance of Rutgers University, which is used by county and local engineers, law enforcement agencies and other decision makers to help identify and assess the most cost-effective ways to improve safety on the State's roadways through a data driven approach. The Crash Analysis Tool constantly receives new requests for access and has been expanded recently to include new modes of functionality and analysis.

PERFORMANCE GOALS

It is the ultimate goal of the NJ Division of Highway Traffic Safety to reduce the number of fatalities and serious injuries occurring on New Jersey's roadways through enforcement, education and encouragement. In some cases, the performance goals shown are reflected as increases over the moving average cycle, namely motorcycle and unhelmeted motorcycle fatalities, pedestrian fatalities, older driver involved fatalities and drug involved crashes. The performance goals were driven on trend analysis and the methodologies set forth in the 2020 Strategic Highway Safety Plan (SHSP) to establish realistic targets that can be achieved through safety programs.

CORE PERFORMANCE GOALS

BASELINE VALUE	**586**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**669.4**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Limit total fatalities by the forecasted increase of 14.2% from 586 (2016-2020 average) to 669.4 (2019-2023 avg)

JUSTIFICATION As outlined in New Jersey's 2020 Strategic Highway Safety Plan, the State aims to reduce fatalities 3 percent annually, or 14 percent cumulatively over the next 5 years (2025). However, New Jersey experienced a 4.7 percent increase in fatalities from 2019 to 2020 and preliminary estimates for 2021 are indicating another 20 percent increase from 2020. At the time of this report, 2022 year-to-date fatalities are 20 percent higher than 2021 totals during the same period. Unbridled driver behavior consisting of speeding, impaired driving and distracted driving are the major contributors to the large increases. Due to these environmental factors, it makes predicting future year totals challenging. Facilitated by NJDOT, the Annual Safety Performance Target Setting working group created a formula that incorporated realistic fatal estimates which address present environmental factors while applying the 3 percent annual reduction goal established in the SHSP. A projection for total fatalities in 2022 and 2023 was calculated based on the fatality rate of the YTD 2022 fatalities. 5 data points were used to develop a best-fit linear trendline for fatality frequency, the first and second half of 2020, 2021 and first half of 2022. The slope of the trendline was used to predict the number of fatalities that may occur during the second half of 2022. A 3 percent annual reduction goal was applied to the annual estimate of 2022 (746 fatalities) to determine 2023 estimates.

BASELINE VALUE	**1,878**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**3,079.6**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Limit the forecasted increase of total serious traffic injuries to less than 64% from 1,878 (2016-2020 average) to 3,079.6 (2019-2023 Average)

JUSTIFICATION There was a 4.7 percent reduction in serious injuries in New Jersey in 2020 from 2019, however there was a 30.7 percent reduction in overall crashes. Preliminary estimates are indicating a 9 percent increase in serious injuries in 2021 from 2020. Serious injuries in 2021 were nearly 4 percent higher than the 2019 total (pre Pandemic). A serious injury/crash rate was calculated based on the serious injuries reported in the first half of 2021. This rate was used to estimate the number of serious injuries for the remainder of 2021. Three data points were used to develop a best-fit linear trendline for serious injury frequency: 2019, 2020 and 2021. The slope of this trendline was used to predict the number of serious injuries that may occur in 2022 and 2023. Beginning in 2019, NJ updated the police accident report to reflect the federally required injury classifications (Killed, Suspected Serious Injuries, Suspected Minor Injuries, Possible Injury and No Apparent Injury). As a result of this change, NJ saw a 137% increase in reported serious injuries (1,284 to 3,047) due to the interpretation of the new definitions by the reporting officer. This large increase creates a challenge in predicting anticipated totals for future years, aside from a pandemic. New Jersey expects the moving average to vary over the next few years as the regression model stabilizes.

BASELINE VALUE	**0.782**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**0.906**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Limit the estimated increase of total fatalities/VMT of 16% from .782 (2016-2020 Average) to .906 (2019-2023 Average)

JUSTIFICATION VMTs for 2021, 2022 and 2023 are not available at the time of this report. 2021 is estimated based on FHWA Traffic Volume Trends. For 2022 and 2023, the working group decided to increase the total annual State VMTs by 350,000 each year. Note that 2012, 2016, and 2020 are adjusted for Leap Years (366 days).

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

BASELINE VALUE	**125.2**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**131**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Limit the total unrestrained passenger fatalities to the forecasted increase of 4.61% from 125.2 (2016-2020 Average)

JUSTIFICATION The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2022 and 2023 were calculated using this reduction rate to determine 5-year rolling averages for the target years. Preliminary totals we used in 2021. A decrease of 3 persons is forecasted for 2021-2022 and a decrease of 1 person from 2022-2023. Despite the decrease in forecasted annual totals, the moving average is expected to rise. Unrestrained fatalities increased 15.6 percent in 2020 from 2019. Preliminary figures for 2021 are indicating an 11.9 percent increase from 2020.

BASELINE VALUE	**132.4**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**143.9**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Limit the total alcohol related fatalities to the forecasted increase of 8.7% from 132.4 (2016-2020 Average) to 143.9 (2019-2023 Average)

JUSTIFICATION The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2021, 2022 and 2023 were calculated using this rate to determine 5-year rolling averages for the target years. A decrease of 1 person is forecasted from 2020-2019, a decrease of 4 is forecasted for 2021-2022, and a decrease of 2 is forecasted for 2022-2023. Despite the forecasted annual decreases, the moving average is expected to increase. At the time of this report, preliminary findings indicate 90 reported alcohol involved fatalities in 2021.

BASELINE VALUE	**125.8**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**133.9**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Limit the total speed related fatalities to the forecasted increase of 6.4% from 125.8 (2016-2020 Average) to 133.9 (2019-2023 Average)

JUSTIFICATION The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2021, 2022 and 2023 were calculated using this reduction rate to determine rolling averages for the target years. Unsafe speed related fatalities increased 29 percent from 2019 to 2020, the first increase since 2016. A decrease of 0.1 persons is forecasted for 2020-2021, a decrease of 3.2 persons is forecasted for 2021-2022, and a decrease of 1.8 persons is forecasted for 2022-2022. Despite the forecasted annual decreases, the moving average is expected to rise.

BASELINE VALUE	**74**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**80.1**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Limit the total motorcycle fatalities to the forecasted increase of 8.2% from 74 (2016-2020 Average) to 79.3 (2019-2023 Average)

JUSTIFICATION The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2022 and 2023 were calculated using this rate to determine rolling averages for the target years. Preliminary figures were used in 2021. NJ experienced an increase of 30 motorcycle fatalities from 2018 to 2019 (60%), the largest increase since 2006. Motorcycle fatalities are forecasted to decrease by 1.3 persons from 2021 to 2022 and 0.17 persons from 2022-2023. Despite the decrease in the forecasted annual totals, the moving average is expected to rise.

NUMBER OF UNHELMETED MOTORCYCLE FATALITIES

BASELINE VALUE	**7.2**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**6.8**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Reduce the total unhelmeted motorcyclist fatalities by 5.6% from 7.2 (2016-2020 Average) to 6.8 (2019-2023 Average)

JUSTIFICATION The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2022 and 2023 were calculated using this rate to determine rolling averages for the target years. Preliminary figures were used in 2021. A decrease of 0.4 persons is forecasted for 2021-2022, and a decrease of 0.44 is forecasted for 2022-2023. New Jersey experienced a large volume of unhelmeted motorcycle fatalities in 2019 (15), the highest volume since 2009. The number of unhelmeted motorcycle fatalities is forecasted to decline over the next two years, as well as the moving average.

NUMBER OF YOUNG DRIVER INVOLVED FATALITIES

BASELINE VALUE	**56.4**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**66.9**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Limit the total young driver involved fatalities to the forecasted increase of 18.6% from 56.4 (2016-2020 Average) to 66.9 (2019-2023 Average)

JUSTIFICATION The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2022 and 2023 were calculated using this reduction rate to determine rolling averages for the target years. Preliminary figures were used in 2021 and total 73 at the time of this report. A decrease of 1.6 persons is forecasted for 2021-2022, an increase of 0.7 persons is forecasted for 2022-2023. New Jersey has become a national model in young driver education and safety. Young drivers are mandated to participate in a Graduated Drivers License period (probationary) that limits the number of occupants riding in the vehicle and the hours in which they can operate the vehicle. Despite these efforts, young driver involved fatalities increase 18.5 percent from 2019 to 2020 and are estimated to increase 14 percent from 2020 to 2021.

NUMBER OF PEDESTRIAN FATALITIES

BASELINE VALUE	**173.2**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**206.6**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Limit the total pedestrian fatalities to the forecasted increase of 19% from 173.2 (2016-2020 Average) to 206.6 (2019-2023 Average)

JUSTIFICATION The change from year-to-year was evaluated and a 5-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2022 and 2023 were calculated using this rate to determine rolling averages for the target years. An increase of 8 is forecasted for 2021-2022, and an increase of 7 is forecasted for 2022-2023. Preliminary figures for 2021 are showing a near 28% increase from 2020, making up 31.5% of total fatalities in NJ during that year. At the time of this report, 2022 pedestrian fatalities are 15% higher than 2021 totals to-date.

NUMBER OF BICYCLIST FATALITIES

BASELINE VALUE	**16.8**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**22.4**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Limit total bicyclist fatalities to the forecasted increase of 33% 16.8 (2016-2020 Average) to 22.4 (2019-2023 Average)

JUSTIFICATION The change from year-to-year was evaluated and a 5-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2022 and 2023 were calculated using this rate to determine rolling averages for the target years. Preliminary figures were used for 2021 and are showing a 44% increase from 2020 making up 3.7% of total fatalities in NJ that year.

BASELINE VALUE	**0.9259**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**0.9258**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Obtain a seatbelt observational usage rate of no less than 92%.

JUSTIFICATION The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. A seatbelt Observational Study was not conducted during 2020 and the value from 2019 was carried over. The predicted figures for 2022 and 2023 were calculated using this rate to determine 5-year rolling averages for the target years. A decrease of .0006 is forecasted for 2021-2022, and an increase of .0056 is forecasted for 2022-2023

SEAT BELT	**14,790**	**IMPAIRED DRIVING**	**2,414**	**SPEEDING**	**16,231**	**CELL PHONE/TEXTING**	**9,806**

SOCIAL MEDIA OUTREACH	**200**	**CTSP SUPPORTED COUNTIES**	**21**	**PCR TRAININGS**	**12**	**REGISTERED CRASH ANALYSIS TOOL USERS**	**624**

BASELINE VALUE	**150.8**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**156.5**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Limit the total drug involved fatalities to the forecasted increase of 3.8% from 150.8 (2016-2020 Average) to 156.5 (2019-2023 Average)

JUSTIFICATION The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2021, 2022 and 2023 were calculated using this rate to determine 5-year rolling averages for the target years. An increase of 4 persons is forecasted for 2020-2021, an increase of 4 persons is forecasted from 2021-2022, and an increase of 5 persons is forecasted for 2022-2023. There was an New Jersey legalized the recreational use of cannabis in February 2021 which creates a new arena for drugged driving enforcement. In 2020, New Jersey experienced a 9.2% increase from the prior year in the number of drugged driving related fatalities.

BASELINE VALUE	**1,555**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**1,694**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Limit the total drug involved crashes to the forecasted increase of 9% from 1,555 (2016-2020 Average) to 1,694 (2019-2023 Average)

JUSTIFICATION The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2021, 2022 and 2023 were calculated using this rate to determine 5-year rolling averages for the target years. An increase of 49 is forecasted from 2020-2021, an increase of 47 is forecasted from 2021-2022, and an increase of 57 is forecasted from 2022-2023. New Jersey is actively training law enforcement personnel to better detect driver impairment through the DRE Program and has resulted in higher accounts of drug use among drivers. NJ also modified its police accident report to include a second driver physical status field (in 2017). This allows reporting officers to indicate illicit drug or medication use in addition to other statuses. NJ expects to see an increase in detected impairment, therefore a slight increase in drug involved crashes are predicted.

BASELINE VALUE	**141.2**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**142.6**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Limit the total distracted driving related fatalities to the forecasted increase of 1% from 141.2 (2016-2020 Average) to 142.6 (2019-2023 Average)

JUSTIFICATION The change from year-to-year was evaluated and a 5-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2022 and 2023 were calculated using this reduction rate to determine rolling averages for the target years. Preliminary totals for 2021 were used and totaled 156 at the time of this report. A decrease of 8 persons is forecasted for 2021-2022, a decrease of 1 person is forecasted for 2022-2023. Tracking distracted driving as a contributing circumstance in fatal crashes began in 2010 and remains a challenge in garnering accurate data subsequently. Large fluctuations in year-to-year totals make long term projects difficult to predict. For example, there was a 36 percent decline in distracted driving involved fatalities from 2017 - 2018, a 67 percent increase from 2018-2019 and a 41 percent reduction from 2019 to 2020.

NUMBER OF DISTRACTED DRIVING RELATED CRASHES

BASELINE VALUE	**141,812**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**135,923**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Reduce total distracted driving related fatalities by 4.2% from 141,812 (2015-2019 Average) to 135,923 (2019-2023 Average)

JUSTIFICATION Total Distracted Driving Involved crashes declined 33% in 2020 from 2019. To account for the anomalous year, 2021 figures are projections based on 2019 values. For FY23, the Baseline values from FY22 will be used (2015-2019 average) and the moving average moving forward omits 2020. The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period (2019). Using this method, the predicted figures for 2021, 2022 and 2023 were calculated using this rate to determine rolling averages for the target years. A decrease of 1,505 is forecasted for 2019 totals compared to 2021 totals, a decrease of 1,518 is forecasted for 2021-2022, and a decrease of 1,510 is forecasted for 2022-2023.

NUMBER OF SPEED RELATED CRASHES

BASELINE VALUE	**16,346**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**15,012**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Reduce total speed involved crashes by 8.2% from 16,345.8 (2015-2019 Average) to 15,011.6 (2019-2023 Average)

JUSTIFICATION Total Unsafe Speed involved crashes declined 17% in 2020 from 2019. To account for the anomalous year, 2021 figures are projections based on 2019 values. For FY23, the Baseline values from FY22 will be used (2015-2019 average) and the moving average moving forward omits the year 2020. The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period (2019). Using this method, the predicted figures for 2021, 2022 and 2023 were calculated using this rate to determine rolling averages for the target years. A decrease of 475 is forecasted for 2019 totals compared to 2021 totals, a decrease of 238 is forecasted for 2021-2022, and a decrease of 369 is forecasted for 2022-2023.

NUMBER OF OLDER DRIVER FATALITIES

BASELINE VALUE	**65.2**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**61.7**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Reduce older driver fatalities 5.4% from 65.2 (2016-2020 Average) to 61.7 (2019-2023 Average)

JUSTIFICATION The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2022 and 2023 were calculated using this rate to determine rolling averages for the target years. A decrease 0.1 persons is forecasted for 2021-2022, and an increase of 0.59 is forecasted for 2022-2023. Despite a 10% increase in older driver fatalities in 2020, the moving average of fatalities is predicted to continue a downward trend.

BASELINE VALUE	**4,329**	**BASELINE START YEAR**	**2016**	**BASELINE END YEAR**	**2020**
TARGET VALUE	**3,617**	**TARGET START YEAR**	**2019**	**TARGET END YEAR**	**2023**

GOAL STATEMENT Reduce Work Zone related crashes by 16.4% from 4,329 (2016-2020 Average) to 3,616.5 (2019-2023 Average)

JUSTIFICATION Total work zone crashes declined 26% in 2020 from 2019. To account for the anomalous year, 2021 figures are projections based on 2019 values. For FY23, the Baseline values from FY22 will be used (2015-2019 average) and the moving average moving forward omits the year 2020. The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2021, 2022 and 2023 were calculated using this rate to determine 5-year rolling averages for the target years. A decrease of 200 crashes is forecasted from 2020-2021, a decrease of 200 is forecasted for 2021-2022, and a decrease of 310 is forecasted for 2022-2023.

PERFORMANCE PLAN

Planning and Administration

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

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

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

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

DHTS was able to undertake a much-needed increase in staffing within the fiscal unit of the office in FY2022. Moving into FY2023, the goal is to add a staff position in the public information area and establish succession plans and cross training to prepare for retirements by senior staff members in the years ahead.

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

ALCOHOL AND OTHER DRUG COUNTERMEASURES

Alcohol Impaired Driving • General Overview

Due to the large volume of alcohol related pending cases that remain open in 2021, the numbers analyzed in this area are based on 2020 fatal records and preliminary data from 2021. The change from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period (2020). Using this method, the predicted figures for 2021, 2022 and 2023 were calculated using this reduction rate to determine 5-year rolling averages for the target years.

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

Over the past five years (2016-2020), New Jersey's roadways have experienced 33,798 alcohol involved crashes, resulting in 662 fatalities (2016-2020). Driving while intoxicated remains a major factor in contributing to fatalities, crashes, and injuries on the State's roadways. Projected figures in 2021 forecast a slight decline in alcohol related fatalities statewide, however, the toxicology reports to confirm this projection is pending. In terms of overall alcohol related crashes, there was an 18.4 percent decrease from 2019 to 2020. Despite this large decrease, overall crashes in New Jersey declined 30.7% during that same time. The 5-year average (2016-2020) rate of alcohol involvement in crashes was 2.6 percent. In 2020, 2.9 percent of all crashes involved alcohol indicating higher rates of impaired driving during the pandemic, higher than the 5-year average.

Quick Facts 2016-2020

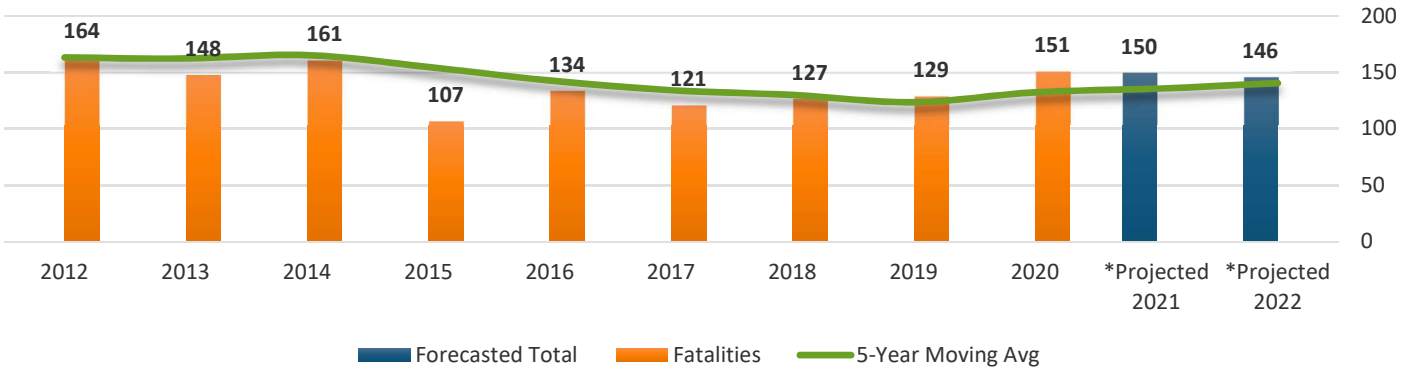
22.6%
of all NJ fatalities involved a driver with a 0.08+ BAC

662
Total Alcohol Involved Fatalities – Increase of 7% from 2015-2019 total (618)

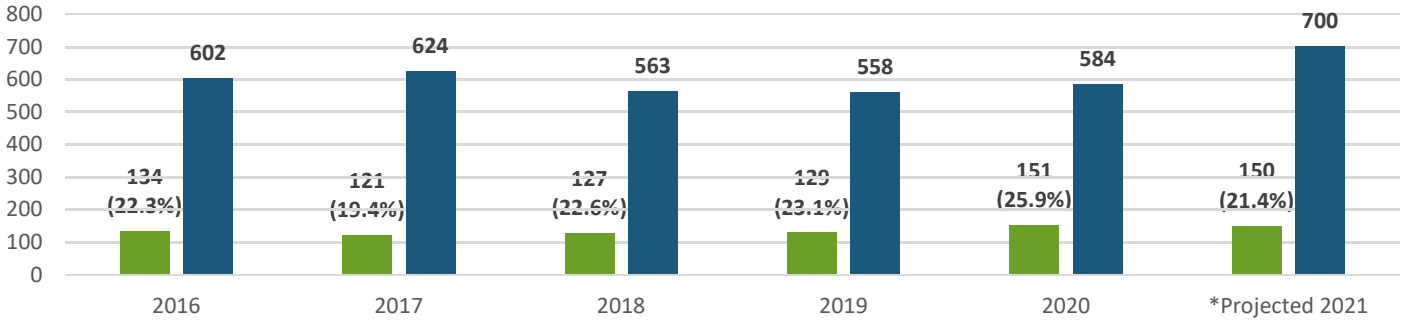
1,400
Total Serious Injuries – 12.6% increase from 2015-2019 total (1,246)

46%
of drivers under the influence of alcohol were between the ages 21-35.

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

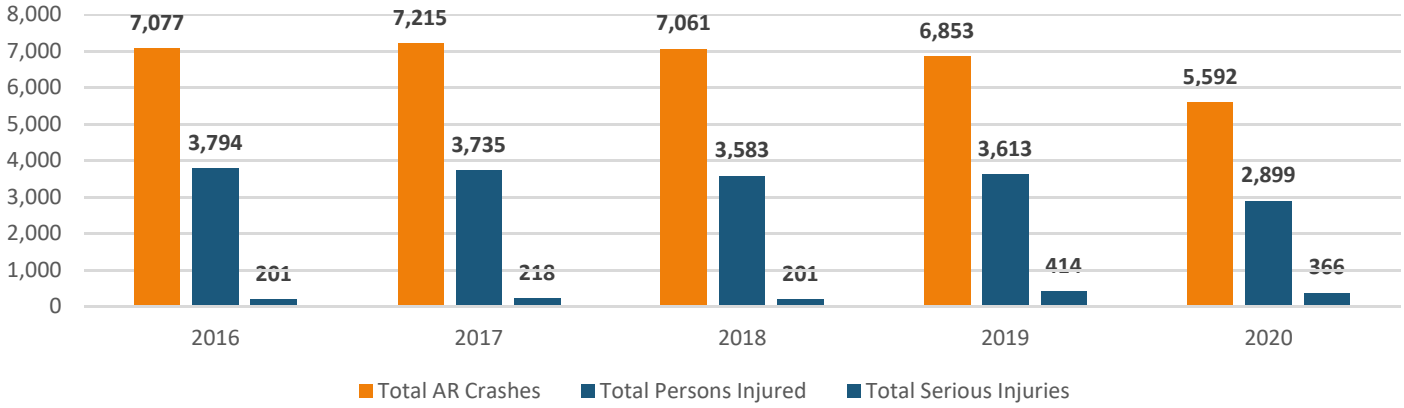


PROPORTION OF ALCOHOL IMPAIRED FATALITIES VERSUS TOTAL NEW JERSEY MV FATALITIES



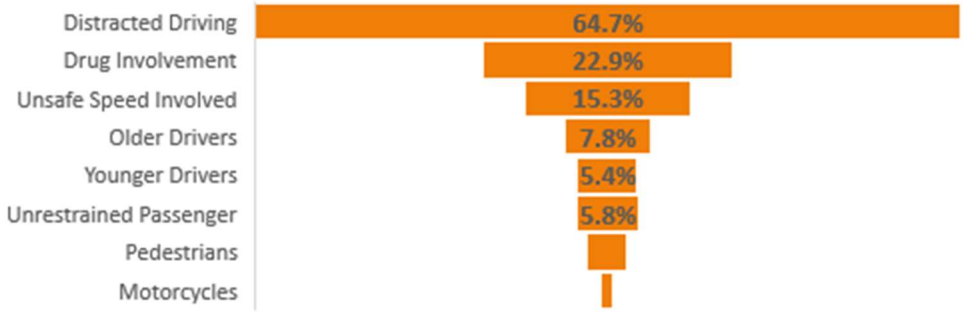
Over the past five years (2016-2020), alcohol contributed to roughly 2.5 percent of all crashes in New Jersey each year, except for 2020 where it accounted for 2.9%. During that same span, Alcohol involvement in crashes contributed to 4.4 percent of all injured persons (motorists and non-motorists), 5 percent in 2020, and 12.6 percent of all seriously injured persons.

INJURY OUTCOME OF ALCOHOL RELATED CRASHES, 2016 – 2020

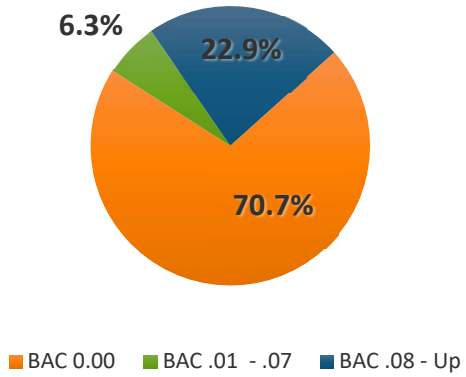


There are many other circumstances present in alcohol involved crashes. Many of these circumstances are overlapping and aid in New Jersey's understanding of crash occurrences that have multiple causation factors. Below shows a representation of crashes involving alcohol and how they combine with other performance areas. From 2016-2020, 64.7 percent of crashes involving alcohol also involved a distracted driver. Nearly a quarter of all alcohol involved crashes also involved drug impairment and about 15 percent of crashes involving alcohol also involved speed.

PERCENT OF TOTAL CRASHES INVOLVING ALCOHOL (2016-2020) AND…



BLOOD ALCOHOL CONCENTRATIONS OF DRIVERS INVOVLED IN FATAL CRASHES, 2016-2020



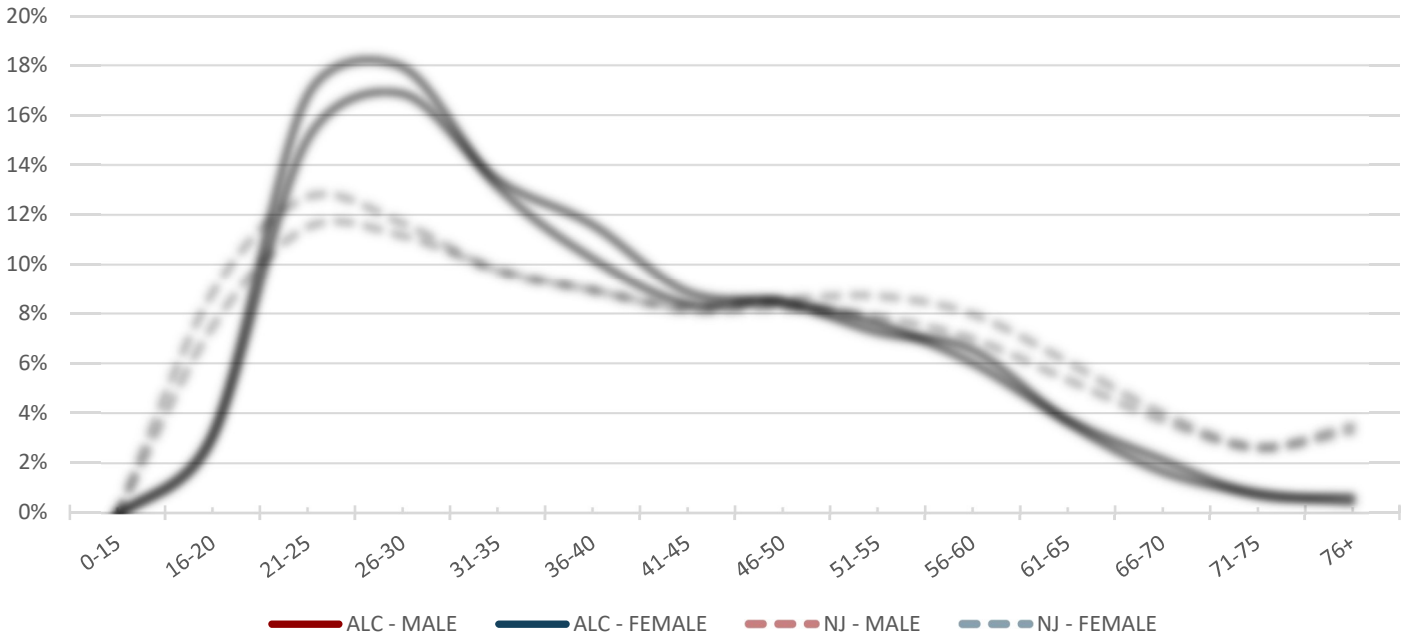
Alcohol Impaired • Analysis of Persons Involved

Roughly 4,000 drivers were involved in fatal motor vehicle crashes on New Jersey's roadways between 2016 and 2020. Over 70 percent (2,864) had no alcohol in their system. Six percent (257) had a BAC between .01 - .07, below the legal limit, and approximately 23 percent (929) had a blood alcohol concentration of .08 or higher.

Between 2016 and 2020, there were over 2 million drivers involved in crashes in New Jersey. Male drivers made up 59 percent of this population and female drivers 41 percent (Excludes Unknowns). Drivers between the ages

21 and 35 made up nearly half of the drivers under the influence of alcohol between 2016 and 2020 (46%). A third of drivers under the influence of alcohol were between the ages 21 and 30.

PERCENT OF TOTAL DRIVERS IMPAIRED BY ALCOHOL OR DRUGS AND ALCOHOL 2016 - 2020

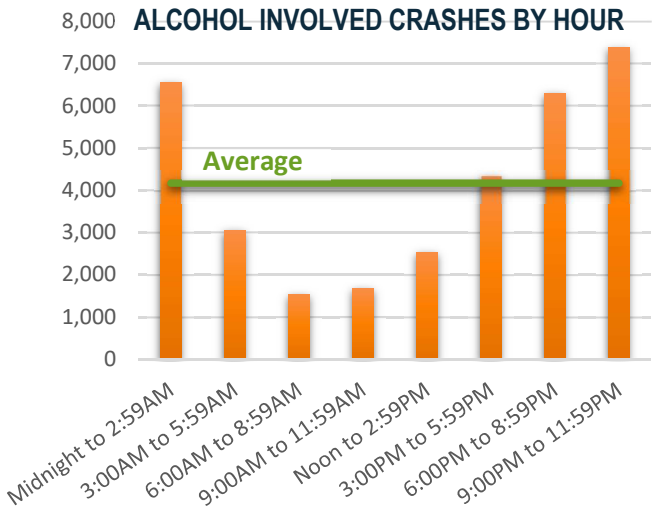


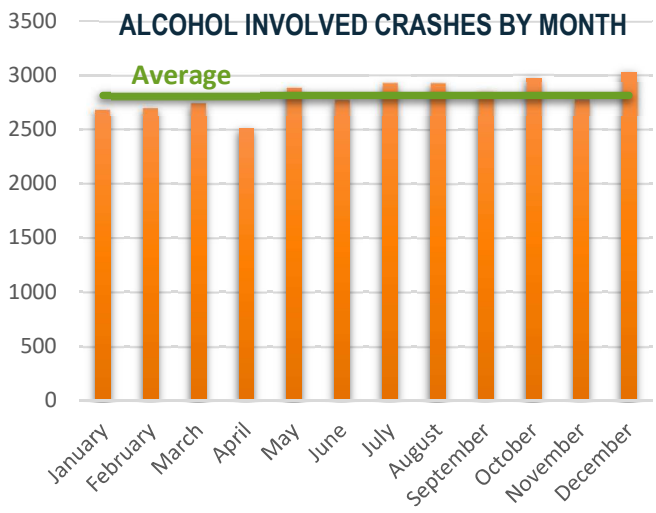
Alcohol Impaired • Analysis of Occurrence

To assist in targeting the enforcement of drivers driving under the influence of alcohol, it is important to observe when alcohol involved crashes are most likely to occur. The graphic below shows the Time of Day and Time of Year distribution of alcohol involved crashes. Over the past 5 years (2016-2020) approximately 41 percent of alcohol involved crashes occur between 9:00PM and 2:59AM, with a majority occurring in December.

ALCOHOL INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2016-2020

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								6,545	20%
3:00AM to 5:59AM								3,050	9%
6:00AM to 8:59AM								1,540	4%
9:00AM to 11:59AM								1,672	5%
Noon to 2:59PM								2,535	7%
3:00PM to 5:59PM								4,337	12%
6:00PM to 8:59PM								6,292	18%
9:00PM to 11:59PM								7,387	21%
TOTAL	3,717	3,390	3,604	3,858	5,088	6,853	6,848	33,358	100%
	11%	10%	10%	11%	15%	20%	20%		





Crashes involving alcohol occur in higher-than-average rates between 6:00PM and 2:59AM. Over the past 5 years (2016-2020), the months of May, July, August, October and December experienced higher-than-average crashes involving alcohol.

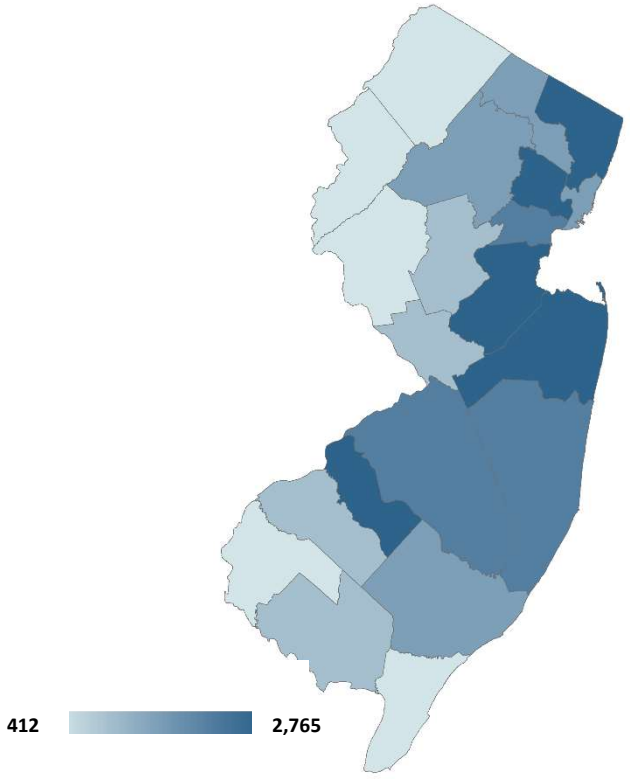
Alcohol Impaired • Analysis of Location

Determining where alcohol involved crashes are taking place aids the Division in targeting specific regions or counties where impaired driving enforcement is needed most. Monmouth County (2,765 crashes) followed by Middlesex County (2,614 crashes) experienced the highest volume of alcohol involved crashes between 2016 and 2020. Salem County (412 crashes) and Warren County (541 crashes) had the lowest volume.

In 2020, New Jersey experienced a 30.7 percent decline in crashes statewide. Every county except for one (Gloucester County 235 crashes in 2019 vs 249 crashes in 2020 – 6% increase) experienced a decline in alcohol involved crashes as well. Despite this decline in alcohol involved crashes across the State, there was no county that had a decline in alcohol involved crashes at a higher-than or equal-to rate than the overall crash reduction (30.7%).

A list of the Top 20 Municipalities by crash volume where alcohol was involved is shown on the following page. From this list, Atlantic City experienced the highest reduction of alcohol involved crashes (-46.4%) followed by Linden City (-33.9%).

ALCOHOL INVOLVED CRASHES BY COUNTY 2016-2020



ALCOHOL INVOLVED CRASHES BY COUNTY, BY TOP 20 MUNCIPALITIES, 2019 VS 2020								
COUNTY	2019	2020	2019 2020 % CHANGE		MUNICIPALITY	2019	2020	2019 2020 % CHANGE
Atlantic	376	262	-30.3%		Newark City	204	174	-14.71%
Bergen	559	432	-22.7%		Jersey City	151	125	-17.22%
Burlington	357	356	-0.3%		Toms River Township	90	90	0.00%
Camden	502	444	-11.6%		Camden City	90	72	-20.00%
Cape May	116	142	22.4%		Paterson City	86	62	-27.91%
Cumberland	174	199	14.4%		Vineland City	82	83	1.22%
Essex	515	390	-24.3%		Lakewood Township	78	65	-16.67%
Gloucester	235	249	6.0%		Elizabeth City	81	57	-29.63%
Hudson	409	319	-22.0%		Brick Township	73	55	-24.66%
Hunterdon	110	93	-15.5%		Egg Harbor Township	76	51	-32.89%
Mercer	278	197	-29.1%		Clifton City	61	42	-31.15%
Middlesex	577	407	-29.5%		Atlantic City	84	45	-46.43%
Monmouth	522	438	-16.1%		Hamilton Township (Mercer Co)	59	43	-27.12%
Morris	340	265	-22.1%		Edison Township	70	52	-25.71%
Ocean	443	407	-8.1%		Union Township (Union Co)	64	52	-18.75%
Passaic	321	240	-25.2%		Cherry Hill Township	44	36	-18.18%
Salem	97	68	-29.9%		Deptford Township	45	49	8.89%
Somerset	198	151	-23.7%		Linden City	62	41	-33.87%
Sussex	133	106	-20.3%		Middletown Township	48	57	18.75%
Union	469	337	-28.1%		Gloucester Township	51	65	27.45%
Warren	122	90	-26.2%		Wall Township	54	49	-9.26%
Total Alcohol Involved Crashes	6,853	5,592	-18.4%					
NJ Total Crashes	279,329	193,507	-30.7%					

Drugged Impaired Driving • General Overview

Driving while impaired by any substance, legal or illegal, is a daily traffic safety challenge. Alcohol, Cannabis, and other drugs/medication can impair one's ability to drive. NHTSA's Drug and Alcohol Crash Risk Study found that cannabis users are more likely to be involved in crashes, however, the increased risk may be due in part because cannabis users are more likely to be young men, who are generally at a higher risk of crashes. On February 22, 2021, NJ Governor Phil Murphy signed legislation legalizing recreational use of cannabis, paving the way for a retail market. The adult-use market opened in April 2022. To closely monitor the effects of this change, NJDHTS has initiated a Drug Impaired Driving Task Force to address several areas:

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

Quick Facts 2016-2020

25.7%
of all NJ fatalities involved a drug impaired driver

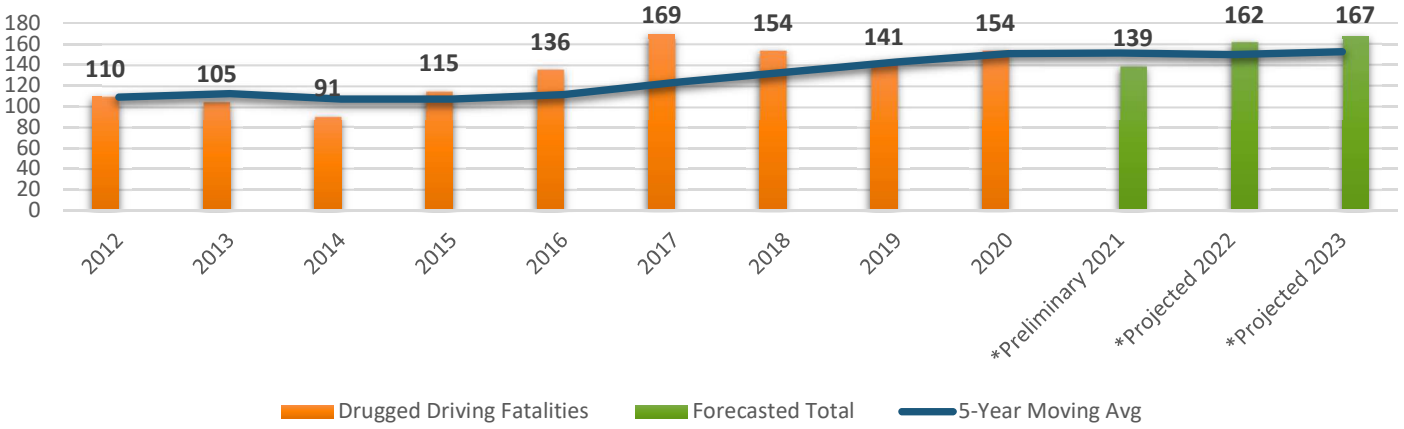
754
Total Drug Involved Fatalities – Increase of 5.5% from 2015-2019 total (715)

537
Total Serious Injuries – 16.5% increase from 2015-2019 total (461)

46%
of drivers under the influence of drugs were between the ages 21-35.

In March 2022, the first edition of the Drug Impaired Driving in New Jersey report was completed. The report examined positive drug and alcohol test results for drivers and pedestrians involved in fatal crashes and evaluated how those test results changed from year-to-year. A copy of this report and its findings can be found at: https://www.equityreconstruction.com/wp-content/uploads/2021/01/Drugged-Driving-in-New-Jersey.pdf.

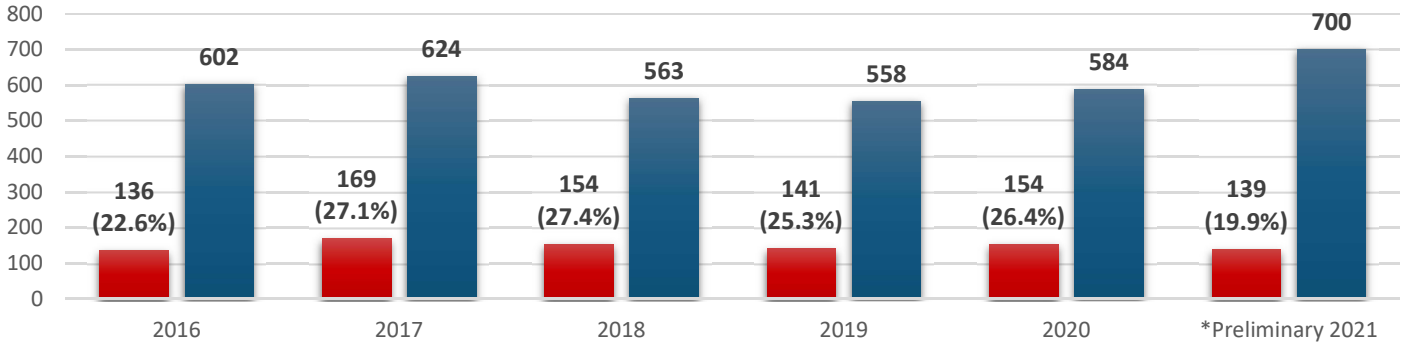
DRUG IMPAIRED DRIVING INVOLVED FATALITIES, ANNUAL AND 5–YEAR MOVING AVERAGE



Beginning in FY2023, the values used to evaluate Drug Impaired Driving fatalities was updated to include all persons killed in crashes involving a drug impaired driver. The prior years reflect the number of deceased drivers that tested positive for drugs. This change takes the focus from just the deceased driver involved and allows for a greater measure of the effects of drug impaired driving.

Drug impaired driving is defined as drivers being under the influence of drug (illicit and/or medication) and a combination of drugs and alcohol. Drug impairment plays a devastating role on New Jerseys roadways and was a factor in 26 percent of all fatalities in 2020. Preliminary figures are showing a decline in fatalities, though that number is expected to rise as toxicology reports become available.

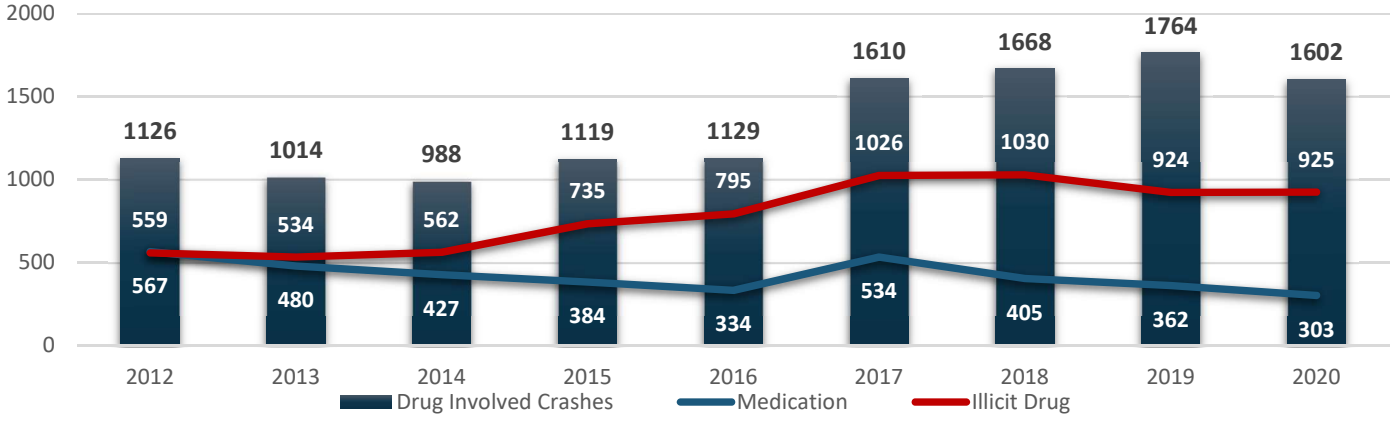
PROPORTION OF DRUG IMPAIRED DRIVING INVOLVED FATALITIES VERSUS TOTAL NEW JERSEY MV FATALITIES



After four consecutive annual increases, the State experienced a 9.2 percent decline in drug involved driving crashes in 2020. However, overall crash totals declined 30.7 percent during that year, indicating that drug impaired driving decreased at a much lower pace.

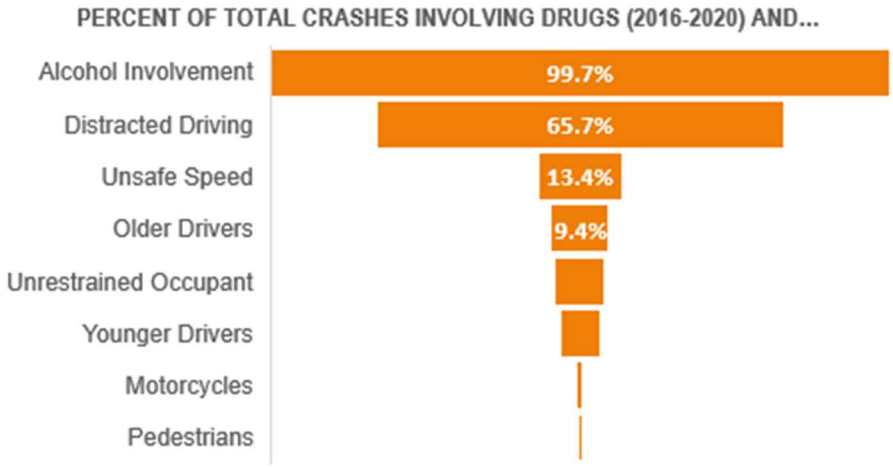
One of the reasons for the overall increase in drugged driving in New Jersey since 2017 is the addition of a secondary Driver Physical Status field on the NJTR-1 Crash Report, which enables reporting officers to indicate more than one physical status for each driver at the time of the crash. New Jersey also has the second highest amount of certified Drug Recognition Experts (DREs) in the US, which in tandem with a robust county call-out program has led to increased detection capabilities.

DRUG RELATED (ILLICIT & MEDICATION) CRASHES, 2016 - 2020



*Illicit and Medication totals do not calculate to 100% due to overlap

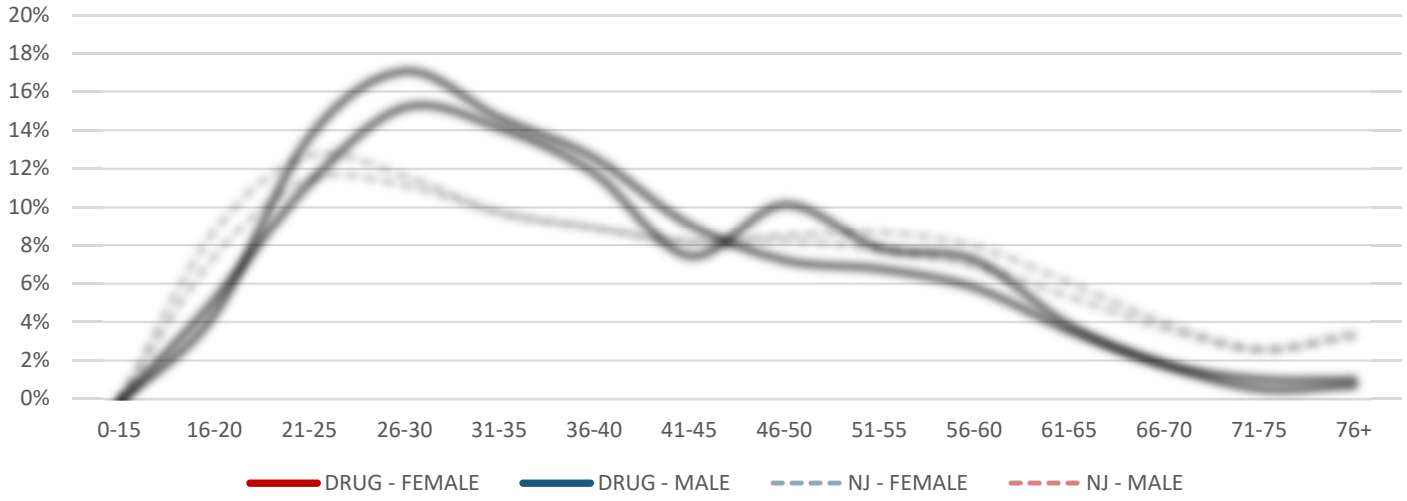
There are many other circumstances present in drug involved crashes. Many of these circumstances are overlapping and aid in New Jersey's understanding of crash occurrences that have multiple causation factors. A representation of crashes involving drugs and how they combine with other performance areas is shown to the right. From 2016-2020, 99.7 percent of crashes involving drugs also involved alcohol impairment. About 67 percent involved distracted driving and 13 percent of crashes involving drugs also involved speed.



Drugged Driving • Analysis of Age/Gender

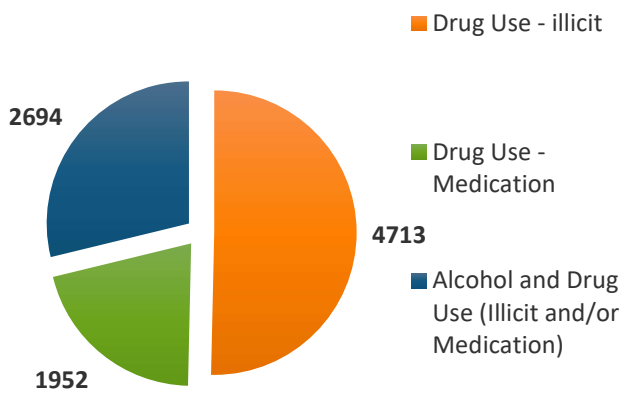
The difference in age and gender was a factor in the likelihood of an individual being involved in a crash where drugs are involved. The 21-35-year-old male driver accounted for over 46 percent of total drug-related crashes that occurred from 2016-2020, and male drivers overall accounted for 72 percent of all drugged driver involved crashes.

PERCENT OF TOTAL DRIVERS IMPAIRED BY DRUGS OR DRUGS AND ALCOHOL 2016 - 2020



As of 2021, New Jersey offers the reporting officer three options to report drug involvement in crashes: Drug Use – Medication, Drug Use – Illicit, and Alcohol and Drug Use (Illicit or Medication). Drug use in conjunction with alcohol use does not specify the nature of the drug involved, therefore Illicit and Medication totals will not calculate to 100 percent.

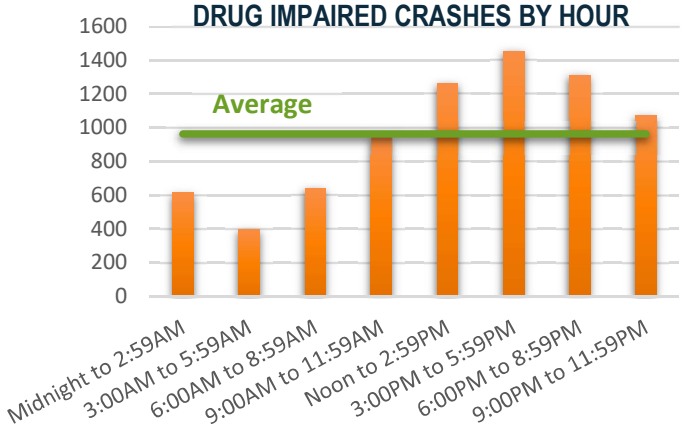
DRIVER PHYSICAL STATUS - DRUG USE 2016-2020



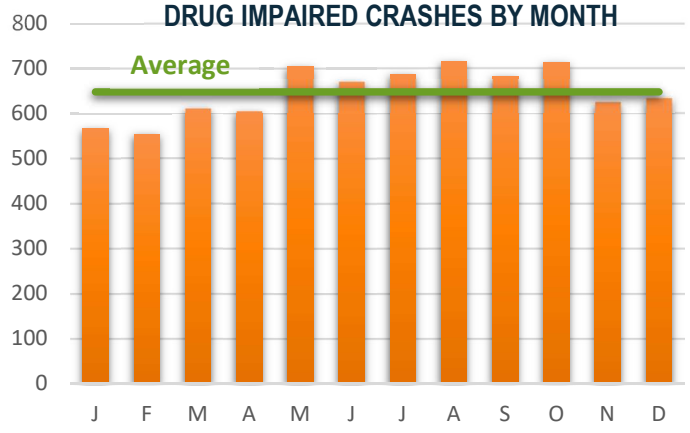
Drugged Driving • Analysis of Occurrence

To assist in enforcement targeting drivers under the influence of drugs, it is important to observe when drug involved crashes are most likely to occur. The graphic below shows the Time of Day and Month of Year distribution of crashes involving a driver under the influence of drugs. Over the past 5 years (2016-2020), approximately 35 percent of drug-impaired driving crashes occurred between 12:00PM and 5:59PM, with a majority occurring

DRUG IMPAIRED CRASHES BY HOUR



DRUG IMPAIRED CRASHES BY MONTH



in August. The data indicates drugged driving is mirrored in crash occurrences and is an inherent factor for crashes on the State's roadways.

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

DRUG IMPAIRED DRIVING INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2016-2020

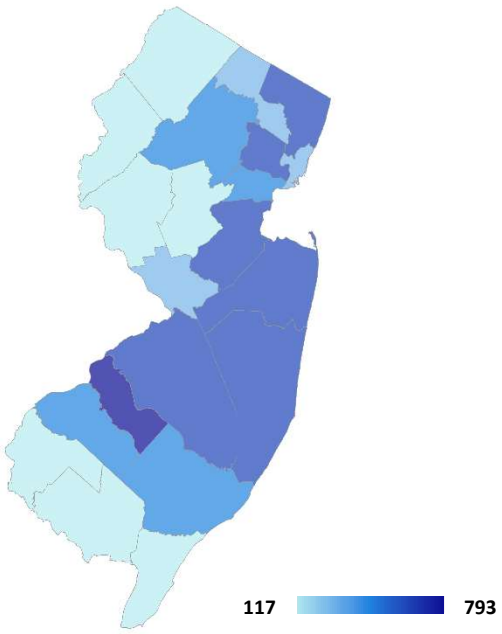
	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								614	8%
3:00AM to 5:59AM								400	5%
6:00AM to 8:59AM								639	8%
9:00AM to 11:59AM								952	12%
Noon to 2:59PM								1,261	16%
3:00PM to 5:59PM								1,452	19%
6:00PM to 8:59PM								1,312	17%
9:00PM to 11:59PM								1,074	14%
TOTAL	1,013	1,053	1,145	1,081	1,212	1,150	1,050	7,704	100%
	13%	14%	15%	14%	16%	15%	14%		

Drugged Driving • Analysis of Location

Camden County had the highest volume of drug impaired driving crashes over the last 5 years (2016-2020). 793 crashes took place where one-or-more drivers was under the influence of drugs or drugs and alcohol. This made-up 10 percent of all drug impaired crashes during that period. Following Camden County was Monmouth County, which made up 8 percent of all drug impaired driving crashes (633).

The chart on the following page shows the Top 20 towns with the most drug impaired driving crashes over the last 5 years (2016-2020). Even though Camden County had the highest volume of drug impaired crashes during that period, the City of Newark had the highest volume of crashes by municipality (Essex County). 193 or 2.5 percent of all drug impaired driving crashes took place in the City of Newark. Following Newark is the City of Camden with 171 total crashes, or 2.2 percent of the State total.

DRUG IMPAIRED CRASHES BY COUNTY 2016-2020



TOP 20 MUNICIPALITIES WITH CRASHES INVOLVING DRUGS, 2016 - 2020							
Newark City	27	29	34	55	48		
Camden City	31	34	38	40	28		
Jersey City	21	24	39	46	34		
Toms River Township	22	26	43	37	31		
Deptford Township	24	30	15	21	19		
Paterson City	22	19	23	26	15		
Gloucester Township	3	27	17	27	25		
Brick Township	14	17	18	19	19		
Egg Harbor Township	8	23	12	28	13		
Wall Township	12	21	15	19	14		
Cherry Hill Township	7	28	16	13	15		
Union Township (Union Co)	10	15	21	14	17		
Washington Township	6	20	17	21	10		
Galloway Township	12	17	11	12	20		
Gloucester City	10	18	21	18	4		
Hamilton Township (Mercer Co)	13	16	14	12	16		
Woodbridge Township	14	11	15	12	19		
Parsippany-Troy Hills Township	6	14	21	12	17		
Mount Laurel Township	9	15	18	14	12		
Bellmawr Borough	11	19	10	13	14		

Countermeasure Strategies in Program Area

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

Coordination with goals in 2020 Strategic Highway Safety Plan

Assess current police recruit training related to encouraging safe driver behavior and identify best practices that should be considered.
Assess current law enforcement training related to encouraging safe driver behavior and identify best practices that should be considered.
Identify existing driver behavior training, education & marketing programs by government, schools, insurance industry, health industry, & nonprofits.
Identify underserved communities with an overrepresentation of driver behavior related fatalities & serious injuries & develop a strategy for messaging in those communities.

Associated Performance Measures

2023	Number of Drug Involved Fatalities	2023	5 Year	156.5
2023	Number of Drug Involved Crashes	2023	5 Year	1,694
2023	Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2023	5 Year	143.9

Countermeasure Strategy: Highway Safety Office Program Management

Project Name: ALCOHOL AND OTHER DRUG COUNTERMEASURES PROGRAM MANAGEMENT
Sub-Recipient: DIVISION OF HIGHWAY TRAFFIC SAFETY
Total Project Amount: $600,000
Project Description:

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

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

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

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

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

Countermeasure Strategy:

Law Enforcement Training

High Visibility Saturation Patrols 2.2
Breath Test Devices 2.3
Enforcement of Drug Impaired Driving 7.1

Effectiveness of Countermeasure

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

As of August 2014, all 50 States and the District of Columbia had Drug Recognition and Classification programs, which are designed to train officers to become DREs. These programs have prepared approximately 1,500 instructors and trained more than 8,600 officers (International Association of Chiefs of Police, 2017). Several studies have shown DRE judgments of drug impairment are corroborated by toxicological analysis in 85 percent or more of cases (NHTSA, 1996).

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

Assessment of Safety Impacts

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

The recent enactment of legalized marijuana in the state sets the stage for serious challenges relating to drug impaired driving, as evidenced by the experience of states that have previously undergone legalization. In Washington state, which legalized recreational marijuana in 2012, the proportion of fatal-crash-involved drivers who were THC-positive doubled in the ensuing five years (from 9.4 to 21.4 percent), while fatal motor vehicle crashes overall increased by 28%. (Tefft, B.C. & Arnold, L.S. (2020). *Cannabis Use Among Drivers in Fatal Crashes in Washington State Before and After Legalization (Research Brief)*. Washington, D.C.: AAA Foundation for Traffic Safety.)

Meanwhile in Colorado, which enacted legalized marijuana in 2013, the number of fatalities with cannabinoid-only or cannabinoid-in-combination positive drivers increased 153%, from 55 in 2013 to 139 in 2017. During that same four-year period, overall motor vehicle fatalities in the state increased by 39%. (*Impacts of Marijuana Legalization in Colorado*. A Report Pursuant to Senate Bill 13-283. October 2018. Colorado Department of Public Safety, Division of Criminal Justice, Office of Research and Statistics).

As a result of the legalization and decriminalization of recreational marijuana, it is prudent to assess where New Jersey currently stands on a number of factors related to marijuana usage. According to a recent Rutgers University study, 6.6% of the population in New Jersey reported having smoked marijuana in the past month. In terms of fatal motor vehicle crashes, between the years 2015-2019, both testing and testing positive for cannabis in New Jersey increased in these crashes, growing annually from 34 or 6% of all fatal crashes in 2015 to 106 or 16% of all fatal crashes in 2019. (Cannabis Legalization in New Jersey: A Baseline Study. 2022. New Jersey State Policy Lab. New Brunswick, NJ: Rutgers University. Retrieved from https://policylab.rutgers.edu/projects/).

In addition, a study of FARS data from 2010-2019 found that while the percentage of drivers tested for alcohol and drugs has declined, the number of drivers testing positive for drugs or marijuana has increased. The rate of positive tests for some alcohol or with a BAC of .08 or greater remained level but the positivity rate for drugs steadily rose, with marijuana positivity doubling during the time period and the positivity rate for drugs rising across all age groups. *Drugged Driving in New Jersey*, March, 2022. (Equity Reconstruction LLC study commissioned by the New Jersey's State Traffic Records Coordinating Committee and the New Jersey Division of Highway Traffic Safety.)

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

Linkage between Problem Identification and Performance Targets

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

The five-year average (2016-2020) for drugged driving related crashes was 1,554. In terms of yearly numbers, the State experienced a 9.2 percent decline in drug involved driving crashes in 2020. However, overall crash totals declined 30.7 percent during that year, indicating that drug impaired driving decreased at a much lower pace. The DRE call-out program, increased drugged driving impairment training for law enforcement, and an ongoing, comprehensive drug impaired driving statewide awareness campaign will help identify and reduce impairment in drivers under the influence of drugs other than alcohol.

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

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

Total Project Amount: **$3,000,000**

Project Description:

The Alcohol Drug Testing Unit (A/DTU) at the Division of State Police is the lead agency that oversees the coordination and administration of the Drug Recognition Expert training program, along with issuing field certifications and validations to officers. In addition to DRE, state and municipal police officers will also be trained in DWI/Standardized Field Sobriety Testing. The course includes instruction in the detection, apprehension, processing, and prosecution of DWI offenders as well as standardized field sobriety testing and horizontal gaze nystagmus. 30 DWI/SFST classes are planned in FY2023 along with 40 DWI/SFST refresher courses. Additionally, three DRE regional courses (60-65 new DRE's to be trained in total) and two DRE Instructor courses (20 instructors to be trained in total) are expected to be conducted. The NJ Association of Drug Recognition Experts will be tasked with enhancing and streamlining the process by which field evaluations are reported by DRE's. If funding allows, the establishment of a dedicated DRE Unit within NJSP will also be investigated.

The ARIDE program was created to address the gap in training between the SFST and DRE program by providing officers with general knowledge related to drug impairment and by promoting the use of DRE's. It is the goal that more than 1,000 officers will be trained in ARIDE in FY2023. The New Jersey Association of Drug Recognition Experts will also receive funds for training purposes.

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

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

Funds will also be used to obtain training in the latest trends in drug use and abuse, litigation and new resources. Under the authority of the Attorney General, the A/DTU also spearheads the on-going training and re-certification of police officers to operate approved chemical breath test instruments that recognize alcohol indicators present in suspects. Funds will be used to maintain existing breathalyzer related instruments used for training and testing. It is expected that a major focus and expense in this area in FY2023 will be the statewide roll out and reliability validation of a new version of the Alcotest breathalyzer unit (9510).

The New Jersey State Police Forensic Science Laboratory (NJSPFSL) will receive funding, subject to all necessary approvals, to purchase equipment that would be intended to be used exclusively to enhance current testing processes for analyzing impairing drugs in DUI cases. With the new recreational marijuana law in effect in NJ, the additional equipment will provide more timely analysis of samples as well as more sensitive micro-extraction procedure to confirm the presence of impairing drugs in DUI cases. The test results will provide useful baseline data to determine future trends in this important and challenging program area.

Within this project area the majority of the funding ($2.8 million) will go to NJ State Police for DWI, ARIDE, DRE and Alcotest training and maintenance as well as the purchase in FY2023 of Alcotest 9510 units and the equipment for the NJSPFSL. MADD is slated to receive $125,000 for year three of its project and the prevention conference will receive $25,000. The NJ DRE Association grant will be for $50,000.

Funding Source: **SECTION 405(d)** **Local Benefit:** **$200,000**

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

The DRE call-out program is currently operational in twelve counties (Bergen, Atlantic/Cape May, Hudson, Monmouth, Morris/Sussex, Ocean, Somerset/Hunterdon, Middlesex, and Union). Potential new target counties for expansion in FY2023 include: Burlington, Essex, and Mercer. A robust DRE Call-out program exists in New Jersey and further expansion is needed, recognizing the critical role this program will play in dealing with the effects on traffic safety of the new recreational marijuana use law in the state. The DRE program is a coordinated effort involving all levels of law enforcement, beginning with the Division of State Police, which will provide DRE training to law enforcement officers as well as program oversight. County prosecutors are critical in the implementation and expansion of the program as they are tasked with developing countywide

callout protocols in their jurisdictions that will allow for efficient project operations and successful prosecutions. Local Chiefs of Police also need to understand the importance of the program and the training involved, as their officers will make up the bulk of county DRE callout efforts. Funds will be used to pay for the overtime services provided by the DRE at the time of the call-out, as well as subsequent court related costs and report review by certified DRE instructors.

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

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

Countermeasure Strategy:
High Visibility Saturation Patrols

Publicized Sobriety Checkpoints 2.1
High Visibility Saturation Patrols 2.2
Mass Media Campaigns 5.2
Enforcement of Drug Impaired Driving 7.1

Effectiveness of Countermeasure

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

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

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

Assessment of Safety Impacts

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

Linkage between Problem Identification and Performance Targets

Over the past five years (2016-2020), New Jersey's roadways experienced 33,798 alcohol involved crashes, resulting in 662 fatalities (2016-2020). Driving while intoxicated remains a major factor in contributing to fatalities, crashes, and injuries on the State's roadways. In terms of overall alcohol related crashes, there was an 18.4 percent decrease from 2019 to 2020. The primary focus of impaired driving enforcement activities will be on utilizing available grant funding to increase the overall level of enforcement in the towns and counties that are identified as high-risk based on available data. DHTS will utilize a data-driven approach in its funding allocations. The towns and/or counties with the highest numbers of impaired driving-related crashes will be offered grant funding, both year-round sustained enforcement and mobilizations, on a scaled basis relating directly to data. Other agencies with historically high enforcement efforts will be included in the grant-funded program, as well. Note that an offer of grant funding to an agency by DHTS does not guarantee the funding will be accepted, but efforts will continue to include as many statistically deserving agencies in grant funded programs as possible.

Project Name: **DWI ENFORCEMENT**
Sub-Recipients: **STATE, COUNTY AND MUNICIPAL LAW ENFORCEMENT AGENCIES**
Total Project Amount: **$2,500,000**
Project Description:

For FY2023, DHTS will undertake a comprehensive, data-driven approach to impaired driving enforcement, utilizing a combination of sustained and targeted mobilization enforcement. A statewide Impaired Driving Task Force, begun in FY2022, will further assist in the development and coordination of the state's impaired driving program.

In FY2022, six of the Top Ten counties in the state for impaired driving crashes, and eight of the Top 25 municipalities received grant funding for sustained impaired driving enforcement. Plans are to increase the number of agencies receiving these funds in FY2023 wherever possible, being mindful of limited resources and other traffic safety priorities for many of these agencies.

The national drunk driving campaign, *Drive Sober or Get Pulled Over*, is a comprehensive impaired driving prevention program that combines high-visibility enforcement and public awareness. Nearly 300 State, county and local police agencies will partner with DHTS during each of the two statewide enforcement campaigns that will be conducted from December 2, 2022 – January 1, 2023 and from August 18 - September 4, 2023.

To help spread the *Drive Sober or Get Pulled Over* message, a variety of public awareness techniques are utilized, including a statewide press release issued prior to the start of each crackdown, variable message board messaging, and targeted social media. Police agencies also engage their communities through the dissemination of local press releases and public service announcements. For FY2023, messaging related to driving while under the influence of marijuana will again be prioritized, to the fullest extent possible.

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

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

It is anticipated that approximately $600,000 in Sec. 405e funding will be flexed into this Alcohol Enforcement program area for FY2023 to support one of the two national enforcement mobilizations. The other mobilization will be funded through 405d allocations.

Within this planned activity, the approximate breakdown for FY2023 funding will be: $1,250,000 for the two DSOGPO crackdowns (Municipalities will be offered funding based upon a data-driven determination) and $1,250,000 for sustained enforcement ($250,000 to New Jersey State Police and $1,000,000 to municipal agencies, including ten in the Bayshore Region which conduct joint enforcement operations).

Funding Source: **SECTION 405(d) $1,900,000 SECTION 405(e) flexed $600,000** Local Benefit: **$2,250,000**

Countermeasure Strategy:

Underage Drinking Enforcement

Zero Tolerance Law Enforcement 6.2
Alcohol Vendor Compliance Checks 6.3
Other Minimum Legal Drinking Age 21 Law Enforcement 6.4
Youth Programs 6.5

Effectiveness of Countermeasure

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

Assessment of Safety Impacts

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

Linkage between Problem Identification and Performance Targets

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

Between 2016 and 2020, there were over 2 million drivers involved in crashes in New Jersey. Male drivers made up 59 percent of this population and female drivers 41 percent (Excludes Unknowns). Drivers between the ages 21 and 35 made up nearly half of the drivers under the influence of alcohol between 2016 and 2020 (46%). A third of drivers under the influence of alcohol were between the ages 21 and 30.

Project Name: **UNDERAGE ENFORCEMENT**

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

Total Project Amount: **$350,000**

Project Description:

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

The recent enactment of a law legalizing recreational marijuana use in the state will likely have significant impacts on underage alcohol consumption, as the new law eliminates any substantive penalties for alcohol possession or use by individuals under the age of 21, setting up a tiered warning system instead. The ultimate implementation of the new law will need to be closely monitored entering FY2023 and will necessitate new direction in this program area.

Funds in FY2023 will again be used to continue the *Cops In Shops* program at targeted young driver impaired driving crash locations in Atlantic, Bergen, Camden, Essex, Gloucester, Mercer, Middlesex, Monmouth, Morris, Ocean, Union and Warren Counties. The program will be conducted in partnership with municipal police agencies in these communities.

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

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

The focus of this project will continue shifting in FY2023 into more of an educational and awareness-raising effort on the part of ABC. Among the new initiatives, ABC investigators will attend large alcohol-related events which are now popular in the state, to monitor and enforce underage drinking and to promote designated driving and other impaired driving messaging.

In another new initiative, ABC also plans to conduct surveys to collect information from law enforcement, licensees and patrons to learn more about drinking and driving habits of young people, including cannabis use. The information would be used to educate ABC licensees, guide ABC enforcement efforts and also help determine the impact, if any, of the recent cannabis legislation on law enforcement engagement with young drinkers and cannabis users.

Within the primary grant in this project area, *ABC Underage Alcohol Awareness/Cops In Shops*, grant funding goes for salaries and overtime enforcement operations (as well as fringe benefits in some cases) for the Division of ABC, municipal police, and NJSP personnel involved in the projects, as well as supporting educational materials. Several local projects will be directly funded in this area as well.

Funding Source: **SECTION 405(d)** **Local Benefit:** **$75,000**

Countermeasure Strategy:

Youth Programs

Youth Programs 6.5

Effectiveness of Countermeasure

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

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

The recent legalization of recreational marijuana and decriminalization of marijuana possession in NJ is also a source of concern. According to a 2017 report from the U.S. Drug Enforcement Administration, daily or near daily marijuana use by students on college campuses increased from 3.5 percent in 2007 to 4.6 percent in 2015. Almost 38 percent of college students said they used marijuana in 2015, compared with 30 percent in 2006. Since 2003, 19-22 year olds seeing regular marijuana use as "dangerous" to the user has declined sharply, from 58 percent in 2003 to 33 percent by 2015. (*Preventing Marijuana Use among Youth and Young Adults*, 2017).

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

Assessment of Safety Impacts

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

Linkage between Problem Identification and Performance Targets

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

Project Name: **COLLEGE CAMPUS INITIATIVES**
Sub-Recipients: **COLLEGES AND UNIVERSITIES**
Total Project Amount: **$150,000**
Project Description:

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

The College of New Jersey (CNJ) will hold statewide events such as the Peer Institute to share ideas, methods, and strategies to create substance-free events on college campuses. The event trains students from New Jersey colleges and the tri-state area to become peer educators on their respective campuses. In 2021, 157 students from ten colleges were certified. Programs will also be developed with the CNJ campus police force and Ewing Township Police Department to address alcohol and other drug-related issues. Police from both agencies will work collaboratively to patrol off-campus housing and popular student gathering spots. The College will also expand the Hero Campaign for Designated Driver program and messaging on campus.

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

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

PEDESTRIAN AND BICYCLE SAFETY

Pedestrian Safety • General Overview

Everyone has different preferences when it comes to transportation, but at one time or another everyone is a pedestrian. Pedestrians are one of the most vulnerable roadway users and, unfortunately, pedestrian fatalities and injuries continue to increase in New Jersey. Over the past ten years, from 2012-2021, there have been a total of 1,708 people killed while walking on and across New Jersey's roadways. In 2020, 173 pedestrian fatalities occurred, representing a slight decrease from 2019. However, in 2021, a preliminary total of 219 pedestrians were killed on New Jersey's roadways, resulting in a 26.6 percent increase from 2020. Projected estimates based on trends indicate an expected increase in both 2021 and 2022.

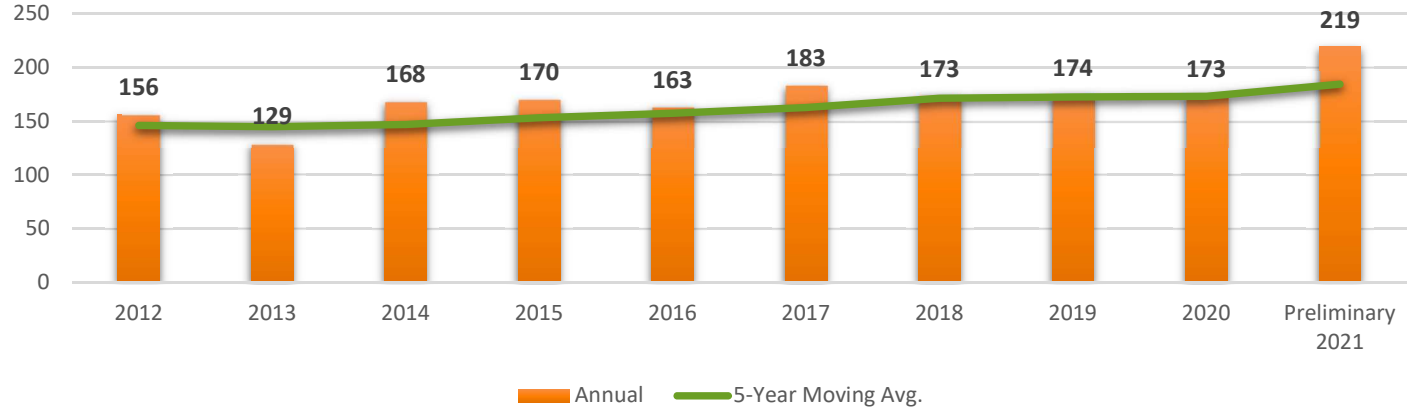
Quick Facts

31.3%
of all NJ fatalities were pedestrians in 2021

219
Total Pedestrian Fatalities in 2021 – Increase of 26.6% from 2020

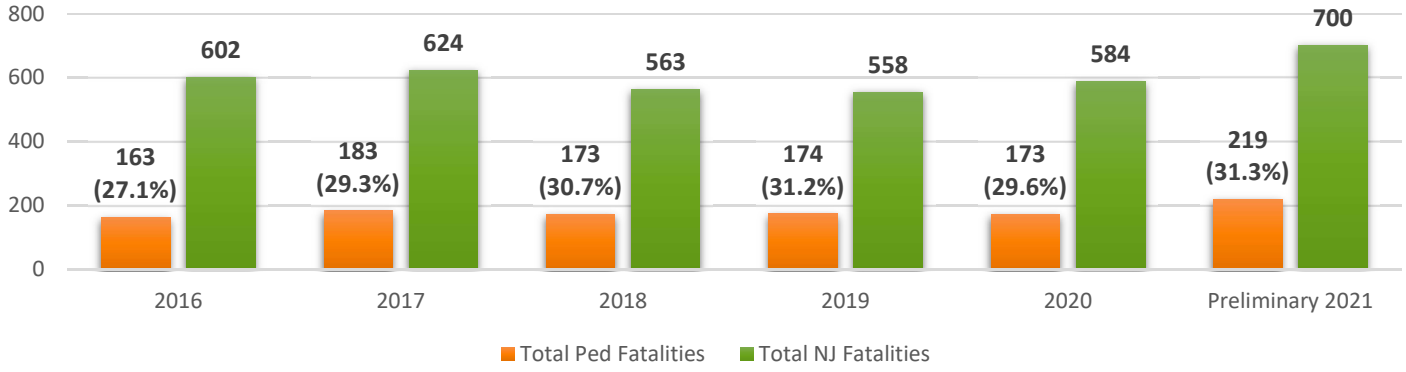
1,433
Total Serious Pedestrian Injuries – 19.4% increase from 2015-2019 total (1,200)

PEDESTRIAN FATALITIES, ANNUAL AND 5–YEAR MOVING AVERAGE



Pedestrian safety remains a major focus of educational and enforcement programs in New Jersey. Pedestrian fatalities accounted for over 31 percent of total roadway fatalities in 2018, 31 percent in 2019, and 30 percent in 2020 and 31 percent in 2021.

PROPORTION OF PEDESTRIAN FATALITIES VERSUS TOTAL NEW JERSEY FATALITIES, 2016 – 2021

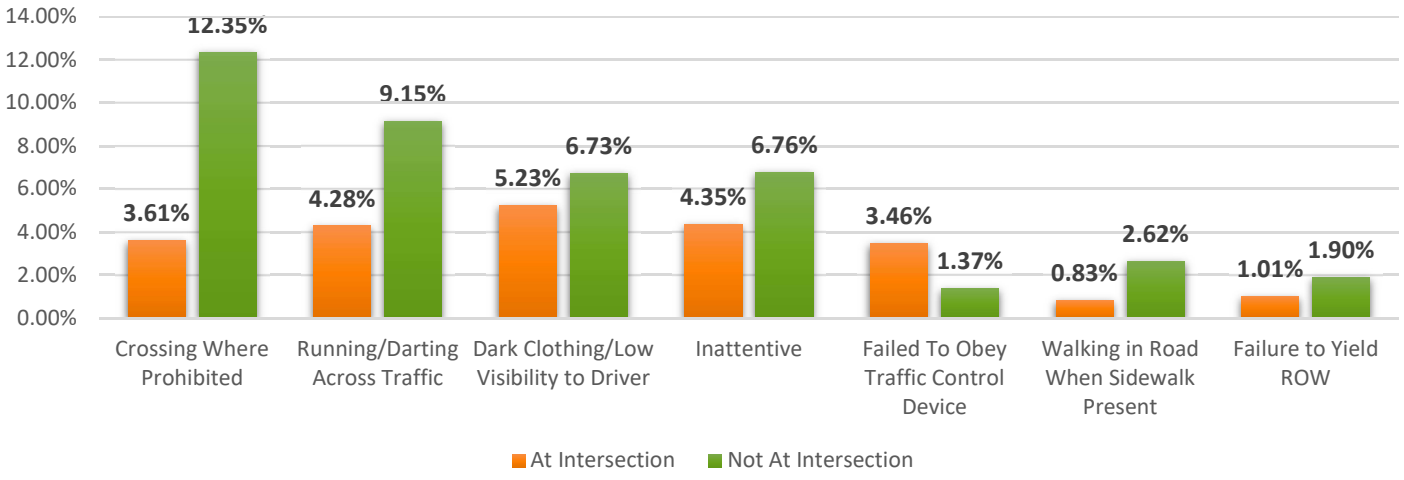


In 2020, the number of crashes between motor vehicles and pedestrians decreased nearly 36 percent from the previous year (2019). Overall crash totals in New Jersey declined 30.7 percent during that same period, indicating that pedestrian crashes fell at a faster rate than total crashes. Despite this reduction, pedestrian crashes remain a traffic safety concern in New Jersey. Thorough outreach and education efforts have been made to enhance the awareness of pedestrians in roadways and the visibility of the most dangerous intersections as well as improvements to pedestrian infrastructure in "hot-spot" locations.

PEDESTRIAN INJURIES BY SEVERITY, 2016 - 2020					
KILLED	163	183	173	174	173
TOTAL INJURED	4,090	4,085	3,985	4,146	2,614
SUSPECTED SERIOUS INJURY (A)	171	164	188	502	408
SUSPECTED MINOR INJURY (B)	1,220	1,152	1,164	1,608	1,119
POSSIBLE INJURY (C)	2,699	2,769	2,633	2,036	1,087
FATALITY RATE PER 100,000 POPULATION	1.84	2.06	1.95	1.96	1.86
NON-FATAL INJURY RATE PER 100,000 POPULATION	46.11	45.97	44.85	46.68	28.14

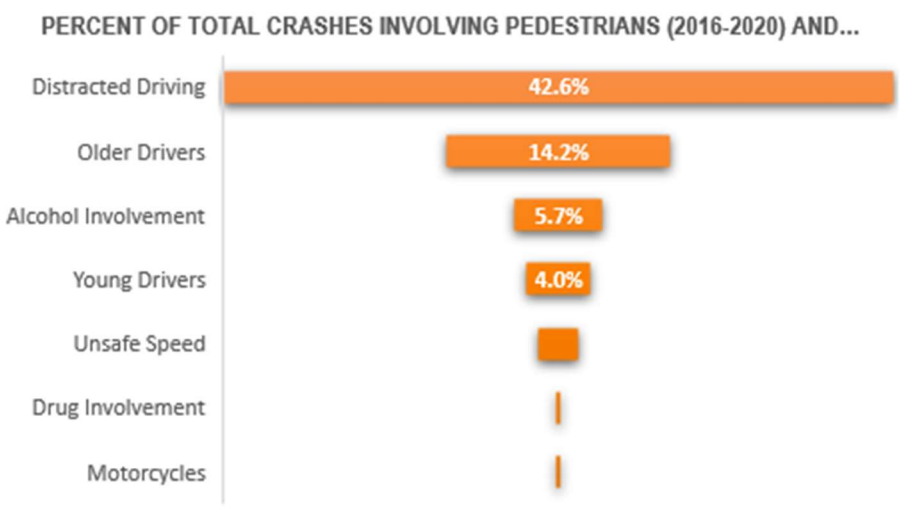
Most pedestrians involved in crashes had one or more contributing factors reported. Between 2016 and 2020, approximately 48 percent of crashes with pedestrians occurred at an intersection. Of all pedestrian related crashes occurring outside of intersection boundaries, *Crossing Where Prohibited* was cited in 12 percent of all crashes, followed by *Running/Darting Across Traffic* (9 percent). Of all the pedestrian crashes taking place within intersection boundaries, *Pedestrian Inattentiveness* was cited in 6.76 percent of all crashes, followed by *Dark Clothing/Low Visibility to Driver* (6.73 percent). A total of 8 percent of all pedestrian crashes, involved a *Pedestrian Crossing Where Prohibited.*

PROPORTION OF PEDESTRIAN CRASHES BY CONTRIBUTING CURCUMSTANCE AND INTERSECTION INVOLVEMENT



There are many other circumstances present in pedestrian involved crashes. Many of these circumstances are overlapping and aid in New Jersey's understanding of crash occurrences that have multiple causation factors. On the following page is a representation of crashes involving pedestrians and how they combine with other

performance areas. From 2016-2020, 42.6 percent of pedestrian crashes involved distracted driving. About 14 percent of crashes involving pedestrians also involved older drivers, while nearly 6 percent involved alcohol impairment.

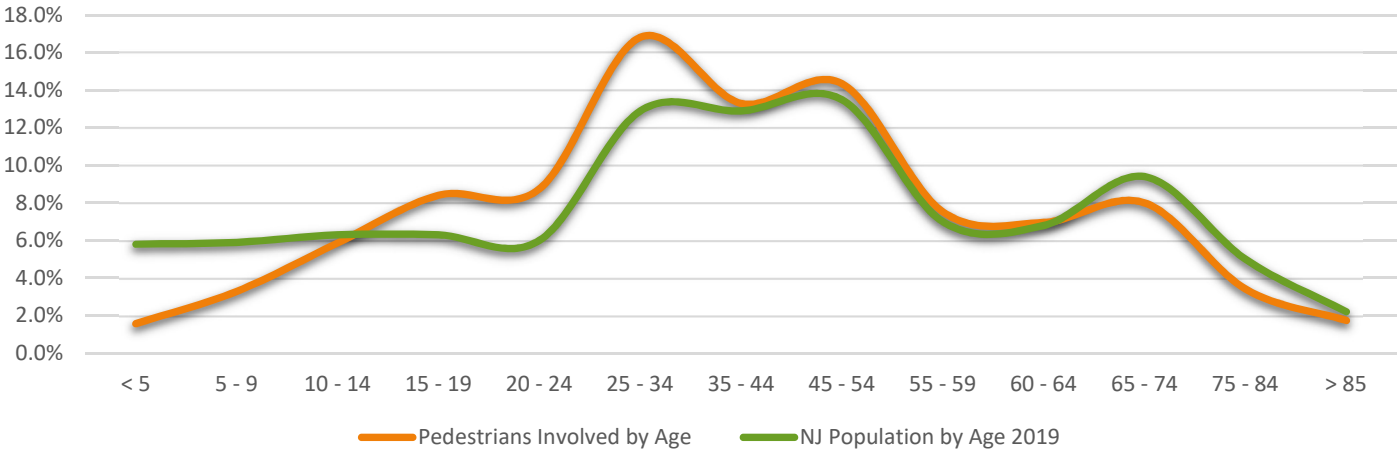


Pedestrian Safety • Analysis of Age

The highest number of pedestrian related crashes involved pedestrians between the ages 25 and 34 (16.8 percent of total pedestrian crashes). That same age group makes up roughly 13 percent of New Jersey's population. The percent of pedestrian crashes involving persons between the ages of 15 and 64 are higher than the overall percentage of persons of that age group that reside in New Jersey.

This chart shows that pedestrian safety education is an important component for all genders and all age groups. Pedestrian safety is a concern for younger populations due to their lack of access to driving as a mobility option and inability of the youngest pedestrians to cognitively negotiate road traffic situations. Pedestrian safety is also a concern for older populations due to issues such as difficulty crossing at intersections with brief pedestrian signal intervals and being required to travel by foot in non-pedestrian friendly locations.

PEDESTRIAN CRASH % BY AGE GROUP VS NJ POPULATION % (2019), 2016 - 2020



*Excludes NULL/Unknown values

Pedestrian Safety • Analysis of Occurrence

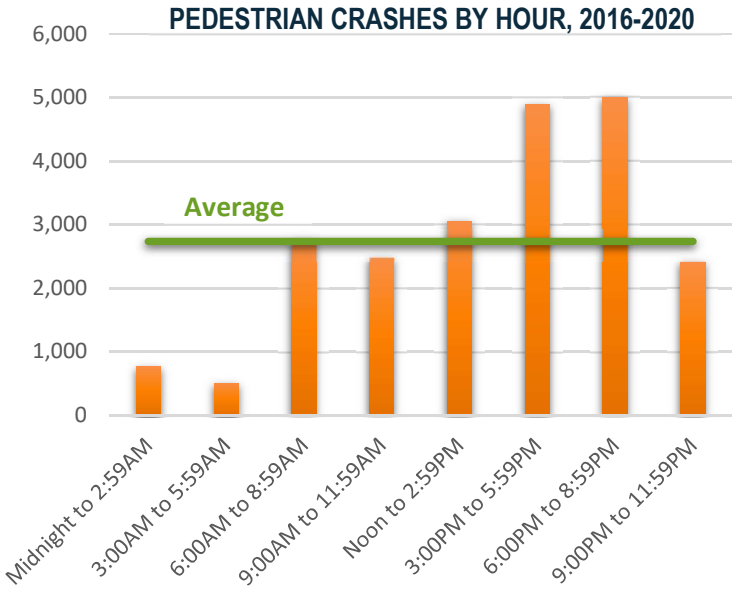
The time-of-day occurrence of pedestrian related crashes provides insight as to when crashes between motor vehicles and pedestrians occur. The graphic below shows the Time of Day and Time of Year distribution of crashes involving one or more pedestrians.

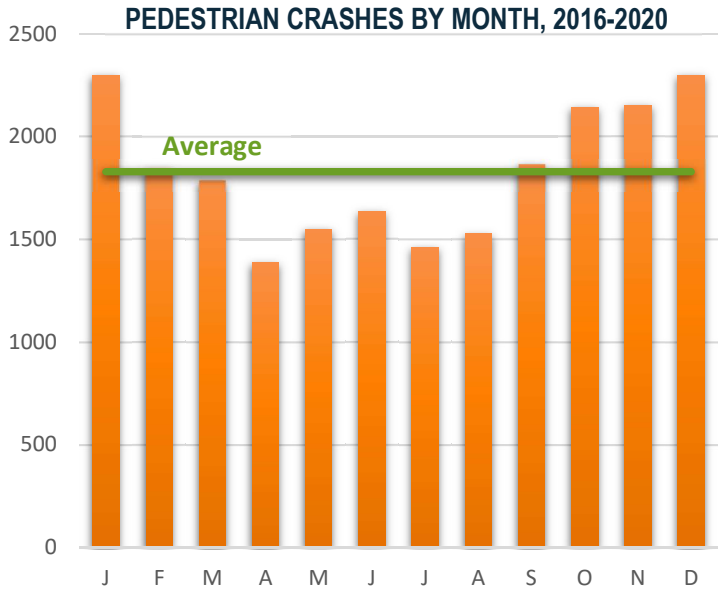
Day-of-week occurrences are one of the more important indicators to help shed light on the issue of pedestrian involved crashes. As seen in the graph, crashes involving pedestrians mirror the typical distribution of all crashes in New Jersey.

PEDESTRIAN INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2016-2020

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								774	4%
3:00AM to 5:59AM								507	2%
6:00AM to 8:59AM								2,757	13%
9:00AM to 11:59AM								2,485	11%
Noon to 2:59PM								3,057	14%
3:00PM to 5:59PM								4,898	22%
6:00PM to 8:59PM								4,995	23%
9:00PM to 11:59PM								2,422	11%
TOTAL	3,205	3,483	3,293	3,395	3,653	2,729	2,137	21,895	100%
	15%	16%	15%	16%	17%	12%	10%		

Over the past five years (2016-2020) approximately 45 percent of pedestrian involved crashes occurred between 3:00PM and 8:59PM, with the largest number occurring in December and January (10.5 percent respectively). The data shows that although pedestrian activity increases during the warmer months, it is the months with the least amount of daylight where pedestrian crashes occur most on the State's roadways.

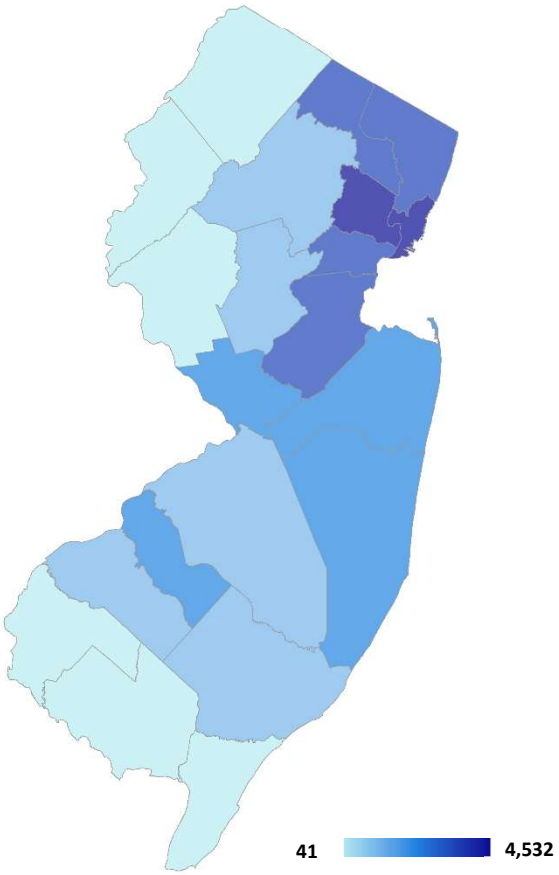




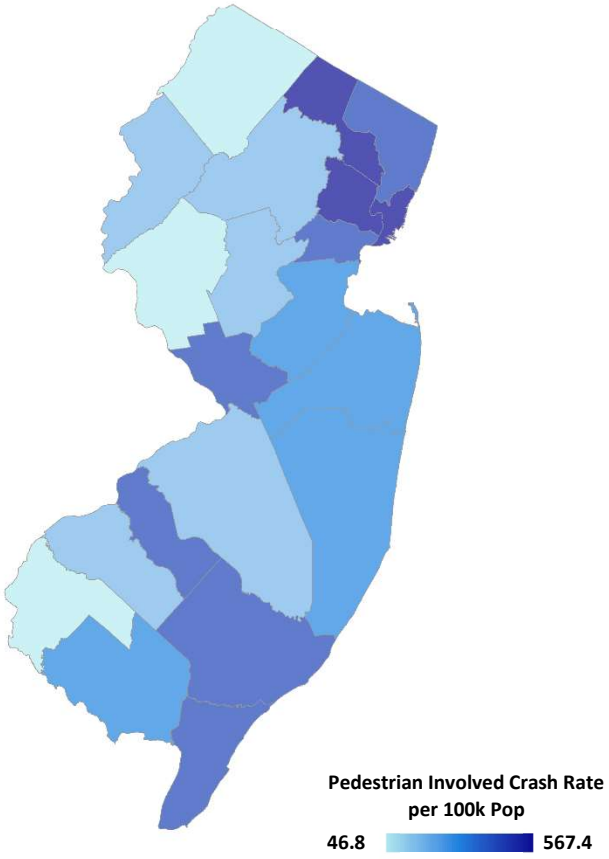
Pedestrian Safety • Analysis of Location

The maps below show the breakdown of pedestrian involved crashes by volume and by rate per 100k population (2020 census). Between 2016 and 2020, Essex County had the highest volume of pedestrian involved crashes (4,532) followed by Hudson County (3,253). Salem County had the lowest volume of pedestrian involved crashes (41), followed by Hunterdon County (65). When normalizing pedestrian crashes with total county population (per 100K population), Essex County had the highest pedestrian crash rate (567.4 pedestrian crashes per 100K persons), followed by Hudson County (484.1).

PEDESTRIAN INVOLVED CRASHES BY COUNTY 2016-2020



PEDESTRIAN INVOLVED CRASH RATE (100K POP) BY COUNTY 2016-2020



On the following page shows a table that represents the Top 20 Municipalities where pedestrian crashes have occurred over the last five years (2016-2020). The municipalities in which pedestrian crashes are the highest are some of the heaviest populated areas in New Jersey. These municipalities typically experience the highest annual totals of pedestrian crashes and injuries, mostly due to their urban environs, traffic volumes, volume of transient populations commuting, and abundance of high-volume intersections. Over the last five years (2016-2020), 11 percent of all pedestrian crashes in the State occurred in Newark, followed by Jersey City (6.6%) and Paterson (5.2%). When normalizing pedestrian crashes by municipal population (per 100k population), Irvington Township ranked the highest with 917 pedestrian involved crashes per 100k residents.

TOP 20 MUNICIPALITIES OF PEDESTRIAN INVOLVED CRASHES, 2016 - 2020				
1	Newark City	2,481	796.3	2
2	Jersey City	1,456	497.9	11
3	Paterson City	1,150	720.0	4
4	Elizabeth City	681	496.0	12
5	Irvington Township	561	917.0	1
6	Passaic City	404	572.7	6
7	Trenton City	404	444.6	16
8	Camden City	390	543.2	8
9	East Orange City	369	530.1	9
10	Lakewood Township	356	263.4	20
11	Union City	329	479.7	14
12	New Brunswick City	313	566.4	7
13	Hackensack City	312	677.8	5
14	North Bergen Township	304	479.8	13
15	Bayonne City	299	417.1	18
16	Atlantic City	294	764.3	3
17	Perth Amboy City	258	465.4	15
18	Clifton City	242	268.0	19
19	West New York Town	230	434.7	17
20	Fort Lee Borough	209	520.0	10

Bicycle Safety • General Overview

Bicycling activity has been increasing in New Jersey in recent years, especially during the pandemic. Due to this increase, New Jersey has seen an increase in crashes involving cyclists and fatalities. Bicycle use includes many purposes such as commuting to work, running errands, or riding for leisure and fitness. Over the last five years (2017-2021), there have been a total of 92 bicyclist fatalities in the State. After a 44 percent increase from 2020, bicyclist fatalities represented nearly 4 percent of total roadway fatalities in 2021, up from 3.1 percent in 2020. As indicated in the chart, the number of unhelmeted bicyclist fatalities has remained rather consistent over the last several years, despite there being a concerted effort throughout New Jersey to enhance bicycle safety and awareness.

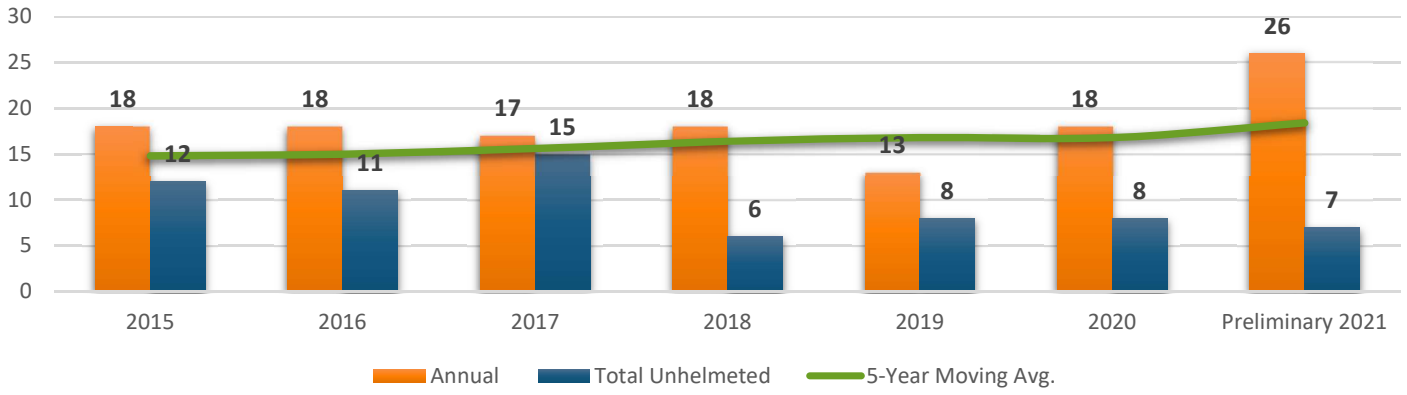
Quick Facts

44%
Increase in bicyclist fatalities in NJ from 2020 to 2021

92
Total Bicyclist Fatalities over the last 5 years (2017-2021)

31%
Of riders involved in crashes were between the ages of 10 and 19 from 2016-2020

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



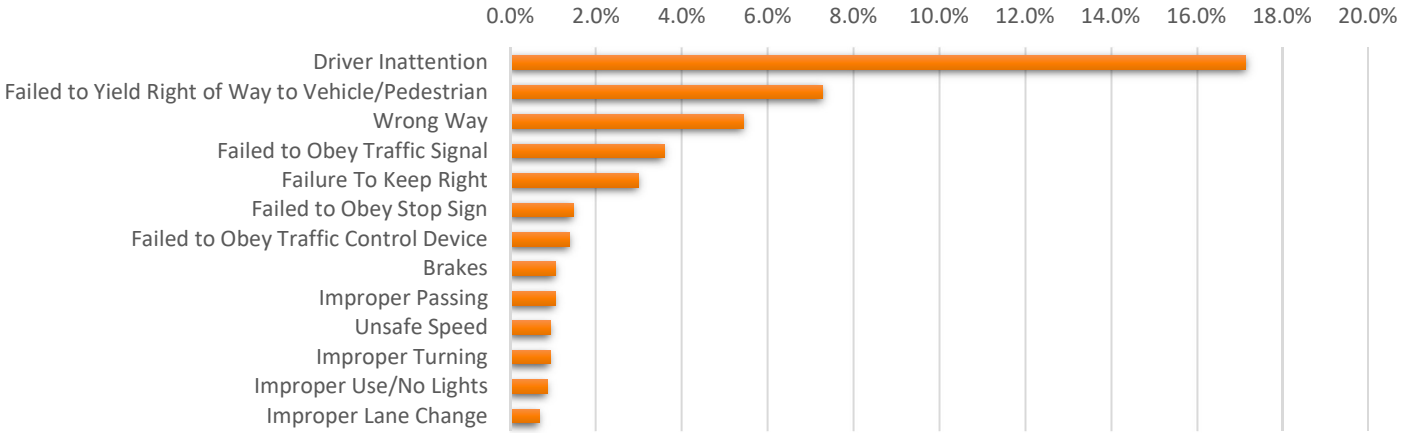
In 2020, nearly 1,900 bicyclists were involved in 1,846 crashes, or 0.7 percent of all crashes in New Jersey. Despite outreach and education efforts that have been made throughout the state to enhance the awareness of cyclists riding in roadways, bicyclist fatality rate increased to 0.28 (0.28 fatalities per 100,000 population). In 2020, the number of crashes between motor vehicles and bicyclists decreased nearly 10 percent from the previous year (2019). Overall crash totals in New Jersey declined 30.7 percent during that same period, indicating that bicyclist crashes fell at a lesser rate than total crashes.

BICYCLIST INJURIES BY SEVERITY, 2016 – 2020

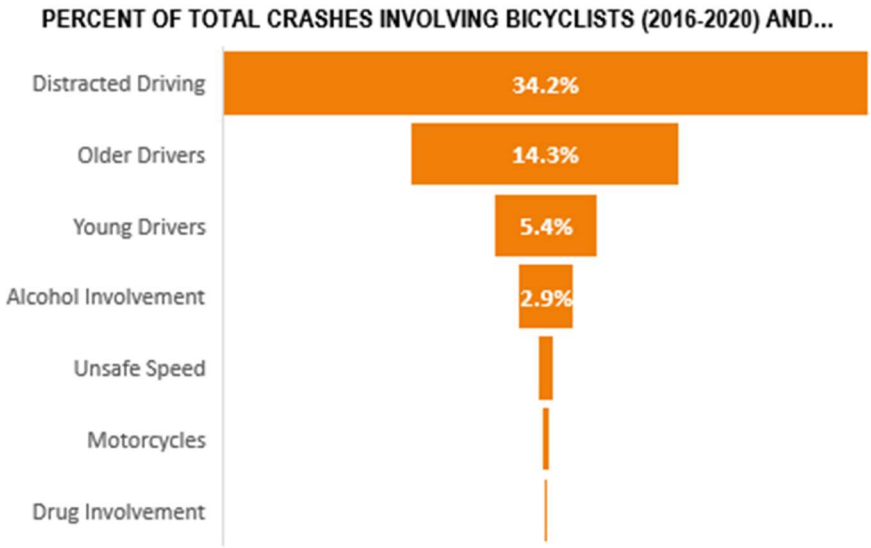
KILLED	18	18	13	18	26	
TOTAL INJURED	1,469	1,501	1,287	1,608	1,430	
SUSPECTED SERIOUS INJURY (A)	38	27	47	120	130	
SUSPECTED MINOR INJURY (B)	554	515	471	779	765	
POSSIBLE INJURY (C)	877	959	769	709	535	
NO APPARENT INJURY	483	481	480	545	440	
FATALITY RATE PER 100,000 POPULATION	0.20	0.20	0.15	0.20	0.28	
NON-FATAL INJURY RATE PER 100,000 POPULATION	16.56	16.89	14.48	18.10	15.39	

Over the past five years (2016-2020), roughly 10,000 bicyclists were involved in crashes with motor vehicles. The most common contributing factor for cyclists involved in crashes during this period was *None (Pedalcyclist)* (3,434 or 34.9 percent). This means that bicyclists had no contributing factor in crashes for more than a third of crashes they were involved in. The number one contributing factor for bicyclists was *Driver (Cyclist) Inattention* (1,688 or 17.1 percent) followed by *Failed to Yield Right of Way to Vehicle* which was cited next most frequently (717 or 7.3 percent).

BICYCLIST CONTRIBUTING CIRCUMSTANCES IN CRASHES, 2016-2020



Many circumstances regarding crashes with bicyclists are overlapping and an examination of these circumstances aid in New Jersey's understanding of the complexities of these crashes. A representation of crashes involving bicyclists and how they combine with other performance areas is displayed in the graph to the right. From 2016-2020, 34.2 percent of bicyclist involved crashes also involved a distracted driver and/or bicyclist. Just over 14 percent of all bicyclist involved crashes also involved an older driver. Young drivers were involved in 5.4 percent of crashes involving bicyclists, while 2.9 percent involved alcohol.

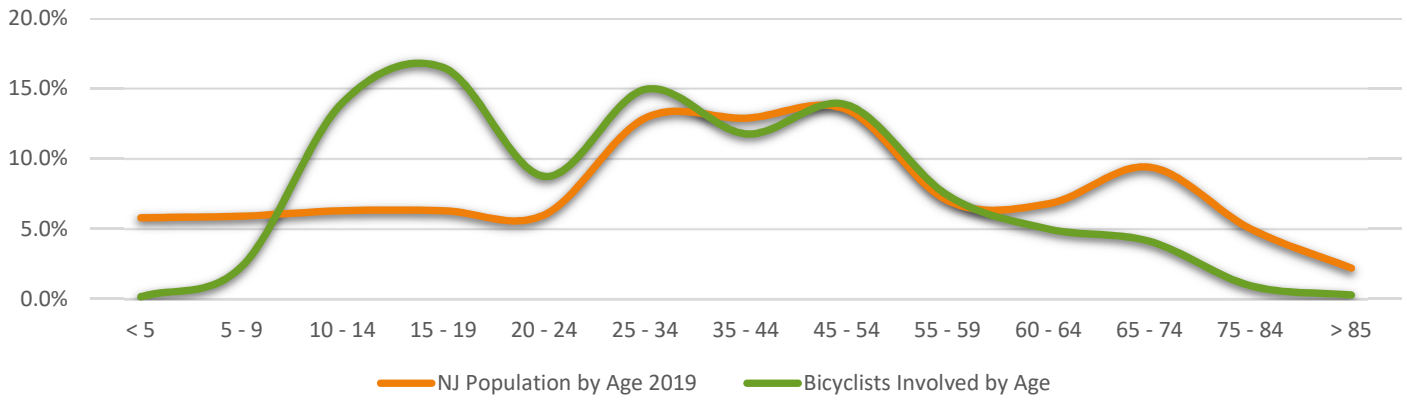


Bicycle Safety • Analysis of Age

Crashes involving bicycles continue to be a concern for riders between the ages of 10 to 19. Over the past five years (2016-2020) riders between 10 and 19 made up nearly 31 percent of all riders involved in crashes, yet they make up 12.6 percent of New Jersey's population. This age group is made up of vulnerable road users that do not have the option of operating a motor vehicle and rely on foot-power or public transportation to travel. Riders between the ages of 51 to 60 made up 14.7 percent of riders involved in crashes yet were 28 percent of the bicyclists killed over the last 5 years. A breakdown of bicyclists by age group compared to New Jersey's population as a percent of total involved is depicted below.

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

BICYCLIST CRASH % BY AGE GROUP, 2016 - 2020



*Excludes NULL/Unknown values

Bicycle Safety • Analysis of Occurrence

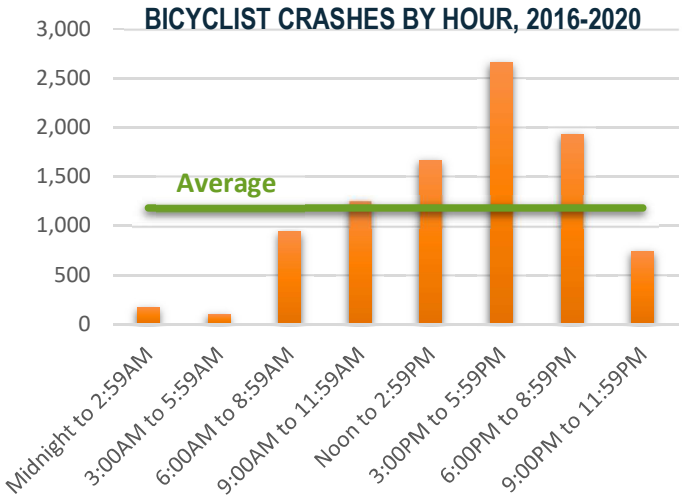
The occurrence of crashes involving bicycles by season and Day of Week provide insight as to when crashes involving cyclists are most likely to happen. During the period from 2016-2020, according to the data, the majority of bicyclist involved crashes take place during the evening rush hour M-F interval. The chart below shows the Time of Day and Time of Year distribution of crashes involving one or more bicyclists.

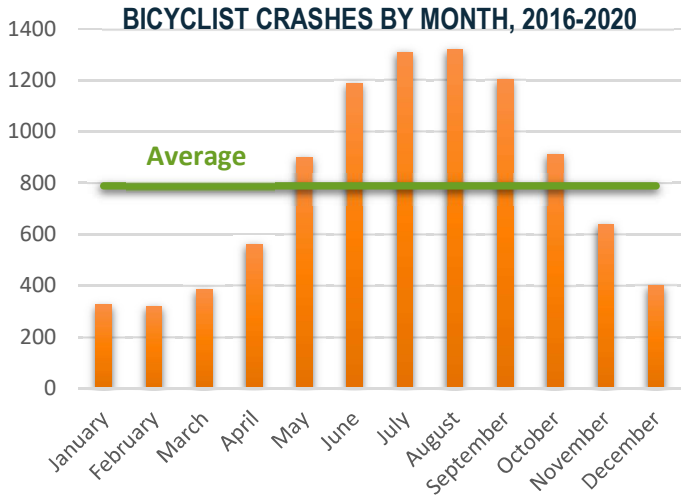
BICYCLIST INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2016-2020

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								170	2%
3:00AM to 5:59AM								99	1%
6:00AM to 8:59AM								943	10%
9:00AM to 11:59AM								1,250	13%
Noon to 2:59PM								1,666	18%
3:00PM to 5:59PM								2,657	28%
6:00PM to 8:59PM								1,932	20%
9:00PM to 11:59PM								744	8%
TOTAL	1,330	1,414	1,409	1,418	1,485	1,322	1,083	9,461	100%
	14%	15%	15%	15%	16%	14%	11%		

During the period from 2016-2020, about 28 percent of all bicyclist crashes occurred between 3 and 5:59PM. The months that experienced the highest volume of bicycle crashes were August and July with 1,319 and 1,308 crashes,

respectively. July and August respectively accounted for 27 percent of all crashes involving bicycles over the past five years. As expected, the warmer months accounted for the highest rates of occurrence, with May through September making up 63 percent of all crashes that occurred.

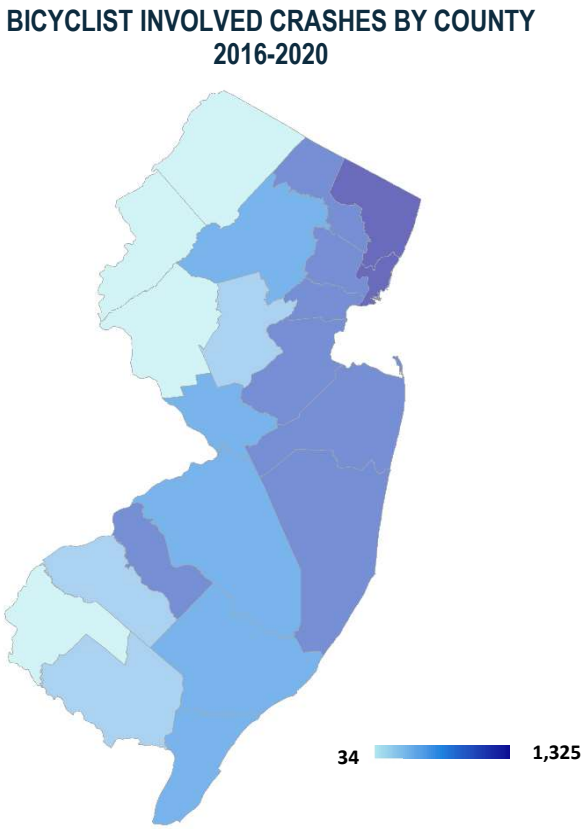


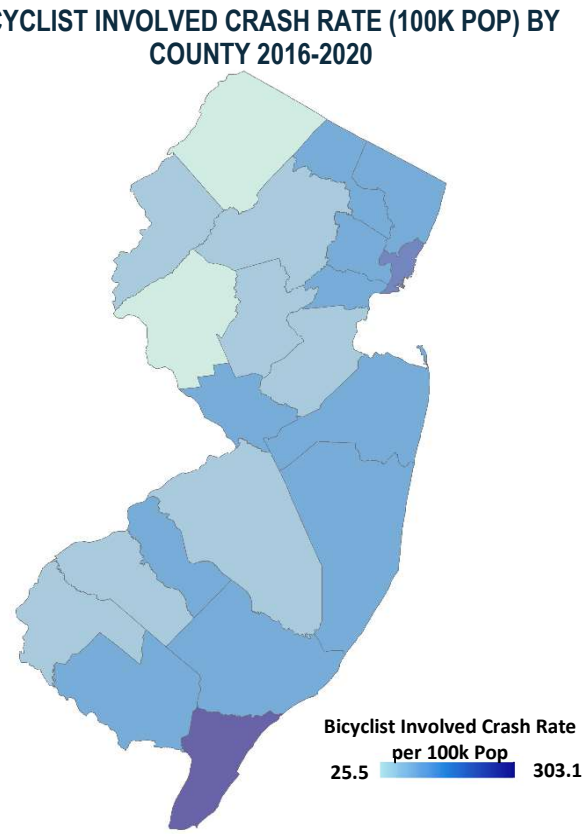


Bicycle Safety • Analysis of Location

The maps on the following page show the breakdown of bicyclist involved crashes by volume and by rate per 100k population (2020 Census). Between 2016 and 2020, Hudson County had the highest volume of bicyclist involved crashes (1,325) followed by Bergen County (1,118). Salem County had the lowest volume of bicyclist involved crashes (34) followed by Sussex County (36).

When normalizing bicyclist crashes with total population (per 100k population), Cape May County had the highest bicyclist crash rate (303.1 bicyclists per 100K persons), followed by Hudson County (197.2).





Countermeasure Strategies in Program Area

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

Coordination with goals in 2020 Strategic Highway Safety Plan

Establish a Complete Streets Task Force to improve CS integration in transportation infrastructure improvements.
Assess current policies and practices nationally for automated speed enforcement, and existing vulnerable road user policies.
Identify design guidance best practices nationally to increase visibility of pedestrians and bicyclists at intersections; better accommodate persons with disabilities; improve safety at street crossings; ensure consistent signage; and reduce conflicts between bicyclists and heavy vehicles/buses.
Develop a strategy for performance-based implementation of the Street Smart Campaign at all jurisdictional levels across the state.
Conduct a pilot safety inventory of high usage transit stops in underserved communities. Identify best practices nationally for increasing safety at transit stops. Document findings and suggestions.

Associated Performance Measures

2023	Number of pedestrian fatalities (FARS)	2023	5 Year	206.6
2023	Number of bicyclists fatalities (FARS)	2023	5 Year	22.4

Countermeasure Strategy: Highway Safety Office Program Management

Project Name: **PEDESTRIAN/BICYCLE SAFETY PROGRAM MANAGEMENT**
Sub-Recipient: **DIVISION OF HIGHWAY TRAFFIC SAFETY**
Total Project Amount: **$500,000**
Project Description:

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

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

Countermeasure Strategy:

Targeted Enforcement/Education

Pedestrian Safety Zones 4.1
Reduce and Enforce Speed Limits 4.2
Enforcement Strategies 4.4
Motorist Passing Bicyclist Laws 3.4

Effectiveness of Countermeasure

A coordinated program of targeted pedestrian and bicycle enforcement and education should involve a range of support activities and partners, such as communication and outreach to notify the public of the campaign, training law enforcement officers on enforcement procedures and pedestrian and crosswalk laws and educating prosecutors and

judges so they understand the purpose of the campaign and are prepared for the increase in citations that the campaign will produce (NHTSA, 2014).

A carefully done before/after study with a comparison group examined the effects of sustained, enhanced high-visibility enforcement of motorist yielding to pedestrians, combined with publicity and other community outreach in Gainesville, FL (e.g., flyers given to stopped drivers, information sent home with school children, roadside feedback signs, and earned and paid media) (Van Houten, Malenfant, Blomberg, Huitema, & Casella, 2013; Van Houten, Malenfant, Huitema, & Blomberg, 2013). Driver yielding rose throughout the 1-year study period, which included four, two-week waves of enforcement, along with the other activities. Four of the six enforcement sites observed significant increases in yielding at the end of the period with a fifth experiencing a positive trend.

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

In a NHTSA study by Savolainen, Gates, and Datta (2011), law enforcement officials in Detroit, MI implemented two pedestrian-oriented enforcement campaigns at Wayne State University aiming to educate campus pedestrians on proper use of crosswalks and the importance of obeying signals through the issuance of warnings. The study saw pedestrian violations (walking outside the crosswalk or against the signal) reduced 17% to 27% immediately after the campaign, with sustained reductions of 8% to 10% several weeks after active enforcement ceased. (Countermeasures That Work, 10th Edition, 2020).

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

In terms of bicycle riding, the State Highway Safety Office can help ensure safe bicycle operations through communications and outreach campaigns and through training law enforcement officers about the laws, the safety benefits of obeying the laws and how to enforce bicycle safety-related laws. Law enforcement can also reinforce active lighting and helmet use laws in effect by stopping and educating offending bicyclists as well as writing citations if appropriate. (Countermeasures That Work, 10th Edition, 2020).

Assessment of Safety Impacts

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

In addition, a study of FARS data from 2010-2019 found that the number of pedestrians testing positive for drugs and for marijuana doubled in the state during the study period while the rate of positive tests for some alcohol or with a BAC of .08 or greater remained steady. In 2019, 53 percent of pedestrians killed in fatal traffic crashes in New Jersey that were tested, tested positive for drugs or alcohol, up from 41 percent a decade ago. *Drugged Driving in New Jersey*, March, 2022. (Equity Reconstruction LLC study commissioned by the New Jersey's State Traffic Records Coordinating Committee and the New Jersey Division of Highway Traffic Safety.)

Efforts to promote pedestrian friendly safe driving as well as the use and practice of safe walking in and around the State will be continued, with a special emphasis on the more at-risk segments of the population. We know that these efforts can be effective. Police agencies in New Jersey that have conducted comprehensive pedestrian safety

programs have seen reductions in pedestrian crashes. In Jersey City, which has been conducting targeted grant funded pedestrian enforcement for 15 years, pedestrian crashes declined to an all-time recorded low (264) in 2017.

The "Street Smart NJ" comprehensive pedestrian safety educational and awareness program, adopted by DHTS in partnership with the North Jersey TPA, has been proven effective, as well. Pre- and post-campaign surveys were conducted in seven New Jersey communities that piloted the "Street Smart NJ" program. The study found statistically significant improvements in terms of self-reported pedestrian behaviors (i.e., crossing against the signal or outside the crosswalk), driver behaviors (e.g., drivers not stopping for pedestrians in crosswalk), pedestrian safety messaging, and "Street Smart NJ" campaign signs awareness (i.e., Wait for the Walk, Obey Speed Limits, Heads Up Phones Down, Stop for Pedestrians, and Use Crosswalk) following the "Street Smart NJ" campaign (Street Smart New Jersey Behavioral Pedestrian Safety Survey: Final Report. June, 2019).

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

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

Linkage between Problem Identification and Performance Targets

Over the past ten years (2012-2021) there have been a total of 1,708 people killed while walking on and across New Jersey's roadways. In 2020, 173 pedestrian fatalities occurred, representing a slight decrease from 2019. However, in 2021, a preliminary total of 219 pedestrians were killed on New Jersey's roadways, resulting in a 26.6 percent increase from 2020. In FY2023, DHTS will work with new and existing safety partners on countermeasures involving engagement, education, and enforcement at identified pedestrian safety problem areas throughout the State. DHTS recognizes the need to find new partners to champion these effort at the local level as well as new, integrated data sources to better target our efforts into underserved communities.

Enforcement of laws related to bicycling is also an important, but often overlooked task as it relates to police departments. A one-day training program has been developed in NJ ("Title 39: A Bike Eye's View") that instructs law enforcement in ways to enhance the safety of bicyclists, and feedback to this program has been positive. In addition, extensive public awareness efforts relating to the state's new Bicycle Safe Passing Law, begun with the implementation of the law in 2022, will continue in FY2023.

Project Name: PEDESTRIAN ENFORCEMENT/EDUCATION PROGRAMS
Sub-Recipients: STATE, COUNTY, AND MUNICIPAL LAW ENFORCEMENT AGENCIES
Total Project Amount: $1,500,000
Project Description:

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

DHTS will utilize a data driven approach to allocate its pedestrian safety related funding. The Crash Analysis Tool will develop a list of the top 100 municipalities in NJ that experienced the highest number of pedestrian crashes over the last five-year period. Pedestrian crash weighting factors, as well as demographic and equity-

related considerations when possible, will also be considered to target pedestrian safety enforcement and educational grant programs.

Grant funds will be targeted into appropriate municipalities, in a team approach leveraging other programmatic resources, local champions, and statewide partners who can assist in the effort. For FY2023 renewed outreach will be made to Top 10 pedestrian crash agencies that have either not participated or participated with poor performance in recent years. Also in FY2023, pedestrian safety grants at the municipal level will undergo granular data analysis to allow for targeted Pedestrian Safety Zone Enforcement within high crash areas or roadways.

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

The New Jersey Bike and Walk Coalition will receive additional grant funding again in FY2023 to further its statewide public awareness efforts relating to the state's new Bicycle Safe Passing Law, which took effect March 1, 2022. The Voorhees Transportation Center itself will receive a grant to continue its crossing guard training initiative while the Brain Injury Alliance of New Jersey will also again receive funding from DHTS for its statewide pedestrian safety awareness campaigns.

The NJ Department of Transportation's Pedestrian Safety Improvement, Complete Streets, Local Aid, and Safe Routes to Schools programs also identify and provide support to high risk pedestrian locations through safety improvements including crosswalks, sidewalks, and high intensity activated crosswalk beacons. It is critical that the DHTS coordinate with DOT on these efforts by offering assistance to implement enforcement and education countermeasures in concert with the DOT projects. The NJ SHSP emphasis area teams are a good venue for this ongoing collaboration.

DHTS is fortunate to be able to utilize the State Pedestrian Safety Enforcement and Education Fund to supplement its pedestrian safety grant funding efforts. Under the statute enabling the fund, a motorist must stop for a pedestrian crossing in the roadway in a marked crosswalk. Failure to stop may result in a fine not to exceed $200. A total of $100 of such fine is dedicated to the Fund to be used to award grants to municipalities and counties with pedestrian safety problems. The State Pedestrian Safety Enforcement and Education Fund monies are an important matching component of the DHTS pedestrian safety program efforts. In recent years the Fund has provided vital grants to agencies in the Central and South Regions of the state, while grants to the North Region of the state are awarded with federal funds. This approach will continue in FY2023.

Funding Source: SECTION 405(h) **Local Benefit: $1,400,000**
Additional Funding Source: $ 600,000 (Pedestrian Safety, Enforcement and Education Fund)

Countermeasure Strategy:

Elementary age - Child Bicyclist Training

Bicycle Helmet Laws for Children 1.1
Bicycle Safety Education for Children 1.3
Cycling Skills Clinics, Bike Fairs, Bike Rodeos 1.4

Effectiveness of Countermeasure

Wearing a bicycle helmet while riding has a proven effect on safety. In a study by Bambach et al. (2013) the protective benefit of helmet use was found to be 50% for moderate injury, 62% for serious injury and 75% for severe head injury. As with pedestrians, bicyclists come in all ages with many levels of knowledge, skill, perception, and judgement. Thus, educational and enforcement programs must take these factors into account and be designed to target age specific and socio-economic considerations. Several studies have identified demographic differences in injury risk, amount of bicycle riding, and helmet use. Davidson et al. (2013) found that being male and being a recent immigrant were both associated with increased bicycle injury risk among Canadian youth.

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

A school-based injury-reduction program targeting 13- and 14-year-olds incorporating opportunities for instruction, demonstration, rehearsal, feedback, social reinforcement and practice was associated with a 20% increase in observed rate of helmet use among this challenging target age group at 6 months follow-up (Buckley et al., 2009).

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

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

Assessment of Safety Impacts

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

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

Many resources have provided evidence of the role of the transportation environment in bicycle safety. Adopting and implementing *Complete Streets* policies have been identified as a lower cost and effective strategy for improving the condition for bicyclists. (Countermeasures That Work, 10th Edition, 2020).

Linkage between Problem Identification and Performance Targets

Over the last five years (2017-2021), there have been a total of 92 bicyclist fatalities in the State. After a 44 percent increase from 2020, bicyclist fatalities represented nearly 4 percent of total roadway fatalities in 2021, up from 3.1 percent in 2020. In 2020, nearly 1,900 bicyclists were involved in 1,846 crashes, or 0.7 percent of all crashes in New Jersey. Over the past five years (2016-2020) riders between 10 and 19 made up nearly 31 percent of all riders involved in crashes, yet they make up 12.6 percent of New Jersey's population.

Project Name: **BICYCLE ENFORCEMENT/EDUCATION LOCAL PROGRAMS**
Sub-Recipients: **MUNICIPAL AND STATE LAW ENFORCEMENT AGENCIES AND NON PROFIT PARTNERS**
Total Project Amount: **$200,000**
Project Description:

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

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

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

OCCUPANT PROTECTION

General Overview

In the instant you buckle up when driving or riding in a car or truck, you cut your risk of a fatal injury in a crash nearly in half. That is a massive return on the investment of the brief moment it takes to put on a seat belt. According to NHTSA, approximately 15,000 lives are saved annually in the United States because an occupant was wearing their seatbelt at the time of the crash. Not wearing a seatbelt in motor vehicle crashes not only poses an enormous threat to one's own life, but to all other occupants within the vehicle. In 2020, New Jersey experienced nearly 3,900 crashes where an occupant was not wearing his or her seat belt, resulting in 126 fatalities. Crashes involving an unrestrained driver and/or occupant only decreased 2.6 percent from 2019 to 2020 compared to the overall crash reduction of 30.7 percent.

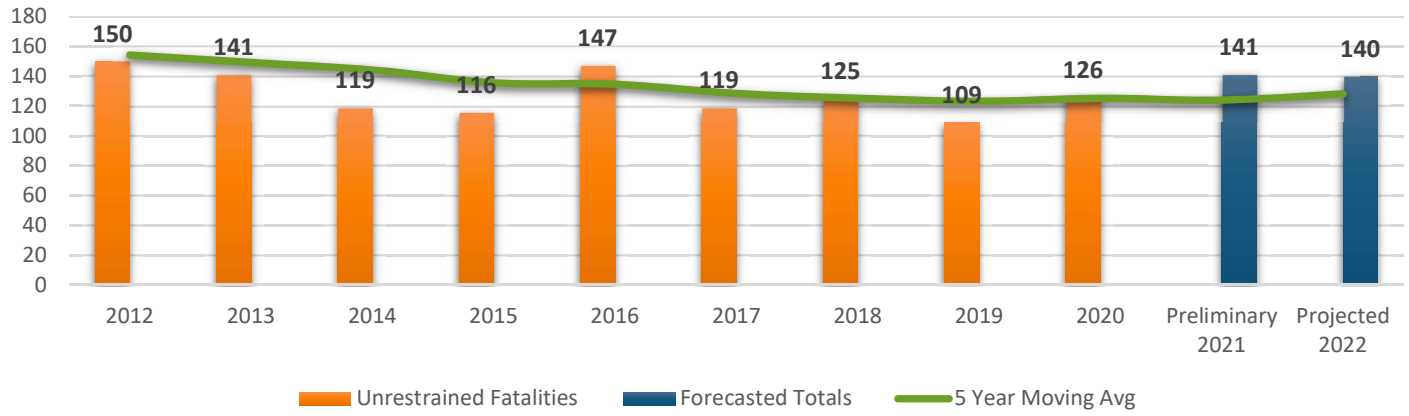
Quick Facts

20.2%
Increase in Unrestrained Occupant fatalities in NJ from 2020 to 2021

620
Total Unrestrained Occupant fatalities over the last 5 years (2017-2021)

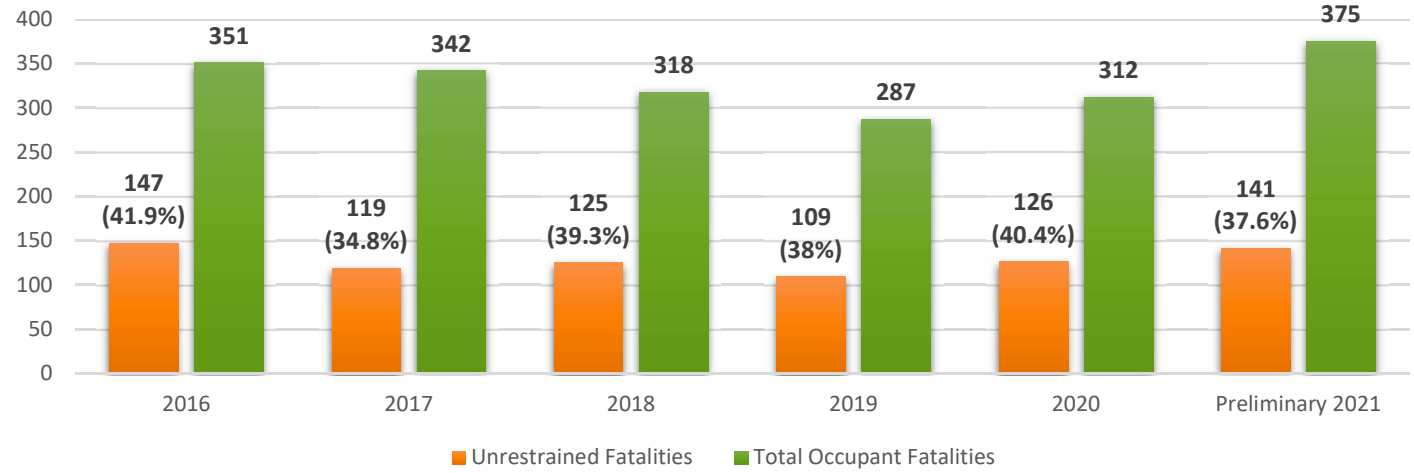
13.5%
Of occupants between 21 and 25 years of age were unbuckled in crashes between 2016-2020

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



There was a 9 percent increase in the number of unbelted occupant crashes from 2019 to 2020. Although final fatal counts are not available at this time, preliminary totals estimate 141 people died in motor vehicle crashes that were not wearing their seat belt in 2021. This represents 38 percent of all motor vehicle occupant fatalities that occurred in New Jersey and a 20 percent increase from 2020.

PROPORTION OF UNRESTRAINED OCCUPANT FATALITIES VERSUS TOTAL OCCUPANT FATALITIES



Analysis of Usage

The 2021 Seat Belt Usage Study found a near 4 percent increase from the 2019 usage rate. In 2021, the observed seat belt usage rate in New Jersey was 93.9 percent. A 2020 Seat Belt Usage Study was not conducted due to the pandemic. The results of that survey and preceding years is summarized below.

FRONT-SEAT SAFETY BELT USAGE RATE, 1998 – 2000 2010 – 2021						
YEAR	NEW JERSEY			UNITED STATES		
	Front Seat Usage Rate	Percentage Change	Reduction in Non Use	Front Seat Usage Rate	Percentage Change	Reduction in Non Use
1998	63.0%			62 70%		
1999	63.3%	+		67%		
2000	74.2%	+ 10.9%	29.7%	71%	4%	12%
2010	93.73%	+ 1.06%	14.4%	85%	1%	6%
2011	94.51%	+ 0.78%	12.5%	84%	-1%	-7%
2012	88.29%	- 6.22%	-113.3%	86%	2%	13%
2013	91.00%	+ 2.71%	23.1%	87%	1%	7%
2014	87.59%	- 3.41%	-37.9%	87%	0%	0%
2015	91.36%	+ 3.77%	30.4%	89%	2%	15%
2016	93.35%	+ 1.99%	23.0%	90%	1%	9%
2017	94.07%	+ 0.72%	10.9%	90%	0%	-4%
2018	94.46%	+ 0.39%	6.6%	90%	0%	-1%
2019	90.23%	- 4.23%	-76.4%	91%	1%	- -
2020	SURVEY WAS NOT CONDUCTED			90.3%	-0.4%	-4%
2021	93.92%	+3.69%	37.8%	-	-	-

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

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

In 2017, New Jersey updated its Police Accident Report (PAR) per MMUCC recommendations to identify specific child restraint systems being used by our younger passengers. As indicated in the chart below, from 2015-2016, the PAR only had one safety equipment field dedicated to young passengers which was updated to three – Rear Facing, Forward Facing and Booster Seat. Over the next few years, NJDHTS hopes to better understand the usage statistics for one of our most vulnerable passengers with the continued use of these new fields. After 2021 concludes, New Jersey will have 5 years of data with the new safety equipment fields populated.

The data indicates that nearly 80 percent of infant occupants (0-12 months) were in a rear-facing child restraint, about 20 percent were in forward facing seats and approximately 1 percent in boosters.

CHILD RESTRAINT USE IN CRASHES 2016 – 2020, GROUPED BY AGE

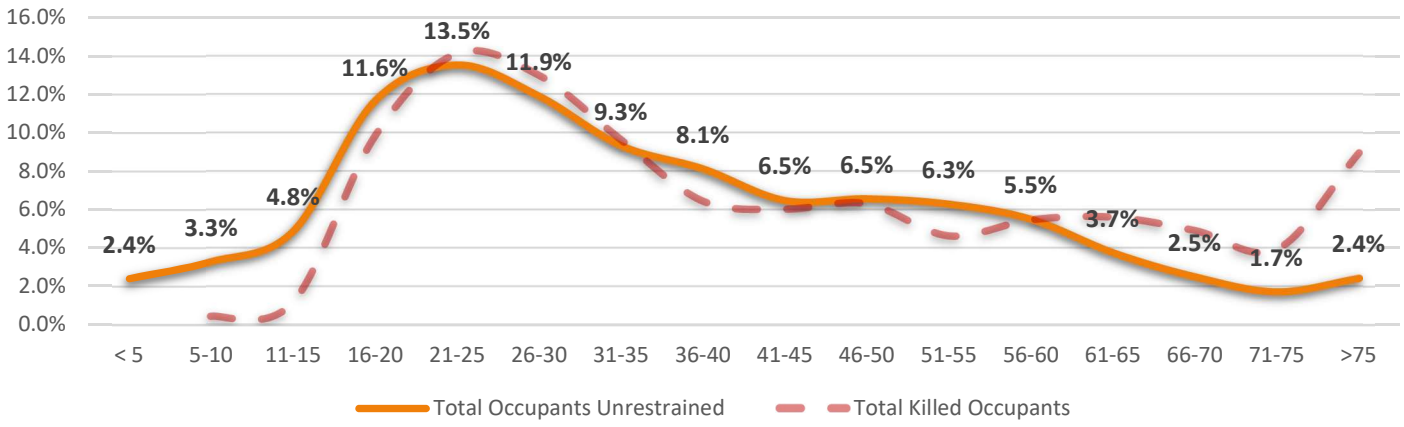
> 1	2,277		-	-	-
Age 1-4	10,331		-	-	-
Age 5-8	5,530		-	-	-
Age 9-12	489		-	-	-
> 1	-	1,306	1,276	1,358	786
Age 1-4	-	2,219	2,189	2,195	1,257
Age 5-8	-	99	71	89	43
Age 9-12	-	20	11	15	12
> 1	-	415	313	292	184
Age 1-4	-	7,061	7,096	6,900	3,725
Age 5-8	-	3,047	3,010	2,913	1539
Age 9-12	-	223	210	212	104
> 1	-	30	22	20	15
Age 1-4	-	834	805	748	418
Age 5-8	-	2,461	2,289	2,289	1,192
Age 9-12	-	243	242	268	123

Analysis of Age/Gender

An analysis of age and gender revels the 21 – 25-year-old age group made up over 13.5 percent of all individuals not wearing a seatbelt at the time of a crash over the last 5 years (2016-2020). As individuals age, their decision to wear a seatbelt increases and the volume of injuries sustained in motor vehicle crashes decreases simultaneously. Roughly 6.5 percent of all unbelted occupants were ag 66 and older, however this age group makes up over 17 percent of all unbelted fatalities over the last 5 years.

Males are the most likely to not wear a seatbelt while driving or riding as a passenger in a motor vehicle. Approximately 64 percent of those unbelted in a motor vehicle crash over the past five years were male.

PROPORTION OF UNRESTRAINED OCCUPANTS BY AGE GROUP 2016-2020



Analysis of Occurrence

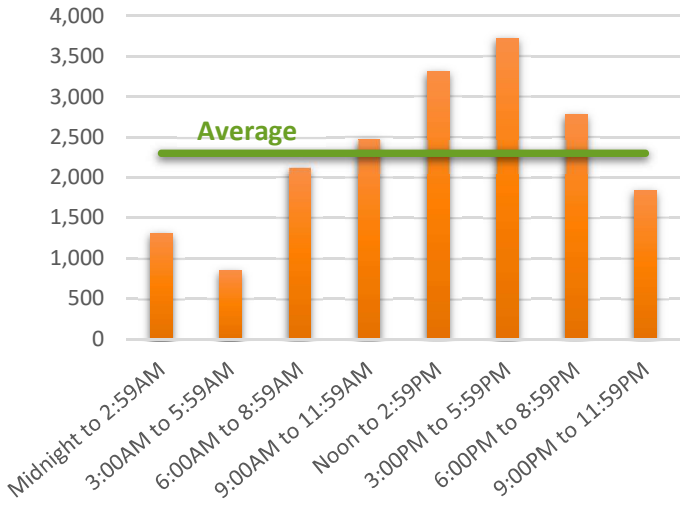
Crashes involving an unrestrained occupant are relatively evenly distributed by weekday. Over the past five years (2016-2020), 16 percent of total unrestrained crashes occurred on a Friday, followed by Monday with 14.5 percent.

UNRESTRAINED OCCUPANT INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2016-2020

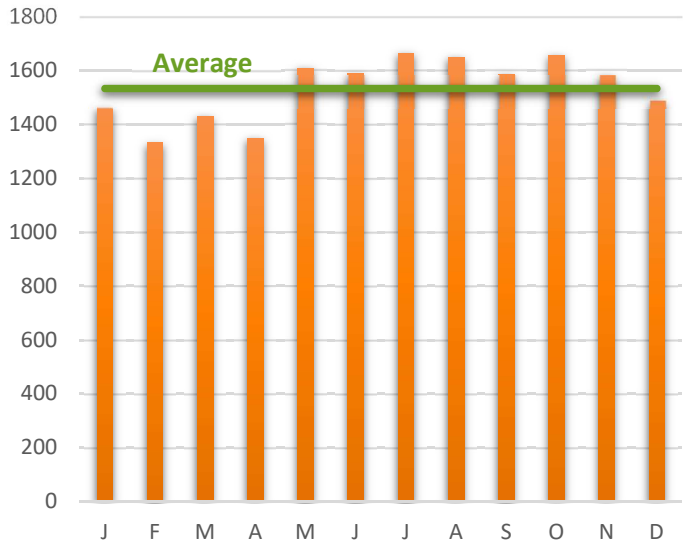
	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								1,315	7%
3:00AM to 5:59AM								845	5%
6:00AM to 8:59AM								2,125	12%
9:00AM to 11:59AM								2,473	13%
Noon to 2:59PM								3,308	18%
3:00PM to 5:59PM								3,723	20%
6:00PM to 8:59PM								2,777	15%
9:00PM to 11:59PM								1,835	10%
TOTAL	2,664	2,643	2,643	2,639	2,890	2,588	2,334	18,401	100%
	14%	14%	14%	14.3%	16%	14%	13%		

During the period from 2016-2020, the months that experienced the highest volume of crashes involving unrestrained passengers were the summer months of May, June, July, August and October. Those five months accounted for 44 percent of all crashes involving and unrestrained passenger.

UNRESTRAINED OCCUPANT CRASHES BY HOUR, 2016-2020



UNRESTRAINED OCCUPANT CRASHES BY MONTH, 2016-2020



Analysis of Location

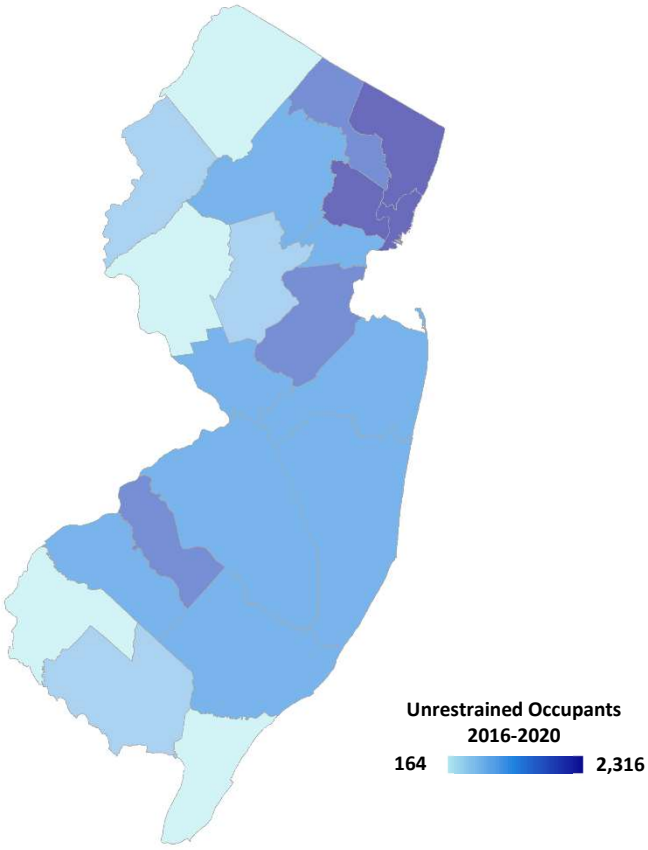
The table below shows the Top 20 municipalities where unrestrained occupants were involved in crashes compared to the Top 20 municipalities where the driver was from. Slightly over 5 percent of the unrestrained involved crashes took place in Newark, while 3.4% of the drivers involved were also from Newark. Nearly 14 percent of drivers involved were from out of State.

UNRESTRAINED OCCUPANT INVOLVED CRASHES, TOP 20 MUNICIPALITIES WHERE CRASH OCCURRED VERSUS WHERE DRIVER WAS FROM AND COUNTIES BY RANK, 2016 - 2020						
1	Newark City	1002	5.4%	NEWARK	1186	3.4%
3	Trenton City	455	2.5%	PATERSON	687	1.9%
5	Camden City	417	2.3%	CAMDEN	433	1.2%
7	Clifton City	248	1.3%	PHILADELPHIA	366	1.0%
9	Irvington Township	243	1.3%	CLIFTON	326	0.9%
11	Union City	226	1.2%	TOMS RIVER	315	0.9%
13	Woodbridge Township	189	1.0%	UNION CITY	236	0.7%
15	Edison Township	170	0.9%	LAKEWOOD	212	0.6%
17	Fort Lee Borough	160	0.9%	MILLVILLE	192	0.5%
19	Wayne Township	151	0.8%	WILLIAMSTOWN	182	0.5%

*Excludes Null/Unknown Values

Over the past 5-years (2016-2020), Essex County had the highest volume of crashes where one or more of the passengers involved were not wearing a seatbelt during the crash (2,316 or 12.6 percent of all unrestrained crashes). Bergen County had the second highest volume of unrestrained crashes with 1,651 making up 9 percent of all unrestrained crashes.

UNRESTRAINED OCCUPANT CRASHES BY COUNTY 2016-2020



Countermeasure Strategies in Program Area

Highway Safety Office Program Management
Observational Survey
Enforcement and Education
Child Passenger Safety Education and Enforcement

Coordination with goals in 2020 Strategic Highway Safety Plan

Assess current law enforcement training related to encouraging safe driver behavior and identify best practices that should be considered.
Identify existing driver behavior training, education & marketing programs by government, schools, insurance industry, health industry, & nonprofits.
Assess current efforts/practices to communicate to and educate teen drivers on seatbelt compliance and identify best practices that should be considered.
Identify underserved communities with an overrepresentation of driver behavior related fatalities & serious injuries & develop a strategy for messaging in those communities.

Associated Performance Measures

2023	Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2023	5 Year	131
2023	Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2023	5 Year	92.58

Countermeasure Strategy: Highway Safety Office Program Management

Project Name: **OCCUPANT PROTECTION PROGRAM MANAGEMENT**
Sub-Recipient: **DIVISION OF HIGHWAY TRAFFIC SAFETY**
Total Project Amount: **$550,000**
Project Description:

Funds will be provided for program managers to coordinate and monitor projects addressing occupant protection with an emphasis on seat belt and child safety seat projects delivered by law enforcement agencies and other safety partners. Funds will be used for salaries, fringe benefits, travel and other administrative costs that may arise for program supervisors and their respective staff. Salaries and fringe benefits represent $450,000 of the budgeted amount and another $100,000 is budgeted for travel and other miscellaneous expenditures.

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

Countermeasure Strategy:

Observational Survey

State Primary Enforcement Seat Belt Use Laws 1.1

Effectiveness of Countermeasure

Under the Occupant Protection Grant program (Section 405b), an eligible State can qualify for grant funds as either a high seat belt use rate State or a lower seat belt use rate State. A high seat belt use rate State is a State that has an

observed seat belt use rate of 90 percent or higher; a lower seat belt use rate State is a State that has an observed seat belt use rate lower than 90 percent. (U.S. DOT/NHTSA – Uniform Procedures for State Highway Safety Grant Program). As of June 2019, there were 34 States and the District of Columbia that had primary belt use laws and 15 States had secondary enforcement laws. Only New Hampshire had no belt use law applicable to adults. In 2019 belt use averaged 92.0% in the 34 States and District of Columbia with primary belt laws and 86.2% in States with secondary or no enforcement laws (NCSA, 2019).

New Jersey's seat belt use rate (based on the most recent approved survey, 2021) is 93.92%, which is an increase of 3.69% from the usage rate of 90.23% in 2019. In FY2020, no statewide survey was conducted pursuant to a NHTSA waiver of the requirement relating to the public health crisis.

Assessment of Safety Impacts

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

Linkage between Problem Identification and Performance Targets

The State's front-seat belt usage rate in 2021 was observed at 93.92% compared to 90.23% in 2019.
For 2021, Monmouth County had the highest front-seat belt usage rate at 98.01% while Hudson County had the lowest rate at 86.24%. Due to the challenging nature of collecting rear seat belt usage data and the resultant unreliability of the data, rear seat belt usage was not surveyed in 2021.

Project Name: **SEAT BELT OBSERVATIONAL SURVEY**
Sub-Recipients: **NEW JERSEY INSTITUTE OF TECHNOLOGY, ROWAN UNIVERSITY**
Total Project Amount: **$375,000**
Project Description:

Funds will be provided to perform the annual statewide seat belt observation survey to determine the front seat occupant seat belt usage rate for the State, as per the approved methodology contained in the survey protocol. The survey will be conducted by researchers from the New Jersey Institute of Technology during the spring and summer of calendar year 2023. Section 402 funds will be used to pay salaries and wages to conduct the survey and prepare the report for submittal to NHTSA. As per the SHSP, Rowan University will receive funding to pilot its novel methodologies and techniques (i.e. video) to capture and study stubborn rear seat belt usage data.

Funding Source: **SECTION 402** **Local Benefit:** **$375,000**

Countermeasure Strategy:

Enforcement and Education

Short-Term High-Visibility Seat Belt Law Enforcement 2.1
Sustained Enforcement 2.3
Supporting Enforcement 3.1

Effectiveness of Countermeasure

The most common high-visibility seat belt law enforcement method consists of short (typically lasting 2 weeks), intense, highly publicized periods of increased belt law enforcement, frequently using checkpoints (in States where checkpoints are permitted), saturation patrols, or enforcement zones. This short-duration seat belt enforcement method was developed in Canada in the 1980s (Boase et al., 2004) and demonstrated in several U.S. communities (Williams & Wells, 2004). It was implemented statewide in North Carolina in 1993 using the *Click It or Ticket* slogan (Reinfurt, 2004), and subsequently adopted in other States under different names and sponsors (Solomon et al., 2004). NHTSA's Click It or Ticket HVE model is described in detail in Solomon et al. (2003 and 2007).

All HVE programs include communications and outreach strategies that use some combination of earned media (e.g., news stories and social media) and paid advertising. Communications and outreach can be conducted at local, State, regional, or national levels.

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

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

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

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

In New Jersey, seat belt use rates have plateaued in recent years in the 90-94% range. Convincing the final stubborn 10% of the population to consistently buckle up has proven difficult. A recent study took a deep dive into some of the demographic and psychological issues that may be behind this. The results of the research confirmed previously observed associations between demographic factors and seat belt use and demonstrated that psychological constructs like impulsivity and risk aversion can be useful for predicting seat belt use.

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

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

Assessment of Safety Impacts

The seat belt is an effective safety tool that not only saves lives, but also significantly reduces the severity of the injury that a vehicle occupant may sustain if they are not wearing the device. Lap and shoulder combination seat belts, when used, reduce the risk of fatal injury to front seat car occupants by 45% and the risk of moderate to critical injury by 50%. (Countermeasures That Work, 10th Edition, 2020). Although the State's seat belt usage rate is 93.92% as of 2021, additional rounds of sustained high visibility enforcement backed up by public education are needed to increase seat belt use awareness and compliance.

Linkage between Problem Identification and Performance Targets

In 2020, New Jersey experienced nearly 3,900 crashes where an occupant was not wearing his or her seat belt, resulting in 126 fatalities. Crashes involving an unrestrained driver and/or occupant only decreased 2.6 percent from 2019 to 2020 compared to the overall crash reduction of 30.7 percent. Although final fatal counts are not available at this time, preliminary totals estimate 141 people died in 2021 in motor vehicle crashes that were not wearing their seat belt. This represents 38 percent of all motor vehicle occupant fatalities that occurred in New Jersey and a 20 percent increase from 2020.

Project Name: **SEAT BELT ENFORCEMENT/EDUCATION**
Sub-Recipients: **STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES**
Total Project Amount: **$1,250,000**
Project Description:

A comprehensive and data-driven approach to seat belt enforcement will be undertaken in FY2023 utilizing a combination of sustained enforcement and mobilization crackdowns. Based on a systematic review of unrestrained crashes in the state for the years 2016-2020, a ranking list of high crash municipalities and counties was developed.

As many of the Top 25 municipal agencies and Top 5 counties as possible from the list will receive grant funding for sustained seat belt enforcement efforts. In the effort to develop and fund these programs there must also be the realization of the challenges involved, which begin with the willingness or ability of the particular agency to participate. In addition, many of the agencies with high rates of unrestrained crashes also show up on other priority area lists such as pedestrian safety, impaired driving, and distracted driving. It is unrealistic to expect ongoing sustained enforcement in all of these areas within these agencies, so priorities will have to be set. Many of the high-ranking municipal and county agencies for unrestrained crashes will be offered multi-faceted enforcement grants that will include funding for seat belt enforcement and one or more additional priority areas such as distracted driving or impaired driving.

The Division of State Police will also receive grant funding to allow it, on an ongoing basis, to schedule patrols on major New Jersey highways as well as service areas and toll plazas. The purpose of these patrols will be to place an emphasis on the enforcement of the primary seat belt law, the secondary rear passenger law and the child passenger safety law.

The *Click It or Ticket* campaign will be conducted from May 22-June 4, 2023 to increase seat belt use and educate the public about the impact belt use has on reducing injuries and fatalities in motor vehicle crashes. Approximately 125 state, county and municipal police departments will receive funds to participate in the spring 2023 enforcement effort. The list of municipalities throughout the State that have a high percentage of unrestrained motor vehicle crashes will be utilized to select grant participants during the *Click It or Ticket* mobilization. The results of the annual seat belt survey are also used to target those counties that have the lowest occupant usage rates. DHTS will rank and prioritize potential grantees based on the above-mentioned criteria (ex. Unrestrained crashes, low surveyed belt use, etc.) and will target these agencies, by invitation, to participate in the campaign.

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

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

Within this planned activity, the approximate breakdown for FY2023 funding will be:

$900,000 for the 2023 *Click It or Ticket* mobilization utilizing $500,000 in Sec. 405(b) funds and $400,000 in Sec. 402 funds (Municipalities will be offered funding based upon data driven considerations).
$150,000 to New Jersey State Police for *Click It or Ticket* through Sec. 405(b) funding.
$150,000 to New Jersey State Police for Sustained Seat Belt Enforcement also through Sec. 405(b) funding.
$200,000 to select counties for *Click It or Ticket* flow through grants to municipal agencies through Sec. 405b funds.
(NOTE: Sustained seat belt enforcement grants to Top 25 municipal and Top 5 county agencies will also be carried out utilizing Sec. 402 funds in the Police Traffic Services area as they will include additional enforcement in other priority program areas such as alcohol, distractions, and speed).

Funding Source: SECTION 405(b) - $1,000,000 SECTION 402 - $400,000
Local Benefit: $1,100,000

Countermeasure Strategy:

Child Passenger Safety Education and Enforcement

Strategies for Child Restraint and Booster Seat Use 6.2
Inspection Stations 7.2

Effectiveness of Countermeasure

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

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

- All infants and toddlers should ride in a rear-facing car safety seat (CSS) as long as possible, until they reach the highest weight or height allowed by their CSS's manufacturer. Most convertible seats have limits that will permit children to ride rear-facing for 2 years or more.

- All children who have outgrown the rear-facing weight or height limit for their CSS should use a forward-facing CSS with a harness for as long as possible, up to the highest weight or height allowed by their CSS's manufacturer.

- All children whose weight or height is above the forward-facing limit for their CSS should use a belt-positioning booster seat until the vehicle lap and shoulder seat belt fits properly, typically when they have reached 4 ft 9 inches in height and are between 8 and 12 years of age.

- When children are old enough and large enough to use the vehicle seat belt alone, they should always use lap and shoulder seat belts for optimal protection.

- All children younger than 13 years should be restrained in the rear seats of vehicles for optimal protection. Imparting this critical information to parents and caregivers is the key.

The effectiveness of communication and outreach strategies has been examined in various ways. Will et al. (2009) used a threat-based message to increase booster seat use among attendees of two large daycare/after-school

programs in Eastern Virginia. The study found significant increases in overall restraint use and booster seat use following exposure to the intervention and concluded that applying messages of high-threat consequences (without gore) to booster seat interventions is a promising approach.

The "Strike Out Child Passenger Injury" program used community sports programs to promote booster seat use among 4- to 7-year-olds in 20 rural communities across Alabama, Arkansas, Illinois, and Indiana (Aitken et al., 2013). Following the short program, proper restraint use increased in intervention communities in 3 of 4 States. This study demonstrated that tailoring a program to fit in an established community event can have a short-term impact on restraint use in a rural community where resources are limited.

One study evaluated Safe Kids child restraint inspection events held at car dealerships, hospitals, retail outlets and other community locations (to provide as much local exposure as possible). The objective of the study was to measure parent confidence levels, skill development and safe behavior over a 6-week interval using checklists and a matching behavioral survey. Results showed that within the 6-week time period, the child passenger safety checkup events successfully and positively changed parents' behavior and increased their knowledge: children arriving at the second event were restrained more safely and more appropriately than they were at the first (Dukehart, Walker, Lococo, Decina, & Staplin, 2007).

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

Assessment of Safety Impacts

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

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

Linkage between Problem Identification and Performance Targets

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

Project Name: **CHILD PASSENGER SAFETY ENFORCEMENT/EDUCATION/TRAINING**
Sub-Recipients: **STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES, STATE AGENCIES AND NON-PROFIT ORGANIZATIONS**
Total Project Amount: **$1,000,000**
Project Description:

The Child Passenger Safety (CPS) program, funded through the Division of Highway Traffic Safety (DHTS), will continue its efforts at reducing child traffic injury and fatality rates through coordinated enforcement and education programs regarding the proper use of child restraints in motor vehicles. Child safety seat check events

have been at the core of the CPS program. This effort will continue to be supported and will include work with the New Jersey Department of Children and Families (DCF) in an effort to reach a greater portion of the urban and disadvantaged population.

During Fiscal Year 2022, grants were provided directly to agencies for CPS programs, technician training, re-training and program development. These grantees have directly worked one-on-one with over 28,000 parents and children and reached another several hundred children with the booster seat education program. Grants will continue to be awarded in FY2023 to approximately 20 state, county, and local entities to conduct child passenger safety programs and to conduct technician training and re-training classes.

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

Enhancing the number and quality of trained New Jersey CPS Technicians begins with offering initial certification courses. FY2020 and FY2021 training efforts were severely hampered by the public health emergency but began to transition to normal during FY2022. The goal for FY2023 is to conduct 10 child passenger safety technician courses to certify 200 new technicians. As of April 2022, there were 1,054 total technicians in the state working in the law enforcement, medical, and injury prevention realms, as well as 39 instructors.

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

Public Information

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

- Introduction and Overview
- Child Passenger Safety County Contacts
- Regularly Scheduled CPS Inspection and Education Stations
- Child Restraint Product Recalls
- Child Passenger Safety Training and Technical Resources

Child Passenger Safety County Contacts

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

Child Safety Seat Check Schedule

The DHTS website provides a routinely updated list of regularly scheduled Child Safety Seat Inspection and Education activities listed by region and county. There are also three regional Child Passenger Safety Stations which are operated by the New Jersey State Police. The sites are located in Totowa (North Region), Neptune (Central Region), and Camden (South Region). Each operates at least once per month. CPS providers report activity conducted directly to NHTSA. This information is included on a searchable map of all CPS permanent stations and is located on the national NHTSA website at NHTSA.gov. The public is able to search by zip code or by state to find the nearest provider.

Permanent Child Safety Seat Inspection and Education Stations

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

For FY2023, DHTS is requiring that its grant funded Child Passenger Safety programs make every effort to expand their reach into underserved communities. Funds for personal services will be used to conduct child safety seat checks at these state, county and municipal programs. Child safety seat technicians will perform safety seat checks and conduct educational seminars to reduce the misuse and/or non-use of child safety seats and to provide correct information regarding child passenger safety. Funds will also be used to purchase a small number of child safety seats for distribution at seat check events and fitting stations.

NHTSA Standardized Child Passenger Safety Training Program

DHTS is the state training contact for CPS training and information and also supports the national child passenger safety certification program which provides a national certification to those that are successfully trained. There are now 1,054 individuals trained as certified technicians in the State working in public safety, health and injury prevention programs that remain certified. 39 of the technicians are certified as CPS instructors. In FY2023, ten CPS training courses are planned.

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

Check to Protect

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

Within the CPS planned activity, the approximate breakdown for FY2023 funding will be:

$800,000 for seat check events and fitting station operational grants directly to State, County, and Municipal agencies. (Note: Some CPS activities are also integrated into County CTSP grants utilizing Sec. 402 funds, as outlined in the Community Traffic Safety Programs area).
$200,000 for primarily education-related CPS grants such as the Central Jersey Family Health Consortium (Safe Kids) and the New Jersey Dept. of Child and Family Services.

Funding Source: **SECTION 405(b)** **Local Benefit:** **$550,000**

POLICE TRAFFIC SERVICES (SPEEDING AND DISTRACTED DRIVING)

General Overview

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

Speed wreaked havoc on New Jersey's roadways in 2020 and a preliminary analysis is indicating a similar trend in 2021. Driving too fast for conditions is a major factor in fatal crashes regardless of road type or functional class. New Jersey experienced a significant increase in speed related fatalities from 2019-2020 (29 percent increase).

Quick Facts

29%

Increase in speed related fatalities from 2019 to 2020. Approximately 24 percent of all roadway fatalities in 2020 involved speeding, up from 20 percent in 2019

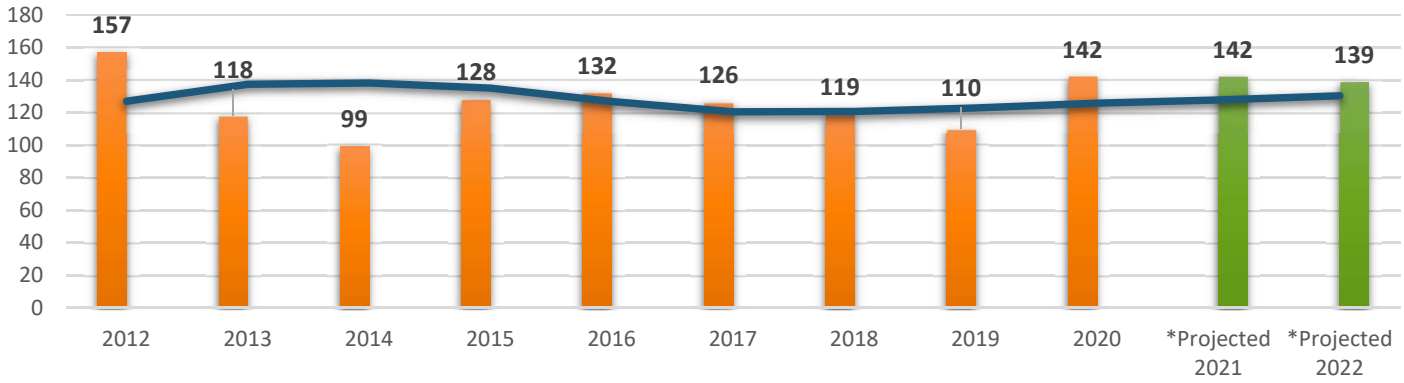
50.1%

Of all crashes involved a distracted driver over the last 5 years (2016-2020)

20-25%

Is the rate of driver distraction at any given time on NJ Roadways according to a study conducted by Rowan University

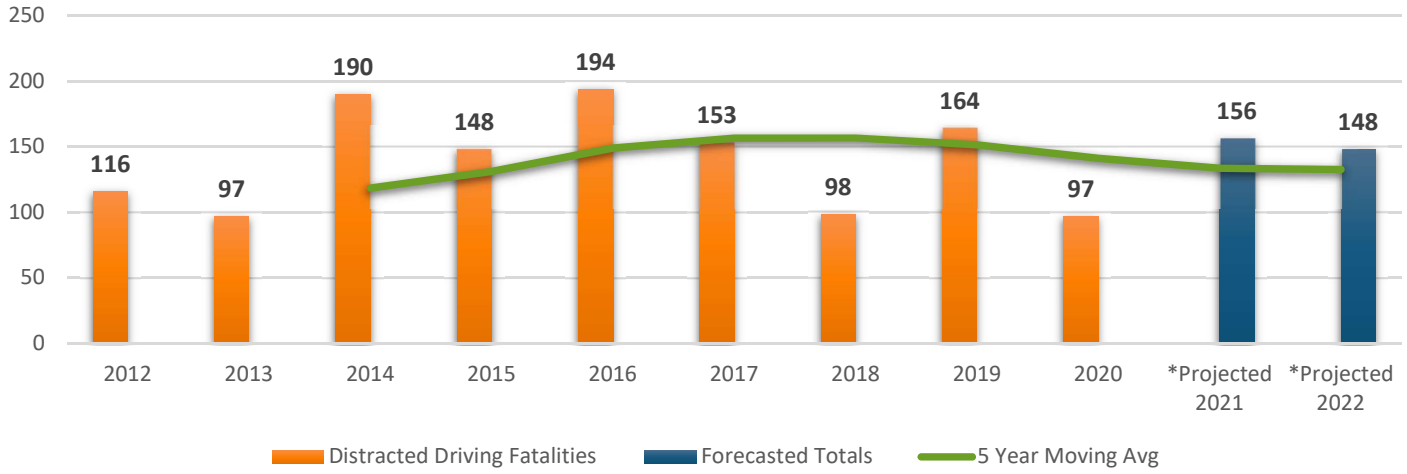
SPEED RELATED FATALITIES, ANNUAL AND 5–YEAR MOVING AVERAGE



Driver inattention has remained the most frequently cited cause of fatal and incapacitating crashes, over seven times higher than the total crashes cited for unsafe speed over the past five years (2016-2020). Distracted Driving related fatalities has been a difficult phenomenon to capture. The total persons killed each year due to a distracted driver has fluctuated greatly since collecting this data point began in 2010. There was a 41 percent reduction in distracted driving related fatalities from 2019 to 2020, however, 2021 is indicating an increase of nearly 61 percent in 2021 from 2020.

Recent groundbreaking research performed by Rowan University further demonstrates the extent of the driver distraction problem in New Jersey. A pilot observational driver distraction survey was conducted in 2021 and 2022 along ten high crash highway corridors, using video camera technology. The study found that the average rate of distraction for drivers sampled was between **20-25%.**

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

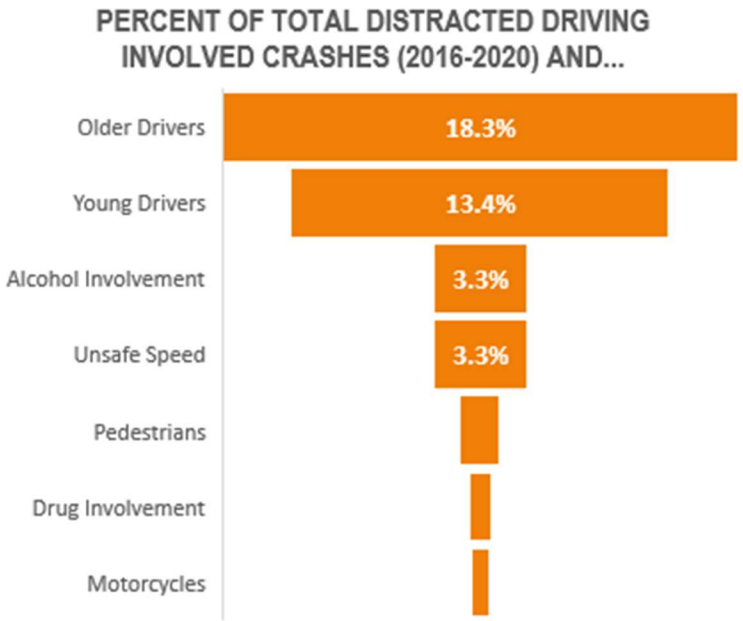


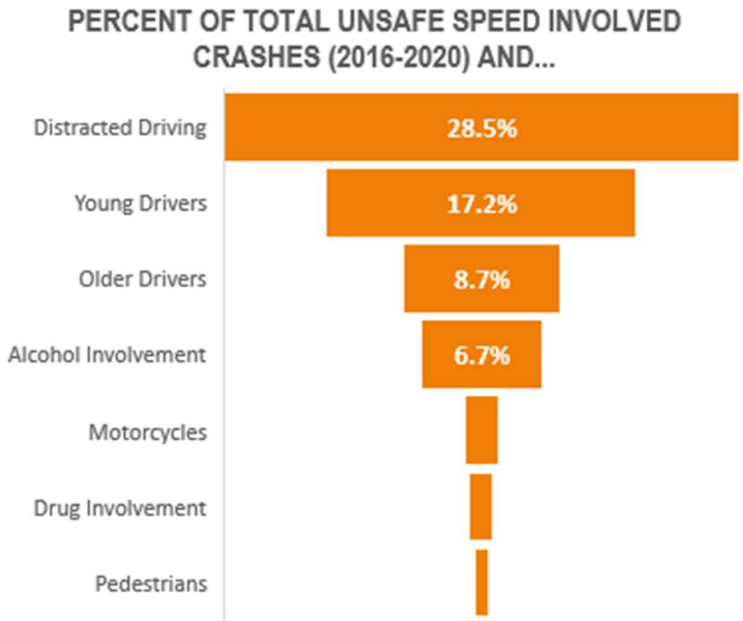
Note: Distracted driving fatalities not reported in FARS prior to 2010; five year moving averages not available prior to 2014.

Despite a 17 percent reduction in overall speed related crashes from the prior year (2019), Unsafe Speed was the contributing circumstance in 6.5 percent of all crashes in 2020. Driver inattention was a contributing circumstance in 47 percent of crashes in 2020, down from 49 percent in 2019.

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

Between 2016 and 2020, over 600,000 crashes in New Jersey involved a distracted driver. During that same period, 18 percent of all distracted driving crashes involved an older driver (NJ Avg 16.8 percent) and 13 percent involved a Young Driver (NJ Avg 12.3 percent). Nearly 80,000 crashes in New Jersey were the result of a driver driving too fast for conditions. About 28.5 percent of all unsafe speed crashes also involved distraction, and 17 percent of all unsafe speed crashes involved a young driver (NJ Avg 12.3 percent). Nearly 7 percent of all speeding crashes involved alcohol (NJ Avg 2.6 percent).

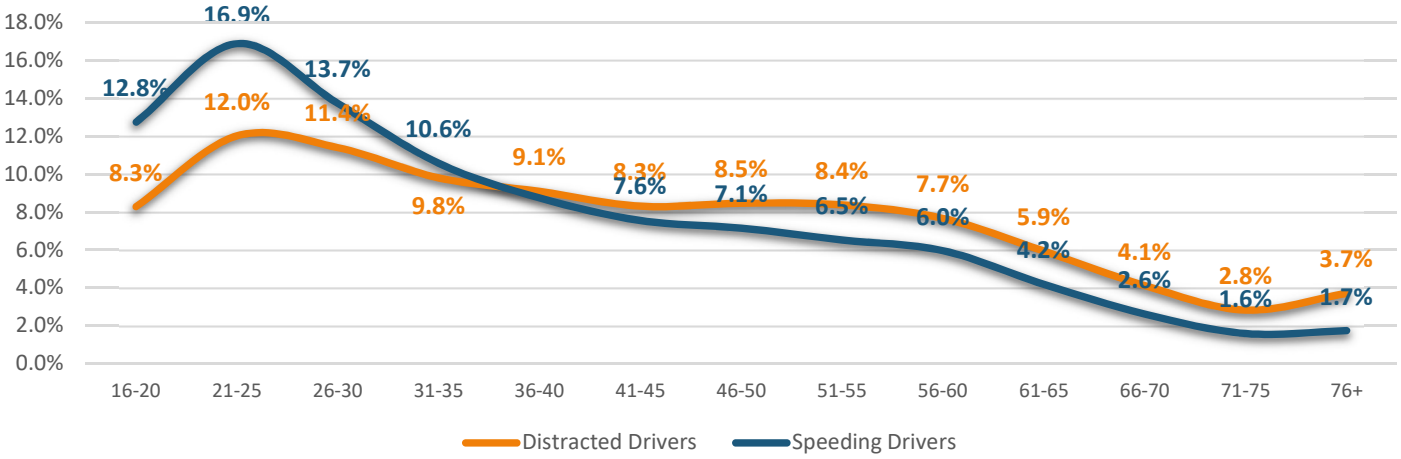




Analysis of Age

The most prominent age group that operated a vehicle at unsafe speed and/or while distracted was 21-30 years of age. A 10-year sliding analysis of age finds drivers between the ages of 19 and 28 made up the largest group of distracted drivers (23.7 percent) and drivers between the ages of 18 and 27 made up most speeders (33.6 percent) over the last 5 years (2016-2020).

DISTRACTED AND SPEEDING DRIVERS % BY AGE GROUP, 2016 – 2020



Analysis of Occurrence

The occurrence of crashes involving unsafe speed and distracted driving aids decision makers in addressing the specific patterns that may be taking place on New Jersey's roadways. Being able to identify the time-of-day, day-of-week and month of the year occurrences helps narrow the window where enforcement efforts would become the most effective. Over the last 5 years, distracted driving was a contributing circumstance in a similar pattern to that of all crashes in New Jersey. Weekdays, especially Friday (17%), had the higher occurrences of distracted behavior in crashes.

DISTRACTED DRIVING INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2016 - 2020

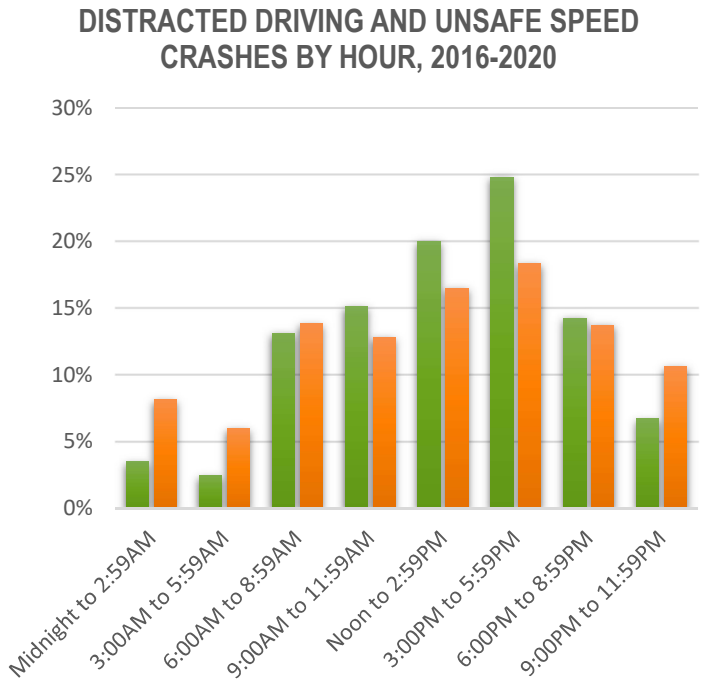
	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								23,001	3%
3:00AM to 5:59AM								16,127	2%
6:00AM to 8:59AM								86,407	13%
9:00AM to 11:59AM								99,533	15%
Noon to 2:59PM								131,693	20%
3:00PM to 5:59PM								163,379	25%
6:00PM to 8:59PM								93,969	14%
9:00PM to 11:59PM								44,179	7%
TOTAL	96,932	101,112	100,287	100,270	109,498	83,917	66,272	658,288	100%
	15%	15%	15%	15%	17%	13%	10%		

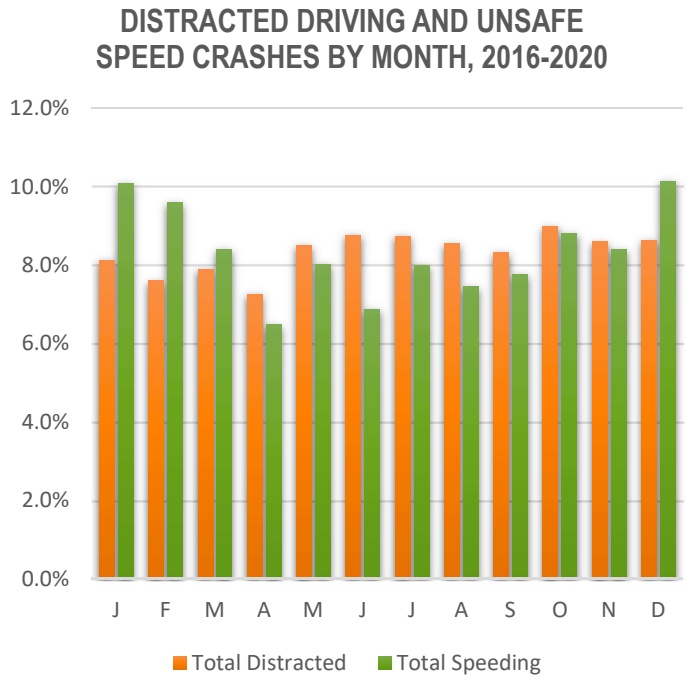
During that same period, most of the crashes where unsafe speed was a contributing circumstance occurred on weekends (31%).

UNSAFE SPEED INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2016 - 2020

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								6,251	8%
3:00AM to 5:59AM								4,598	6%
6:00AM to 8:59AM								10,610	14%
9:00AM to 11:59AM								9,823	13%
Noon to 2:59PM								12,640	16%
3:00PM to 5:59PM								14,069	18%
6:00PM to 8:59PM								10,538	14%
9:00PM to 11:59PM								8,129	11%
TOTAL	10,709	10,476	10,123	10,207	11,513	12,675	10,955	76,658	100%
	14%	14%	13%	13%	15%	17%	14%		

During the period from 2016-2020, the months that experienced the highest volume of crashes involving a distracted driver were October, November, and December. For unsafe speed, the most prevalent months were December, January, and February.

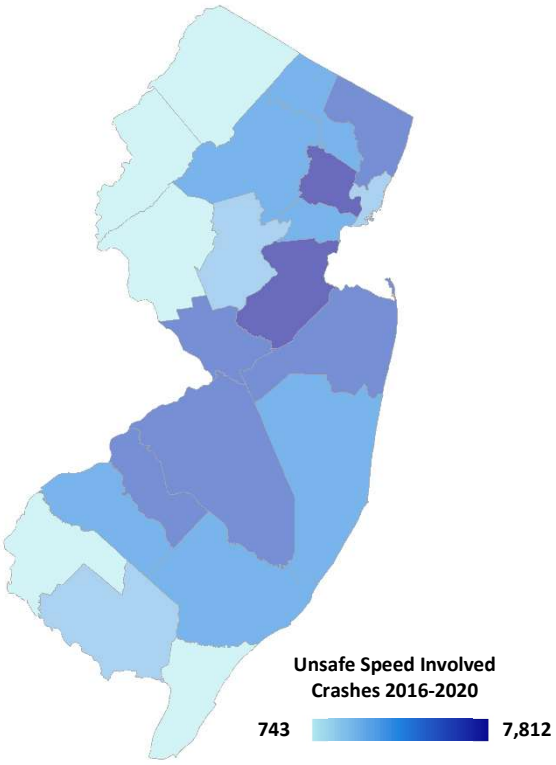




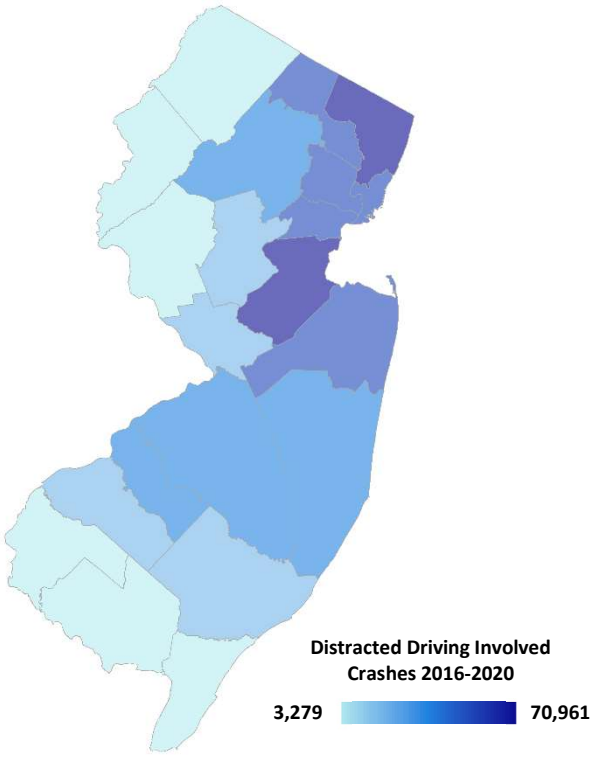
Analysis of Location

Over the last 5 years (2016-2020), Middlesex County had the highest volume of distracted driving crashes (10.8 percent of total distracted driving crashes) followed by Bergen County (10.6 percent of total distracted driving crashes). Cape May County and Salem County had the lowest volume of crashes, making up 1.4 percent of all distracted driving crashes combined. Essex County had the highest volume of unsafe speed related crashes (10.2 percent of total speeding crashes) followed by Middlesex County (10.1 percent of total speeding crashes). Cape May and Salem County had the lowest volume of unsafe speed related crashes, making up 2.2 percent of all speeding crashes over the last 5 years.

UNSAFE SPEED INVOLVED CRASHES BY COUNTY 2016-2020



DISTRACTED DRIVING INVOLVED CRASHES BY COUNTY 2016-2020



The table on the following page shows the Top 20 Municipalities for Distracted Driving and Unsafe Speed involved crashes over that last 5 years (2016-2020). The City of Paterson experienced 2.4 percent of all crashes in the State of New Jersey. OF all the crashes taking place in Paterson, over 72 percent of the reported crashes involved a distracted driver (3.45 percent of all distracted driving crashes). The City of Newark experienced 4.43 percent of all crashes in New Jersey. Of all of the crashes that took place in Newark, 6.7 percent involved unsafe speed (5 percent of all speeding crashes in New Jersey).

DISTRACTED DRIVING AND UNSAFE SPEED INVOLVED CRASHES, TOP 20 MUNICIPALITIES WHERE CRASH OCCURRED 2016 - 2020						
1	Paterson City	22,694	3.45%	Newark City	3,830	5.00%
3	Newark City	16,471	2.50%	Woodbridge Township	1722	2.25%
5	Clifton City	12,103	1.84%	Paterson City	1197	1.56%
7	Union Township (Union	9,626	1.46%	Pennsauken Township	1076	1.40%
9	Elizabeth City	8,008	1.22%	Toms River Township	1006	1.31%
11	Toms River Township	7,650	1.16%	Edison Township	966	1.26%
13	Irvington Township	7,160	1.09%	Egg Harbor Township	922	1.20%
15	East Orange City	5,724	0.87%	Mount Laurel Township	900	1.17%
17	Cherry Hill Township	5,562	0.84%	Union Township (Union	815	1.06%
19	South Brunswick	5,167	0.78%	Wayne Township	799	1.04%

Countermeasure Strategies in Program Area

Highway Safety Office Program Management
Speed and Distracted Driving Enforcement
Equipment
Traffic Safety Resource Prosecutor
Law Enforcement Training
Law Enforcement Liaison (LEL)

Coordination with goals in 2020 Strategic Highway Safety Plan

Assess current policies and practices nationally for automated speed enforcement, and existing vulnerable road user policies.
Assess current law enforcement training related to encouraging safe driver behavior and identify best practices that should be considered.
Assess current police recruit training related to encouraging safe driver behavior and identify best practices that should be considered.
Assess current media efforts to reduce aggressive driving and identify best practices that should be considered.
Identify underserved communities with an overrepresentation of driver behavior related fatalities & serious injuries & develop a strategy for messaging in those communities.

Associated Performance Measures

2023	Number of Distracted Driving Related Fatalities	2023	5 Year	142.6
2023	Number of Distracted Driving Related Crashes	2023	5 Year	135,923
2023	Number of Speed Related Crashes	2023	5 Year	15,012
2023	Number of Speed Related fatalities (FARS)	2023	5 Year	133.9

Project Name: **POLICE TRAFFIC SERVICES PROGRAM MANAGEMENT**
Sub-Recipient: **DIVISION OF HIGHWAY TRAFFIC SAFETY**
Total Project Amount: **$625,000**
Project Description:

Funds will be provided for program manager expenses related to planning, developing, coordinating, monitoring, and evaluating projects within the police traffic services program area. Funds will be used for salaries, fringe benefits, travel and other administrative costs that may arise for program supervisors and their respective staff. Salaries and fringe benefits represent $525,000 of the budgeted amount and another $100,000 is budgeted for travel and other miscellaneous expenditures.

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

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

Countermeasure Strategy:

Speeding and Distracted Driving Enforcement

High Visibility Enforcement 2.2
Communication and Outreach on Distracted Driving 2.1

Effectiveness of Countermeasure

High-visibility enforcement campaigns have been used to deter speeding, aggressive driving, and driver inattention through specific and general deterrence. In the high-visibility enforcement model, law enforcement target certain high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols. The objective is to convince the public that speeding, aggressive driving, and distracted driving actions are likely to be detected and that offenders will be arrested and fined (Countermeasures that Work, 10th Edition., 2020).

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

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

More recently, in the study *Using Electronic Devices While Driving: Legislation and Enforcement Implications (2021),* it was found that effective tools include a combination of high-visibility enforcement of the law and targeted public information, education, and outreach campaigns. This is in line with previous research that has shown public information, education campaigns, and community-sponsored events coupled with rigorous law enforcement operations positively influence motorists' behavior and remind the public of the consequences of disobeying the law. It was also noted that additional research to evaluate the effectiveness of different types of approaches to reduce distracted driving could be beneficial, including a review of educational methods such as targeted public outreach or teen education efforts on the topics of distracted driving and electronic device use.

Comparing different strategies within and across jurisdictions would help provide further guidance on best practices to prevent electronic device use. This research could be increasingly important as jurisdictions implement more rigorous legislation and look for additional methods to reduce electronic device use while driving. Another potential approach to reduce distracted driving could be a review of technological capabilities, such as cell phone applications or digital interventions. (National Academies of Sciences, Engineering, and Medicine 2021. *Using Electronic Devices While Driving: Legislation and Enforcement Implications*. Washington, DC: The National Academies Press. https://doi.org/10.17226/26082.)

Assessment of Safety Impacts

Noncompliance with traffic laws pertaining to speed and distracted driving cause many thousands of crashes annually. Nationally, in 2019 speeding killed more than 9,400 people, accounting for 26% of all traffic fatalities. According to NHTSA, between 2012 and 2019, nearly 26,000 people died in crashes involving a distracted driver. The effectiveness of enforcement in reducing these crashes stems from the basic premise that drivers will adjust their behavior if they perceive there is a significant chance they may be cited for the violation and given a ticket. Visible enforcement programs can increase drivers' perceptions of the enforcement-related risks of speeding and distracted driving and can be effective in deterring drivers from speeding and driving distracted.

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

Linkage between Problem Identification and Performance Targets

Speed wreaked havoc on New Jersey's roadways in 2020 and a preliminary analysis is indicating a similar trend in 2021. Driving too fast for conditions is a major factor in fatal crashes regardless of road type or functional class. New Jersey experienced a significant increase in speed related fatalities from 2019-2020 (29 percent increase).

Driver inattention has remained the most frequently cited cause of fatal and incapacitating crashes, over seven times higher than the total crashes cited for unsafe speed over the past five years (2016-2020). Distracted Driving related fatalities has been a difficult phenomenon to capture. The total persons killed each year due to a distracted driver has fluctuated greatly since collecting this data point began in 2010. There was a 41 percent reduction in distracted driving related fatalities from 2019 to 2020, however, 2021 is indicating an increase of nearly 61 percent in 2021 from 2020.

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

In terms of driver distraction, a 2021 report prepared under the Behavioral Traffic Safety Cooperative Research Program (BTSCRP) found that states with the strongest programs to address distracted driving have four key elements in place:

- Unambiguous statutory language that clearly defines when and how a wireless device can and cannot be used;
- Penalties and fines in line with other traffic citations;
- A combination of high visibility enforcement of the law and targeted public information, education and outreach campaigns; and
- Sustained coalition-building efforts.

(National Academies of Sciences, Engineering, and Medicine. 2021. *Using Electronic Devices While Driving: Legislation and Enforcement Implications*. Washington, DC: The National Academies Press. Https://doi.org/10.17226/26082.)

Project Name: ENFORCEMENT PROGRAMS
Sub-Recipients: STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES, ROWAN UNIVERSITY
Total Project Amount: $5,500,000
Project Description:

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

Speed detection is the backbone of traffic enforcement programs aimed at reducing crashes and injuries, and is more important than ever in light of the increase in speed related crashes and fatalities during the pandemic period. Supplemental speed enforcement details will be targeted to enforce speeding violations through the use of radar speed detection devices. These details will be scheduled at targeted times in pre-determined areas where crashes involving unsafe speed as a contributing factor have been documented. Funds will be used to deploy Division of State Police supplemental radar and laser team details dedicated to speeding violator enforcement. Municipal and county law enforcement agencies will also be considered for sustained speed enforcement grant funding in combination with other priority program areas.

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

For FY2023, DHTS will employ a comprehensive data-driven approach to speed, aggressive driving, and distracted driving utilizing a combination of sustained and targeted mobilization enforcement. Crash ranking lists of these crash types represent the starting point for our efforts. Based on the data included in these rankings, local and county agencies will be selected and offered sustained grants covering two or more priority areas (ex. Speed and Distractions) as well as grants for the scheduled national mobilizations. Every effort is made to engage police agencies in these high crash areas in our grant programs, but there is no guarantee that all agencies will be willing or able to participate. In many cases, priorities need to be set as many of the agencies with high rates of one type of crash, such as speed-related, also show up on other priority area lists such as pedestrian safety, impaired driving, and distracted driving.

Grant funding for the 2023 *UDrive. U Text. U Pay.* crackdown will be offered based on the rankings list as well, and in scaled amounts as much as possible, to focus available funding into the places of greatest need. To support the mobilization and raise awareness about the critical issue of driver distraction, DHTS will again utilize Sec. 405(e) funds to develop and carry out a multi-faceted paid media program during the spring and summer of 2023, building on the branding and success of the "Take Control of Your Destiny" campaign (NJSAFEROADS.COM/DESTINY).

Rowan University will again receive funding to continue and validate its distracted driving research project utilizing state of the art video and computer technology. Published in 2022, the initial phase of the study found that the average rate of distraction for drivers in the survey came in between **20-25%**. The ultimate goal of the project is to better understand the extent of the driver distraction problem in the state, to recommend the most appropriate countermeasures to address the issue, and to better inform the allocation of enforcement resources.

It is anticipated that (as in preceding years) approximately $1.2 million in Section 405(e) funding will be flexed into the Alcohol Enforcement, Occupant Protection and/or Sustained Enforcement program areas for FY2023 to support New Jersey's participation in the national impaired driving and seat belt crackdowns.

Funding Source: **SECTION 405(e) – $3,200,000 (after $1.2 million flexed out) • SECTION 402 – $2,300,000**
Local Benefit: **$2,100,000 (SECTION 405(e)), $2,100,000 (SECTION 402)**

Countermeasure Strategy: Equipment

Effectiveness of Countermeasure

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

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

Assessment of Safety Impacts

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

Linkage between Problem Identification and Performance Targets

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

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

Project Name: **CRASH INVESTIGATION**
Sub-Recipients: **DIVISION OF STATE POLICE, COUNTY AND MUNICIPAL LAW ENFORCEMENT AGENCIES**
Total Project Amount: **$125,000**
Project Description:

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

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

The FAIU and its operations are funded almost entirely through state monies, with many hundreds of thousands of dollars allocated each year for the team and its operations. DHTS grant funding for FY2023 will support the purchase of equipment and software that will allow trained FAIU team members to ensure a complete investigation and assist them in completing reconstructions of serious and fatal motor vehicle crashes. DHTS recognizes the critically important work done by the FAIU and supports this work as part of a team effort with a fairly nominal grant allocation of federal funds when compared to the overall budget of the unit.

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

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

Countermeasure Strategy: Traffic Safety Resource Prosecutor

Effectiveness of Countermeasure

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

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

Assessment of Safety Impacts

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

Linkage between Problem Identification and Performance Targets

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

Furthermore, the State began rolling out a new DWI chemical breath test instrument in FY2022. The TSRP will play an integral part in facilitating this roll out into FY2023 and defending against any court challenges that occur.

Project Name: **TRAFFIC SAFETY RESOURCE PROSECUTOR**
Sub-Recipients: **DIVISION OF CRIMINAL JUSTICE**
Total Project Amount: **$650,000**
Project Description:

The need for Deputy Attorneys General specializing in the area of prosecution and law enforcement has been underscored through experience developed within the Prosecutors Supervision and Coordination Bureau of the Division of Criminal Justice and in its statutory role over the county prosecutors and municipal prosecutors in the State. In performing this function, the Division of Criminal Justice has recognized the importance of having Deputy Attorneys General who are well versed in both the legal and technical issues associated with the enforcement and prosecution of traffic and motor vehicle violations and the statewide implications of those issues.

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

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

The TSRP's will provide critical support during the rollout of the new chemical breath testing instrument as well as the implementation of the state's new legalized marijuana law, which is expected to have a significant impact on impaired driving enforcement.

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

Funding Source: **SECTION 405(e) flexed - $650,000** Local Benefit: **0**

Countermeasure Strategy: Law Enforcement Training

Effectiveness of Countermeasure

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

Assessment of Safety Impacts

Local police officers are required to conduct investigations immediately after a roadway crash occurs to preserve physical evidence before it is altered or disappears. Fatal crash investigations become more complex and require the scientific processing of data and documentation to contribute to the successful prosecution of criminal charges. Training can assist in helping both local and State police to become proficient in the handling of crash scene evidence. There are a number of other key traffic safety functions that also benefit from ongoing, enhanced training, such as Child Passenger Safety, NJTR-1, and Impaired Driving detection and apprehension.

Linkage between Problem Identification and Performance Targets

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

Project Name: **CRASH INVESTIGATION AND SPECIALIZED TRAINING PROGRAMS**
Sub-Recipients: **KEAN UNIVERSITY, RUTGERS UNIVERSITY, DIVISION OF STATE POLICE, AND THE DIVISION OF HIGHWAY TRAFFIC SAFETY**
Total Project Amount: **$1,725,000**
Project Description:

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

The State Police liaisons whose responsibilities include administering crash training programs and interfacing with DHTS program staff are also funded in this area. The liaisons are responsible for helping to monitor the numerous annual traffic safety grants that HTS awards to NJSP. HTS funds will be used for salaries of these

State Police liaisons and to pay instructors that teach the various crash investigation and special training courses to law enforcement officers. Funds will also be used for the purchase and printing of training materials.

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

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

A new and well-received instructional program, *Data Driven Countermeasures for Traffic Safety*, conducted through the Rutgers training grant, assists local police agencies in crash data analysis (Crash Analysis Tool training) and traffic safety data and enforcement countermeasures, with the ultimate goal of improving the quality of traffic safety grant submittals to HTS. This course will be offered three times in FY2023, with expected participation of 15-20 agencies per class.

Funding Source: **SECTION 402** Local Benefit: **$1,050,000**

Countermeasure Strategy: Law Enforcement Liaison (LEL)

Effectiveness of Countermeasure

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

Assessment of Safety Impacts

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

Linkage between Problem Identification and Performance Targets

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

Project Name: **LAW ENFORCEMENT LIAISON**
Sub-Recipients: **NEW JERSEY STATE ASSOCIATION OF CHIEFS OF POLICE, POLICE TRAFFIC OFFICERS ASSOCIATION OF NEW JERSEY**
Total Project Amount: **$150,000**
Project Description:

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

The LEL's work in FY2023 will include efforts to promote equitable enforcement of traffic safety laws and stronger partnerships between law enforcement and the local communities in which they serve. Funds will be used to pay the salary of the LEL and other expenses relating to the responsibilities and duties of the position, such as travel and materials.

The Police Traffic Officers Association of New Jersey will also receive funding in FY2023. The grant will support the efforts of this valuable organization by allowing it to expand its membership and reach throughout the state. On an ongoing basis, the organization reports on all contemporary traffic safety issues including the NJ Division of Highway Traffic Safety's campaigns and priorities, traffic related case law, new and emerging technology, training updates and anticipated future issues. The NJPTOA utilizes a web site, monthly meetings and a newsletter as well as mass emails to keep its membership informed on pertinent and timely traffic safety news.

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

COMMUNITY TRAFFIC SAFETY PROGRAMS

Quick Facts

48.5%
Of all 2020 crashes in NJ occurred in a Disadvantaged Community.

24%
Of all crashes in disadvantaged communities resulted in an injury or fatality compared to 22 percent of total NJ crashes over the last 5 years (2016-2020)

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

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

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

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

To further explore this, NJDHTS will expand its partnership with the Children's Hospital of Philadelphia to further their study and development of the New Jersey Safety and Health Outcomes Data Warehouse. A focus of the partnership is garnering a better understanding of how motor vehicle crashes impact not only the individuals involved but the community in which they took place. The New Jersey Safety and Health Outcomes (NJ-SHO) Data Warehouse is being used by the Center for Injury Research and Prevention (CIRP) researchers and collaborators to advance safety and health research through novel administrative data linkages. This unique data source contains information spanning the pre-injury period to the post-injury period, supporting critical, high-priority research questions on injury prevention.

Signed into law by Governor Phil Murphy on September 18, 2020, New Jersey's groundbreaking Environmental Justice Law, N.J.S.A. 13:1D-157, (Law) requires the New Jersey Department of Environmental Protection (NJDEP) to evaluate the contributions of certain facilities to existing environmental and public health stressors in overburdened communities when reviewing certain permit applications.

An Overburdened Community (OBC) (Also referred to as Disadvantaged Community), as defined by the law, is any census block group, as determined in accordance with the most recent United States Census, in which:

- at least 35 percent of the households qualify as low-income households (at or below twice the poverty threshold as determined by the United States Census Bureau);

- at least 40 percent of the residents identify as minority or as members of a State recognized tribal community; or
- at least 40 percent of the households have limited English proficiency (without an adult that speaks English "very well" according to the United States Census Bureau).

The New Jersey Division of Highway Traffic Safety has made great strides in understanding the relationship between motor vehicle crashes and the disadvantaged communities that are adversely affected by them. NJDHTS's partnership with CHoP and the NJ-SHO Data Warehouse, as well as the existing partners and stakeholders of DHTS, will allow us to fill numerous important gaps in safety and health research and further our understanding of the holistic impacts of motor vehicle crashes.

General Overview

The chart below calculates the percent of total of persons killed in motor vehicle crashes between 2015 and 2019 by Person Type and Race. The final two rows in the chart show the percent of total of individuals killed in motor vehicle crashes in New Jersey by Race as well as the percent of total of the population by Race. Since information on race and ethnicity is not captured on New Jersey's police crash reports, the NHTSA FARS data system was queried to extract the race and ethnicity data collected from coroners' reports for the motor vehicle fatalities that occurred in the state from 2015 to 2019. At the time of this report, Hispanic Origin and Race data for the 2020 FARS Annual Report (ARF) is currently incomplete due to delays in processing death certificates. Between 2015 and 2019, Black individuals were disproportionately killed in motor vehicle crashes (17.6%) compared to 2020 US Census NJ population totals (15.8%).

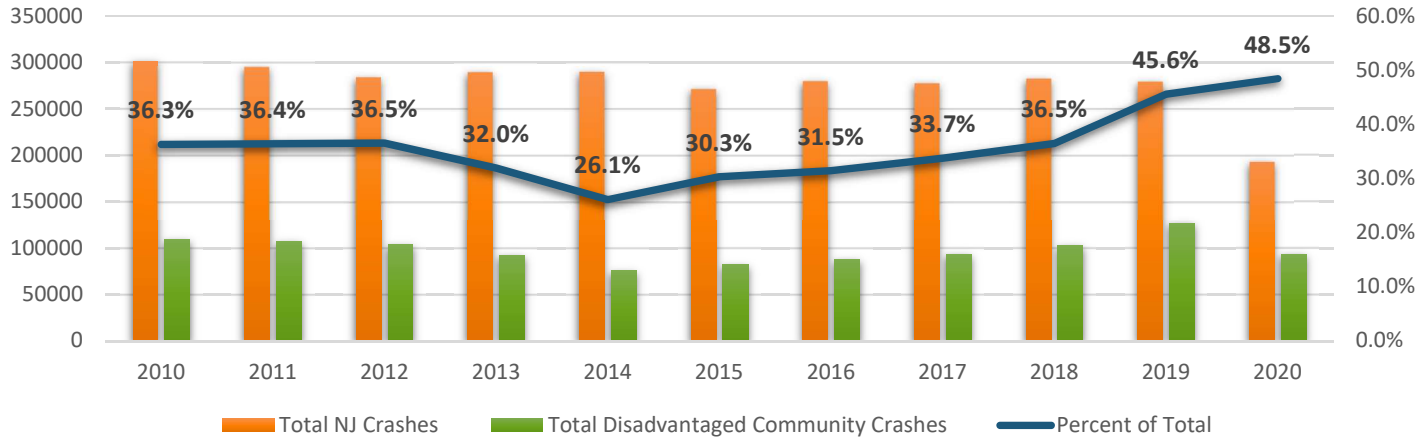
2015-2019 Persons Killed in Fatal Crashes by Person type and Race (OMB Guidelines) (Hispanic and Non-Hispanic)									
Driver of a Motor Vehicle In-Transport	8.1%	33.3%	7.6%	0.2%	1.1%	0.4%	0.3%	0.8%	
Passenger of a Motor Vehicle In-Transport	3.3%	7.5%	2.9%	0.0%	0.8%	0.2%	0.2%	0.2%	
Occupant of a Motor Vehicle Not In-Transport	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Pedestrian	5.7%	14.5%	6.5%	0.0%	2.2%	0.2%	0.2%	0.4%	
Bicyclist	0.8%	1.4%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	
Other Cyclist	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Person on Personal Conveyances	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Until the NJ-SHO Data Warehouse Dashboard has been developed, NJ DHTS has developed an analytical tool within the Crash Analysis Tool that aggregates crashes by the disadvantaged communities they are taking place in. The disadvantaged communities are summarized in the following categories and are drilled down through this section of the Plan:

- Minority
- Low Income and Minority
- Low Income
- Low Income, Minority and Limited English
- Minority and Limited English
- Low Income and Limited English.

The NJ DEP has recognized 3,168 census block groups that meet the criteria outlined in N.J.S.A. 13:1D-157, Environmental Justice Overburdened Communities throughout the State. Nearly half of New Jerseys population resides in these communities (4.5M in 2020). Comparing crashes that took place in all disadvantaged communities to New Jersey as a whole, a concerning trend is apparent. Over the last 5 years (2016-2020), there were approximately 1.3 million motor vehicle crashes in New Jersey with 38.5 percent taking place within a disadvantaged community. However, the proportion of total crashes taking place in disadvantaged communities has increased each year since 2014. In 2020, almost half of the crashes taking place in New Jersey took place in a disadvantaged community (48.5 percent), 26 percent higher than the 5-year average.

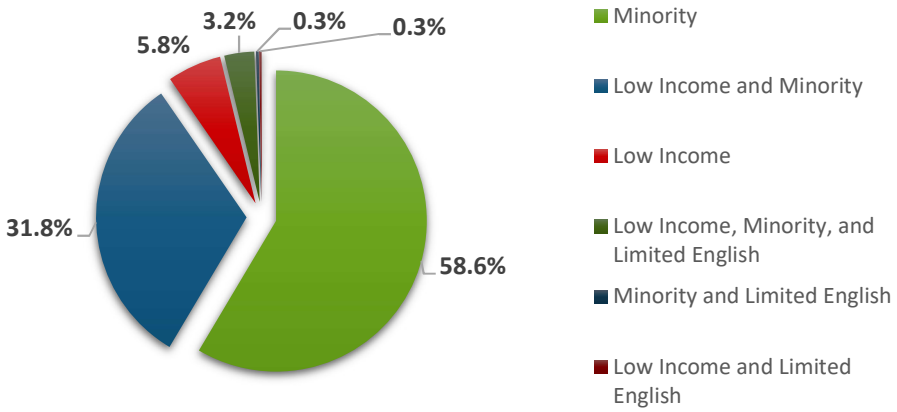
PROPORTION OF CRASHES OCCURING IN DISADVANTAGED COMMUNITIES VERSUS TOTAL NJ CRASHES, 2010 - 2020



From 2016 through 2020, over 500,000 crashes occurred in disadvantaged communities in the State. Of those crashes, nearly 60 percent took place in communities with Minority-only classifications (22.6 percent State total), 32 percent in Low income and Minority communities (12.3 percent State total).

Roughly 22 percent of the 1.3 million crashes in New Jersey resulted in a fatality and/or injury over the last 5 years, compared to 24 percent of the 500,000 crashes in disadvantaged communities. The chart on the following page shows the percent of total make-up for each disadvantaged community classification by crash severity. Compared to the percentage of total crashes taking place in each

PERCENT OF TOTAL CRASHES IN DISADVANTAGED COMMUNITIES, 2016-2020



disadvantaged community, Fatalities and Serious Injuries were more prevalent in Low Income and Low Income and Minority communities.

SEVERITY OF CRASHES IN DISADVANTAGE COMMUNITIES, 2016 - 2020						
Low Income				**5.4%**	**5.8%**	
Low Income and Limited English	**0.1%**	**0.1%**	**0.1%**	**0.2%**		
Low Income and Minority					**31.3%**	
Low Income, Minority, and Limited English	**2.5%**		**3.1%**	**3.1%**		
Minority	**55.3%**	**48.8%**	**57.1%**	**57.3%**		
Minority and Limited English	**0.3%**	**0.1%**	**0.3%**	**0.3%**		

An analysis of crashes taking place in disadvantaged communities versus crashes taking place outside of disadvantaged communities over the last 5 years (2016-2020) shows slight disparities in crash circumstances. The largest disparity in crashes taking place in disadvantaged communities was in injury crashes with 3 percent more injury-causing crashes compared to non-disadvantaged communities. Compared to the overall crashes in New Jersey during the same period (2016-2020), 1.9 percent more injury-causing crashes occurred in disadvantaged communities. This is most likely due to the type of crashes experienced in disadvantaged communities versus non-disadvantaged communities. More non-motorist, mostly pedestrian, crashes occurred in disadvantaged communities versus non-disadvantaged resulting higher injury statuses.

Distracted Driving Involved	49.9%	50.3%		50.1%	
Older Driver (65+) Involved	15.7%	17.6%		16.9%	
Unsafe Speed Involved	5.7%	5.9%		5.8%	
Pedestrian Involved	2.1%	1.4%		1.7%	
Motorcycle Involved	0.7%	0.8%		0.8%	
Drugged Driver Involved	0.5%	0.6%		0.6%	

Despite the efforts made by the New Jersey Division of Highway Traffic Safety in understanding the relationship between motor vehicle crashes and the disadvantaged communities that are adversely affected by them, we are still only able to look at *Where* crashes are taking place without being able to examine *Who* is involved from an equity standpoint. Since information on race and ethnicity is not captured on New Jersey's police crash reports, we are only able to identify these data elements for individuals fatally injured in crashes as the death certificates attributed contain this level of detail. NJDHTS's partnership with CHoP and the NJ-SHO Data Warehouse, as well as the existing partners and stakeholders of DHTS, will allow us to fill numerous important gaps in safety and health research and further our understanding of the holistic impacts of motor vehicle crashes by enabling us to examine person-level data of those involved in motor vehicle crashes.

Partnership with Children's Hospital of Philadelphia (CHoP)

In FY23, our goal is to use a public health lens to catalyze the field's ability to address critical, high-priority issues related to traffic safety and injury prevention. As described in full in Curry et al., 2021a, CHoP utilized rigorous data science techniques to link data from numerous complex administrative databases in NJ for 2004-2018 (2019 to be integrated by end of FY22). The Warehouse includes (1) driver licensing histories; (2) traffic-related citations and license suspensions; (3) police-reported motor vehicle crashes; (4) birth certificates; (5) death certificates; (6) hospital discharges (ED, inpatient, and outpatient); (7) electronic health records for all NJ patients in the CHOP network; (8) census tract-level community indicators (using geocoded residential addresses); (9) trauma registry records (to be integrated by FY 2025); and (10) emergency medical services (EMS) data (to be integrated in FY 2023) (See Figure and CHoP's dedicated website: https://injury.research.chop.edu/new-jersey-safety-and-health-outcomes-data-warehouse).

The NJ-SHO Warehouse contains linked longitudinal data for 22.3 million individuals who were NJ residents during this time period, including extensive injury-related data. The NJ-SHO Warehouse includes several features that uniquely prime it to advance the goals and priorities outlined in the state Strategic Plans:

(1) More complete identification of injuries across road user types.
(2) Unique ability to locate at-risk communities.
(3) More complete data to identify transportation disparities and inequities. This includes Individual-level data and Community-level data.
(4) Potential to better identify and evaluate driver impairment.

NJDHTS and CHoP will create the New Jersey Safety and Health Outcomes (NJ-SHO) Resource Center as a forum to disseminate important injury-, safety-, and transportation equity-related information to stakeholders across the state. The Center will meet a critical need among NJ's safety and health communities by facilitating access to data and analytic expertise to guide and evaluate local and statewide solutions for reducing the burden of injuries and deaths in the state. We will build a public-facing, accessible website for the Center to serve as a central online location to host our injury resource information. We plan to embed an interactive data dashboard into the new NJ-SHO Resource Center website, which will enable users to compare transportation safety and injury metrics over time, by community, and by population characteristics. The NJ-SHO Resource Center's vision over 3 years, FY2023 through FY2025 (per NJ FY calendars: October 1, 2022 – September 30, 2025), includes five related tasks:

Task 1: Communicate with Partners and Stakeholders about the NJ-SHO Resource Center. (1) Develop overall strategic direction of the Center; (2) Conduct regular administrative, project management, communication, and reporting activities with DHTS, partners, and stakeholders; (3) Disseminate project deliverables and results to target groups; and (4) Establish ongoing collaborative and fiscal relationships with collaborators that facilitate long-term sustainability of the Center as a resource for comprehensive information on traffic safety and injury outcomes.

Task 2: Create the NJ-SHO Resource Center Website. The website will (1) provide user-friendly summaries of key findings of the NJ-SHO Center and other studies relevant to NJ stakeholders; (2) provide users the opportunity to submit requests for more in-depth consultation and more detailed data queries/analyses of data from the NJ-SHO Data Warehouse; (3) include a public-facing data dashboard (see Task 3); and (4) allow for expansion to align with the to-be-developed sustainability plan for the Center.

Task 3: Create the NJ-SHO Data Dashboard and Embed It into the NJ-SHO Resource Center Website. We will design a public-facing interactive data dashboard with two facets: (1) the generation of customizable Safety Profiles that highlight high-priority traffic safety and injury-focused outcomes at the state- and local-level and (2) in-depth high-quality data visualizations that track progress on key Strategic Plan metrics and other injury outcomes.

Task 4: Integrate Relevant NJ Traffic Safety Data Sources. The Center will seek to (1) integrate additional data sources into the NJ-SHO Data Warehouse; (2) update current data sources with the most recent years of data; and

(3) establish a sustainable framework to maintain, update, and expand the Warehouse as an innovative source of data on traffic safety and injury outcomes.

Task 5: Special Analytic Studies. The Center will conduct timely and topical analytic studies in alignment with priorities outlined in the state Strategic Plans, to be determined in consultation with DHTS, partners, and stakeholders.

We will use the website plan finalized in Year 1 to launch the NJ-SHO Resource Center website. The content and design of the website will have the capacity to expand and grow with the Center. We will monitor traffic to and interactions with the website, tweaking search engine optimization parameters as needed to ensure reach to interested stakeholders. We will continue to solicit feedback from users and stakeholders to improve the website's accessibility and usefulness. We will also promote the Center's website through a variety of mechanisms, including media interactions, direct contact with stakeholders, and local, state, and national forums.

We will use the dashboard design document developed in Year 1 to create and launch a fully functional dashboard by Year 3. The public-facing dashboard will include interactive tools to generate community-focused Safety Profiles as well as to explore more detailed data visualizations related to traffic safety metrics. We will continue to engage with stakeholders to gauge the usefulness and usability of the dashboard to continue to make improvements to its content and construction.

Countermeasure Strategies in Program Area

Countermeasure Strategy
Community Programs and Outreach

Coordination with goals in 2020 Strategic Highway Safety Plan

Identify existing driver behavior training, education & marketing programs by government, schools, insurance industry, health industry, & nonprofits.
Assess current efforts/practices to communicate to and educate teen drivers on seatbelt compliance and identify best practices that should be considered.
Identify underserved communities with an overrepresentation of driver behavior related fatalities & serious injuries & develop a strategy for messaging in those communities.
Develop a plan to prepare and incorporate content in traffic safety education programs which focuses on protecting crossing guards as well as children walking/biking to school. Education of professional truck and bus drivers will be a primary target audience.
Engage county and municipal officials and trusted local advocates to enlist their support in sharing grant opportunities and other resources with underserved communities.
Incorporate equity considerations in providing grant assistance. Offer resources to support underserved communities in pursuing grant opportunities.

Associated Performance Measures

2023	Number of Counties Supported in CTSPs	2023	Annual	21.00

Countermeasure Strategy: Community Programs and Outreach

Effectiveness of Countermeasure

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

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

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

For FY2023, all DHTS grant funded CTSP's have been charged with reaching out and engaging with new partners in their service areas to expand program delivery into previously underserved or neglected communities.

Assessment of Safety Impacts

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

Linkage between Problem Identification and Performance Targets

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

Though it presents challenges in terms of data collection, projects in this program area should consider equity factors in developing and carrying out their programs. As part of 2020 SHSP development, Fatal and Serious Injury Data in New Jersey was compared to the percentage of minority households via census tract data as well as to the percentage of households below the poverty level. Those results were inconclusive in terms of any specific findings. As such, a key objective moving forward is to develop alternate methods to assess equity demographic indicators related to crashes.

Project Name: **COMMUNITY TRAFFIC SAFETY PROGRAMS AND OTHER STATEWIDE INITIATIVES**
Sub-Recipients: **DHTS, COUNTY AGENCIES, TMA'S AND NON-PROFIT ORGANIZATIONS**
Total Project Amount: **$2,500,000**
Project Description:

Funds will be provided in FY2023 to maintain a network of Community Traffic Safety Programs (CTSPs), which address priority traffic safety concerns in the following counties: Atlantic, Burlington, Camden, Essex, Gloucester, Hudson, Middlesex, Morris (with Sussex and Warren), Ocean, Monmouth, Somerset (with Hunterdon), and Union. In addition, the South Jersey Transportation Planning Organization will work with representatives from Cumberland, Cape May and Salem to develop and implement traffic safety initiatives in each of those counties. Each CTSP establishes a management system which includes a coordinator and advisory group responsible for planning, directing and implementing its programs. Traffic safety professionals from law enforcement agencies, educational institutions, community and emergency service organizations, and planning and engineering are brought together to develop county-wide traffic safety education programs based on their crash data. The CTSPs also share best practices and provide information and training throughout their counties. For FY2023 CTSPs are tasked with expanding their partnerships to ensure diversity in membership and communities served. Relationships should be developed and maintained at the local level with community groups and small nonprofit entities. Funds will be used for training costs, program related expenses, printing of educational materials, enforcement activities, Project Coordinator expenses, and public outreach initiatives.

The Brain Injury Alliance of New Jersey (BIANJ), a long-time DHTS partner, will disseminate important traffic safety messages through the use of community outreach, safety coalitions, media and technology. Education is delivered through in person presentations, participation in community events and conferences, and via website and multiple social media platforms, including Facebook, Twitter and Instagram. Its programs will target pedestrian, bike, motorcycle, teens and all aspects of driving safety in regions of the State that have been identified as having high crash and fatality rates. BIANJ will continue its community outreach by providing a minimum of 150 transportation safety related traveling workshops focused on helmet use, pedestrian safety, and programs for school age children, parents, seniors, other at-risk populations and the general public. These presentations are also available in Spanish. In an effort to continue to engage new drivers in safe driving practices, BIANJ will continue its work with high schools across the State as part of the *U Got Brains* Champion Schools program. A new goal for FY2023 will be to expand the Champion Schools Program into the diverse communities of the state. BIANJ will continue to host a statewide Pedestrian/Bicycle Safety Coalition and Motorcycle Safety Coalition, to facilitate ongoing discussions relating to these important areas. BIANJ's transportation safety website, *JerseyDrives.com*, will be updated in an engaging and informative format to serve as a resource for drivers, parents and educators. The Alliance will also continue to promote NHTSA's priorities and messaging through a multimedia campaign that includes billboards, radio PSAs, advertising on bus shelters and at high profile events across the state, and through social media.

New Jersey's eight Transportation Management Associations or TMAs (EZRide, TransOptions, goHunterdon, Greater Mercer, Cross County Connections, Ridewise, Keep Middlesex Moving, and Hudson), which serve all 21 counties in the State, will receive grant funding to develop and deliver grass roots level traffic safety outreach and education programs. Pedestrian safety will be addressed through promotion of the "Street Smart NJ" program in local communities while bicycle safety for recreational riders as well as bicycle commuters will be covered with local small group programming emphasizing techniques for safely sharing the road. Laws pertaining to occupant protection, ice and snow removal, pedestrian safety, and the use of handheld devices will also be addressed. Meetings were held with the leadership of this grant during the HSP planning process and a key issue stressed was that as agencies with strong grass roots presences, the TMA's need to expand their "footprints" in FY2023 to engage and work with new partners.

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

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

The "Community Traffic Safety Programs" area of the FY2023 HSP encompasses several emphasis areas from the 2020 Strategic Highway Safety Plan, including Driver Behavior, Other Vulnerable Road Users, and Pedestrians and Bicyclists. DHTS will make it a priority to assist in implementing the strategies of the SHSP in which it can play a role, such as furthering efforts to enforce and educate rear seat belt use, enhance child passenger safety activities, and develop a performance-based implementation plan for the "Street Smart NJ" program.

Within this planned activity, the approximate breakdown for FY2023 funding will be:

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

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

PUBLIC INFORMATION AND PAID MEDIA

General Overview

Public information and raising awareness about important traffic safety issues is the cornerstone of our efforts to reduce crashes. The primary function of public information and paid media efforts is to educate the public about traffic safety and to persuade the public to change their attitudes and behaviors in a way that leads to greater safety on the roads.

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

For FY2023, public information/paid media efforts will follow the NHTSA Communications calendar and timeline. In addition, major awareness efforts are planned relating to: Legalized marijuana/impaired driving; Distracted Driving; and the state's Pedestrian/Bicycle Move Over Law.

Countermeasure Strategies in Program Area

Countermeasure Strategy
Public Outreach

Coordination with goals in 2020 Strategic Highway Safety Plan

Identify existing driver behavior training, education & marketing programs by government, schools, insurance industry, health industry, & nonprofits.
Assess current media efforts to reduce aggressive driving and identify best practices that should be considered.
Assess current efforts/practices to communicate to and educate teen drivers on seatbelt compliance and identify best practices that should be considered.
Identify underserved communities with an overrepresentation of driver behavior related fatalities & serious injuries & develop a strategy for messaging in those communities.
Identify number of motorcycle riders trained in years 2019 and 2021. Develop a strategy to increase number of trained motorcycle riders and for incorporating motorcycle awareness into automobile and truck driver education.

Associated Performance Measures

2023	Number of Social Media Engagements	2023	Annual	200.00

Countermeasure Strategy: Public Outreach

Effectiveness of Countermeasure

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

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

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

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

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

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

Assessment of Safety Impacts

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

Linkage between Problem Identification and Performance Targets

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

Recent efforts in this realm have successfully delivered important traffic safety messages to a significant number of NJ residents. A major paid public information campaign, called "Take Control of Your Destiny – Don't Drive Distracted" was undertaken in FY2021 to address New Jersey's distracted driving program. The campaign featured colorful steering wheels depicting life milestones like graduation, marriage, and pursuing creative and professional interests, accompanied by the tagline "You Have Places to Go. Don't Drive Distracted."

Using social media channels like Facebook, Snapchat, and Twitter as well as other streaming outlets like Pandora (audio), YouTube (video), and super market and major roadway rest stop screens, the campaign generated almost 70 million impressions across all channels and almost 60,000 page views to the DHTS website.

The Division's social media reach is also expanding. In 2021, its Facebook page was visited nearly 10,000 times and reached more than 4 million people. On Twitter, the Division issued 263 posts and had its profile visited more than 26,000 times. Lastly, the Division's Instagram page reached 1.6 million people and was visited more than 5,000 times, which was a 700% increase from the prior year.

Project Name: **PUBLIC INFORMATION/PAID MEDIA**
Sub-Recipients: **DHTS**
Total Project Amount: **$1,750,000**
Project Description:

Funds from this task will be used to support the division's priority programs with printed materials, educational items, media campaigns and special events. Priority areas to be supported include seat belt usage, child passenger safety, teen driver safety, pedestrian safety, bicycle safety, distracted driving, aggressive driving, impaired driving (drugs and alcohol) and motorcycle safety. Of special note for FY2023 will be the refinement of acceptable safety messaging relating to the ongoing rollout of the state's new legalized marijuana industry. Funds will also be used to print the various publications provided by DHTS to the public. Brochures and banners will be purchased and used by law enforcement agencies to supplement the enforcement efforts of the national mobilization campaigns. Spanish language materials will be printed when feasible and appropriate.

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

The four major traffic safety enforcement mobilizations in FY2023 will be augmented by targeted paid and earned media support, as per the proven High Visibility Enforcement model (HVE). It is anticipated that several major paid media campaigns will be carried out statewide in FY2023: In the late fall/December holiday period of 2022 relating to drug impaired driving/legalized recreational marijuana use, and in the spring/summer of 2023 in support of the national distracted driving crackdown, *UDrive. UText. UPay*. DHTS also plans to continue paid sponsorship of regional traffic and weather reports with traffic safety messaging. Other issues that may be targeted for awareness campaigns include pedestrian safety and electronic bicycle and scooter safety.

In FY2023, DHTS will complete and analyze the results of a statewide traffic safety attitudes and awareness survey, renewed after a hiatus of several years. A professional polling institute will conduct an attitudes and awareness survey to gage the current level of awareness of New Jersey motorists of traffic safety issues in the state and to see what are the main traffic safety concerns being felt by the motoring public.

The "Public Information and Paid Media" area of the FY2023 HSP encompasses several emphasis areas from the 2020 Strategic Highway Safety Plan, including Driver Behavior and Other Vulnerable Road Users. DHTS will make it a priority to assist in implementing the strategies of the SHSP in which it can play a role, such as making recommendations for new media campaigns related to aggressive driving and assessing best practices for educating teen drivers and seat belt use.

Funding Source: **SECTION 402 $500,000 SECTION 405(d) $500,000 SECTION 405(e) $750,000** Local Benefit: **0**

OTHER VULNERABLE ROAD USERS

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

Younger Drivers • General Overview

A younger driver is defined as an operator of a motor vehicle or motorcycle between 16-20 years of age. The risk of motor vehicle crashes is higher among young drivers than any other age group. In fact, teen drivers are nearly three times likely as drivers 21 and older to be involved in a fatal crash. During the last ten years (2011-2020), there were 597 total fatalities in crashes that involved a younger driver behind the wheel. Young Driver involved fatalities increased 18 percent from 2019 to 2020 to the highest total since 2012. At the time of this report, the preliminary figure for the number of young drivers involved in fatal crashes in 2021 (in which the driver himself may or may not have been killed) is 73, 14 percent higher than 2020.

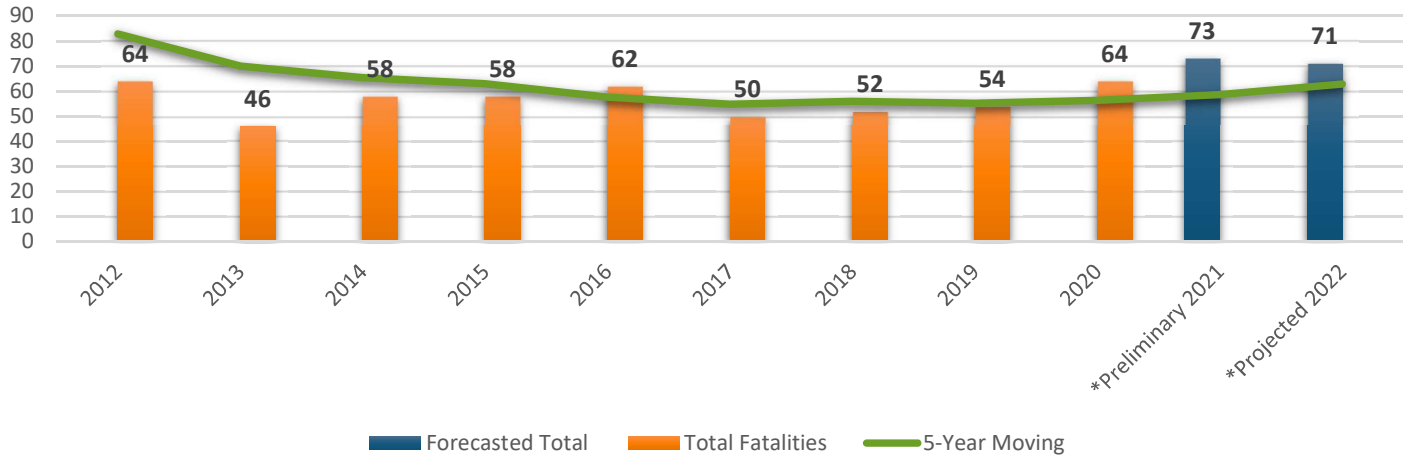
Quick Facts

18%
Increase in Young Driver involved fatalities from 2019 to 2020.

7%
Of all crashes in New Jersey involved a Young Driver (between 2016 and 2020)

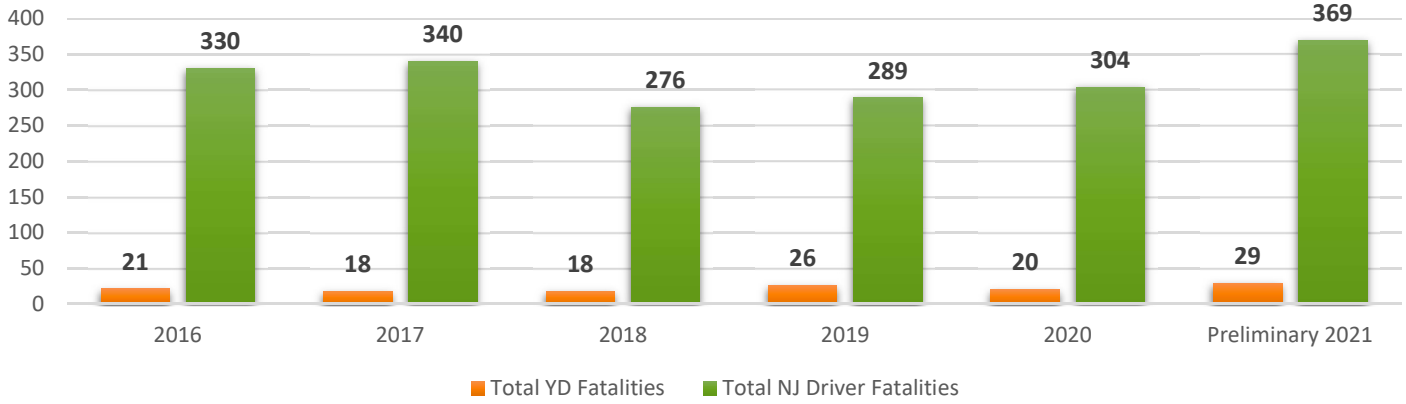
111
Drivers between 16 and 20 years of age were killed in crashes in New Jersey

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



Younger driver fatalities in 2021 in New Jersey accounted for nearly 8 percent of total drivers killed, up from 6.6 percent in 2020. A total of 29 drivers between the ages of 16-20 died on the State's roadways in 2021 a 45 percent increase from 2020, however, those totals are preliminary. A comparison of the number of younger driver fatalities in relation to the total number of drivers killed is depicted in the table below.

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

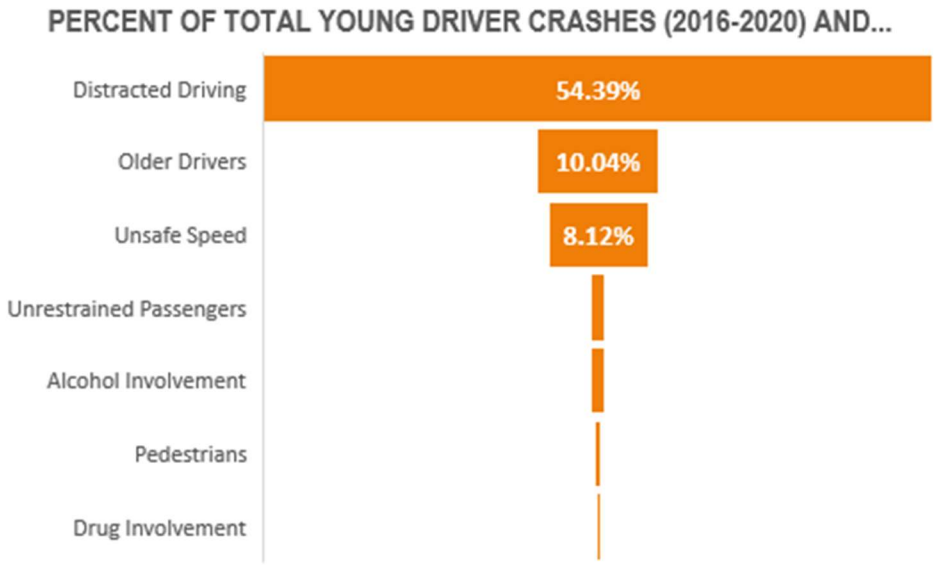


Younger driver involvement in crashes continues to decline, however New Jersey saw a slight uptick in young drivers involved in crashes in 2020. Younger drivers were involved in slightly over 12 percent of all crashes in 2020, continuing the historic trend. However, the percentage of young drivers involved in crashes compared to all drivers increased, to 7 percent in 2020 from 6.7 percent in 2019.

YOUNG DRIVER CRASHES VERSUS ALL CRASHES BY YEAR, 2014 – 2020							
ALL CRASHES	289,873	271,445	279,874	277,664	282,592	279,329	193,507
16-20 YO DRIVER INVOLVED CRASHES	36,040	35,942	36,352	34,501	34,338	33,730	23,375
DRIVERS INVOLVED IN ALL CRASHES	546,459	512,773	532,054	527,040	535,266	531,036	351,867
16-20 YO DRIVERS INVOLVED IN CRASHES	38,019	37,986	38,353	36,363	36,203	35,566	24,470

* Excludes undefined driver age.

Between 2016 and 2020, there were over 160,000 crashes involving a young driver in New Jersey. During that same period, 54 percent of all young driver crashes involved a distracted driver (NJ Avg 50.1 percent) and 8.2 percent involved travelling at an unsafe speed (NJ Avg 5.8 percent). Alcohol was involved in 1.1 percent of all young driver involved crashes (NJ Avg 2.6 percent).



Younger Drivers • Analysis of Gender

Males between the ages of 16-20 accounted for 53 percent of younger drivers involved in crashes over the past five years, with females representing roughly 46 percent. Drivers between the ages of 16 and 20 accounted for 7 percent of all drivers involved in crashes in 2020.

% OF YOUNG DRIVERS INVOLVED IN CRASHES BY AGE AND GENDER, 2016 - 2020					
16 YEARS OLD	0.7%	0.4%	0.3%	0.0%	
17 YEARS OLD	13.9%	7.1%	6.6%	0.2%	
18 YEARS OLD	28.2%	14.8%	13.0%	0.4%	
19 YEARS OLD	28.8%	15.4%	13.0%	0.4%	
20 YEARS OLD	28.5%	15.3%	12.8%	0.4%	

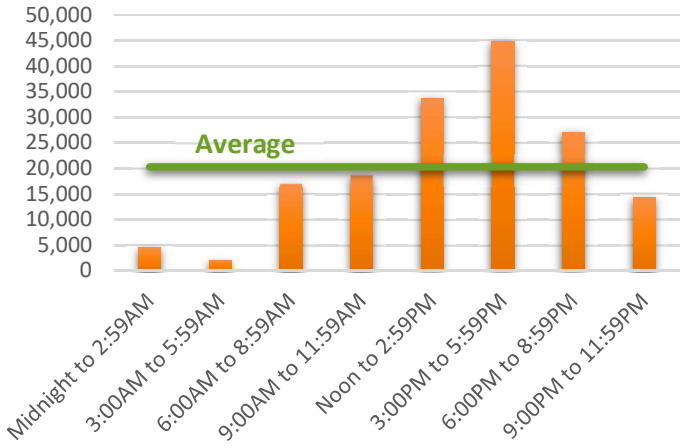
Younger Drivers • Analysis of Occurrence

Between 2016 and 2020, about half of all crashes involving younger drivers occur between Noon and 5:59PM (4 percent). About 17 percent of all young driver involved crashes took place on a Friday compared to 16.5 percent of all crashes in New Jersey taking place the same day. December had the highest volume of crashes accounting for nearly 10 percent. The occurrence of crashes involving a younger driver helps decision makers in addressing the specific concerns that are facing inexperienced users of the roadways.

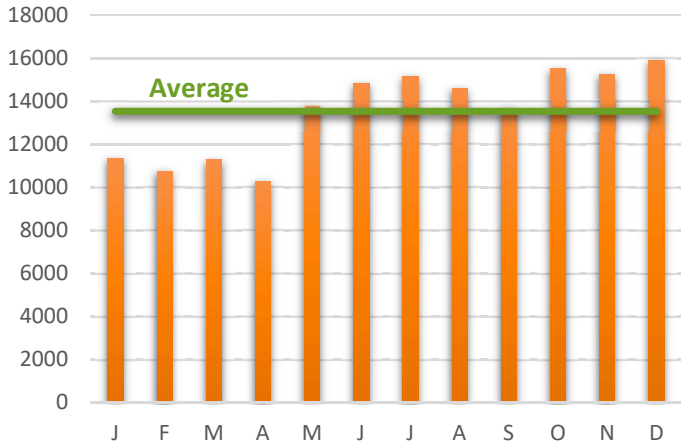
YOUNG DRIVER INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2016 - 2020

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								4,484	3%
3:00AM to 5:59AM								2,004	1%
6:00AM to 8:59AM								17,029	10%
9:00AM to 11:59AM								18,721	12%
Noon to 2:59PM								33,758	21%
3:00PM to 5:59PM								44,900	28%
6:00PM to 8:59PM								27,109	17%
9:00PM to 11:59PM								14,292	9%
TOTAL	22,837	24,544	24,220	24,694	27,770	21,178	17,054	162,297	100%
	14%	15%	15%	15%	17%	13%	11%		

YOUNG DRIVER INVOLVED CRASHES BY HOUR OF DAY, 2016-2020



YOUNG DRIVER INVOLVED CRASHES BY MONTH, 2016-2020



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

---------- KYLEIGH'S LAW EFFECTS ---------- YOUNG DRIVER CRASHES BY YEAR AND TIME PERIOD, 2016 – 2020			
2016	2,150	34,202	
2017	1,917	32,584	
2018	1,789	32,549	
2019	1,727	32,003	
2020	1,441	21,934	

Crashes involving younger drivers have declined roughly 35 percent from 2016 (36,352) to 2020 (23,375), thought the pandemic was a major factor in this decline. Since 2010 when Kyleigh's Law became effective, there has been a 60 percent reduction in young driver involved crashes. Crashes during the permissible driving hours for a young driver possessing a probationary driver license (5am – 11pm) declined 31 percent from 2016 to 2020. More importantly, crashes during the restricted driving hours for a young driver possessing a probationary driver license (11:01pm – 4:59am) fell nearly 17 percent over the same time period. Not only are the number of crashes involving young drivers declining, but the crashes taking place during the restricted time-period are declining exponentially.

Younger Drivers • Analysis of Location

Over the past 5 years (2016-2020), the City of Newark had the highest volume of crashes involving young drivers. Just under 2 percent of all crashes involving a young driver occurred in Newark compared to 4.4 percent of all crashes in the State. From the Top 20 list, the municipalities that have the highest over-representation of young driver involved crashes were Toms River Township (1.8 percent of YD crashes compared to 1.2 percent of all crashes), followed by Paramus Borough (1.3 percent of all YD crashes compared to 0.9 percent of all crashes).

TOP 20 MUNICIPALITIES WITH CRASHES INVOLVING YOUNG DRIVERS, 2016-2020			
Newark City	3,089	1.9%	4.4%
Woodbridge Township	2,999	1.8%	1.8%
Paterson City	2,907	1.8%	2.4%
Toms River Township	2,868	1.8%	1.2%
Edison Township	2,745	1.7%	1.5%
Lakewood Township	2,337	1.4%	1.2%
Clifton City	2,267	1.4%	1.4%
Paramus Borough	2,083	1.3%	0.9%
Jersey City	2,028	1.2%	2.9%
Elizabeth City	1,975	1.2%	1.9%
Union Township (Union	1,937	1.2%	1.2%
Hamilton Township	1,902	1.2%	1.0%
Cherry Hill Township	1,887	1.2%	1.0%
Wayne Township	1,856	1.1%	0.7%
Brick Township	1,554	1.0%	0.7%

Older Drivers • General Overview

An older driver is defined as an operator of a motor vehicle or motorcycle who is 65 years of age and older. During the last ten years (2012–2021), there were 648 older driver (65+) fatalities, down from 649 between 2011-2020. At the time of this report, 63 drivers aged 65 years or older were killed in 2021 compared to 57 in 2020. The population of New Jersey increases every year as does the number of residents over the age of 65. Our older drivers make up a large portion of our overall licensed drivers and can be considered a higher-risk population on the roadways. According to the US Census Bureau, New Jersey residents age 65 and older make up roughly 17 percent of the State's population. The proportion of New Jersey's population that is growing more rapidly than other components of the population. The U.S. Census Bureau estimates that 24.5 percent of New Jersey's population will be 60 and older by the year 2030, an increase of 30 percent from 2012.

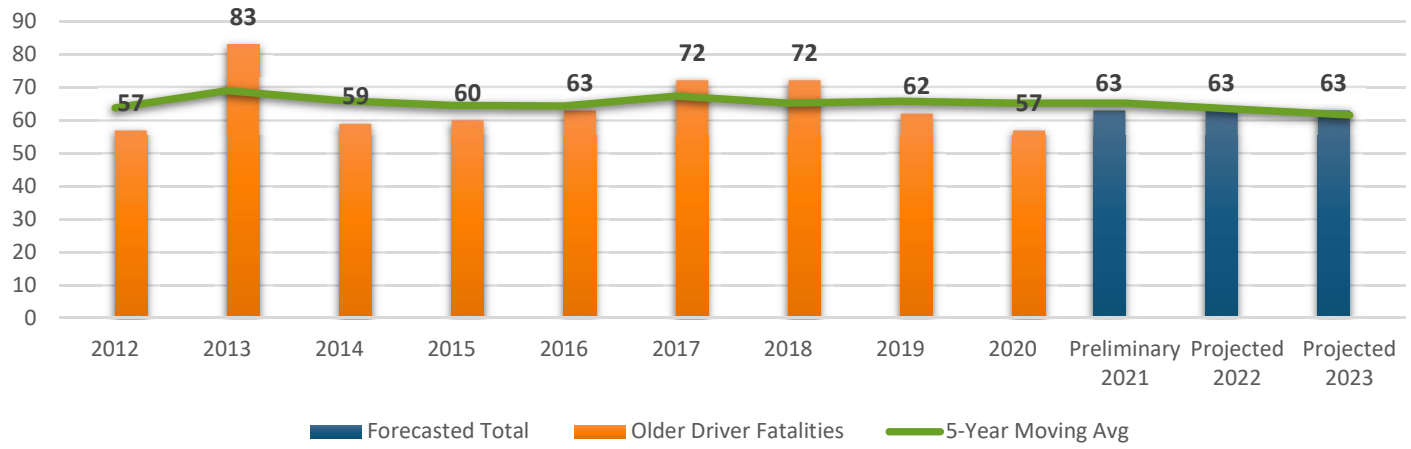
Quick Facts

17%
Of crashes in New Jersey involved a driver 65 years of age or older (2016-2020)

65%
Of all older drivers involved in crashes in New Jersey were between the ages of 65 and 74 (2016-2020)

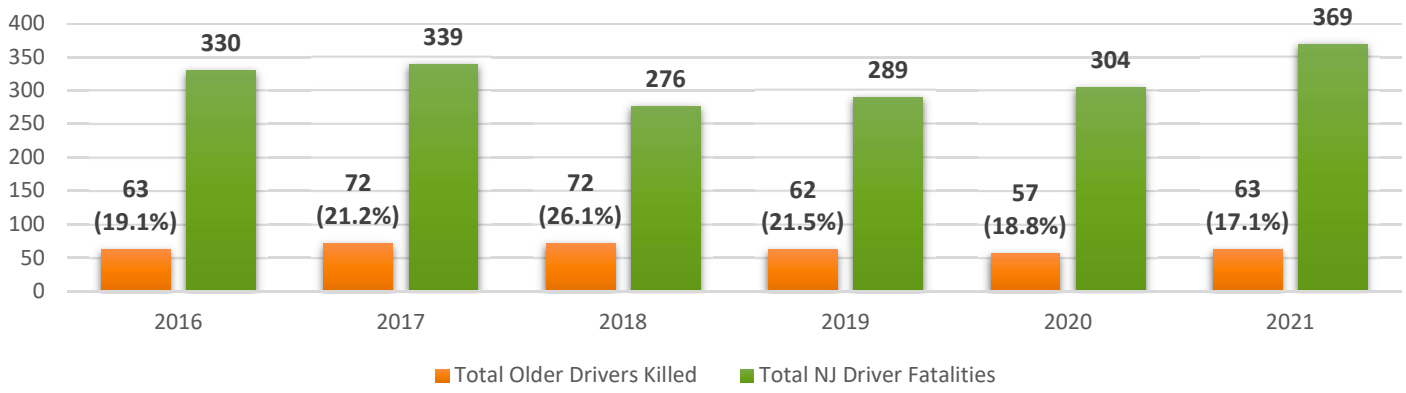
254
Drivers 65 years of age + were killed in crashes in New Jersey (2018-2021)

OLDER DRIVER FATALITIES, ANNUAL AND 5–YEAR MOVING AVERAGE



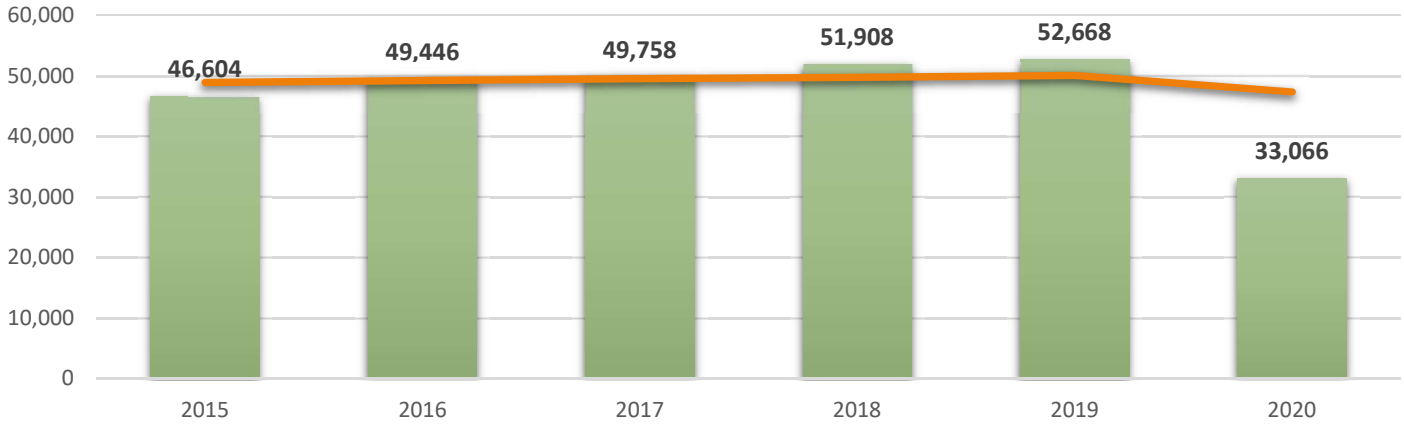
In 2020, there was a 37 percent reduction in crashes involving older drivers from 2019. There were 30,934 crashes involving 33,066 older drivers. Though the reduction was likely driven by the effects of the pandemic, the rate of reduction surpasses that of the overall crash reduction New Jersey experienced (30.7 percent). In 2021, older drivers were involved in 9 percent of all fatalities and accounted for 17 percent of all fatally injured drivers in New Jersey. The increasing population of older drivers in the State and involvement in crashes creates an important case for increased education, enforcement, and outreach to this group.

PROPORTION OF OLDER DRIVER FATALITIES VERSUS TOTAL NEW JERSEY DRIVER FATALITIES



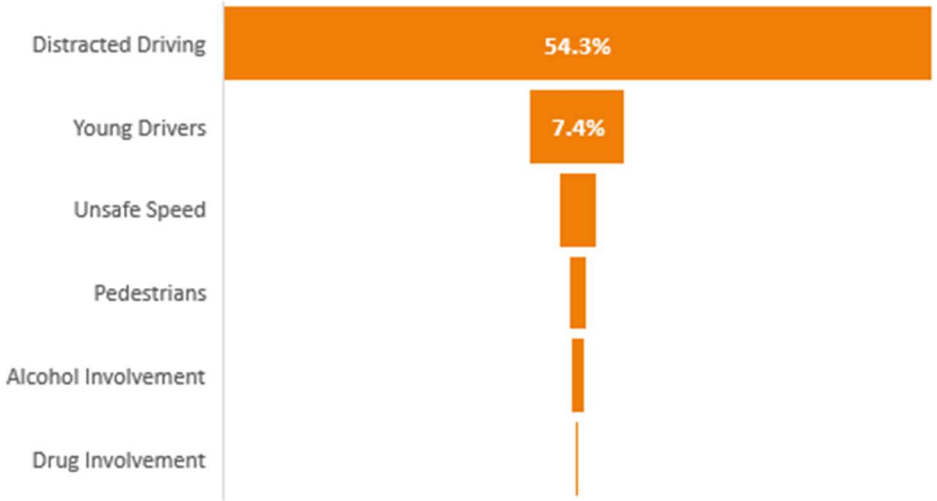
Despite the pandemic-related reduction in older driver involved crashes in 2020, overall crashes involving older drivers has maintained an increasing trend. Older drivers, once involved in 13 percent of all crashes in 2006, now account for 16 percent in 2020. As New Jersey's population ages, the number of crashes involved older drivers is expected to increase.

OLDER DRIVERS INVOLVED IN CRASHES, 2015 – 2020



Between 2016 and 2020, over 200,000 crashes in New Jersey involved a driver 65 years of age or older. During that same period, 54 percent of all older driver involved crashes also involved distracted driving (NJ Avg 50 percent) and 7 percent involved a Young Driver (NJ Avg 12.3 percent).

PERCENT OF TOTAL OLDER DRIVER INVOLVED CRASHES (2016-2020) AND...



Older Drivers • Analysis of Gender

The gender make-up of older drivers involved in crashes shows that male drivers aged 65 years and older are overrepresented in crashes and accounted for 59 percent of total older drivers involved in crashes compared to the overall female driver involvement in all NJ crashes of 41 percent. Roughly 65 percent of all older drivers (65+) involved in crashes were between the ages of 65 and 74.

% OF OLDER DRIVERS INVOLVED IN CRASHES BY AGE AND GENDER, 2016 - 2020

65 - 69 YEARS OLD	38.1%	23.1%	15.0%	0.0%	
70 - 74 YEARS OLD	26.7%	15.8%	10.9%	0.0%	
75 - 79 YEARS OLD	17.0%	9.8%	7.2%	0.0%	
80 - 84 YEARS OLD	10.0%	5.7%	4.4%	0.0%	
85+ YEARS OLD	8.0%	4.6%	3.4%	0.0%	

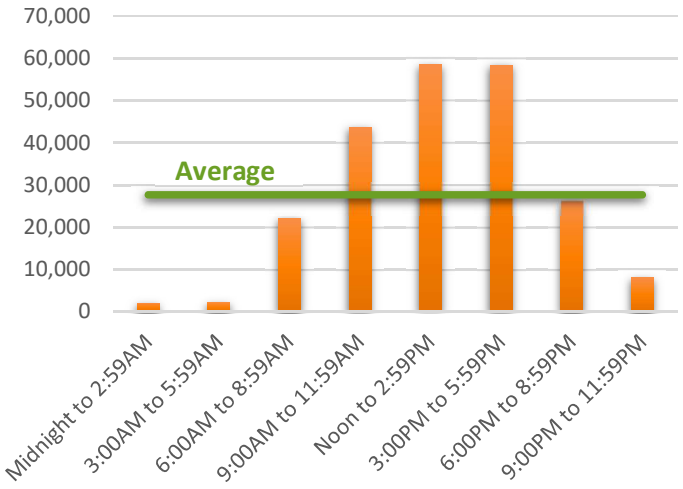
Older Drivers • Analysis of Occurrence

Time of day and day of week plays a significant role in crashes involving older drivers. Older drivers are at a greater risk of a fatal nighttime crash per distance driven compared to all drivers, except for drivers aged younger than 25 years. Between 2016 and 2020, more than half of all crashes involving older drivers occur between Noon and 5:59PM (52%) with the majority taking place on weekdays. October had the highest volume of crashes accounting for 9 percent of all older driver involved crashes.

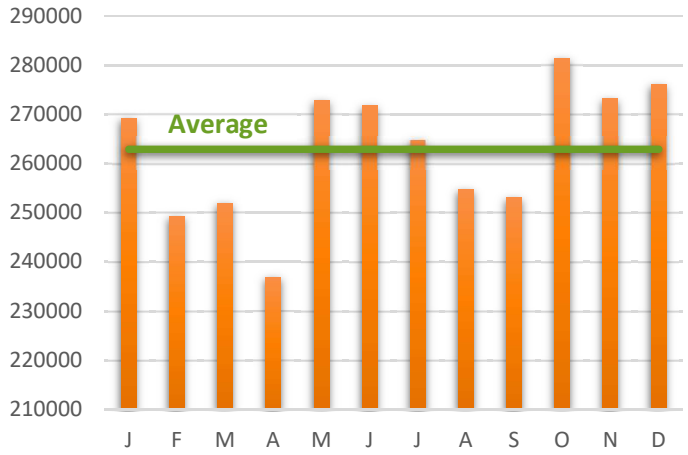
OLODER DRIVER INVOLVED CRASHES TIME OF DAY, DAY OF WEEK 2016 - 2020

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								1,988	1%
3:00AM to 5:59AM								2,259	1%
6:00AM to 8:59AM								22,242	10%
9:00AM to 11:59AM								43,737	20%
Noon to 2:59PM								58,497	26%
3:00PM to 5:59PM								58,489	26%
6:00PM to 8:59PM								26,367	12%
9:00PM to 11:59PM								8,013	4%
TOTAL	33,191	35,528	35,459	35,439	37,218	25,749	19,008	221,592	100%
	15%	16%	16%	16%	17%	12%	9%		

OLDER DRIVER CRASHES BY HOUR, 2016-2020

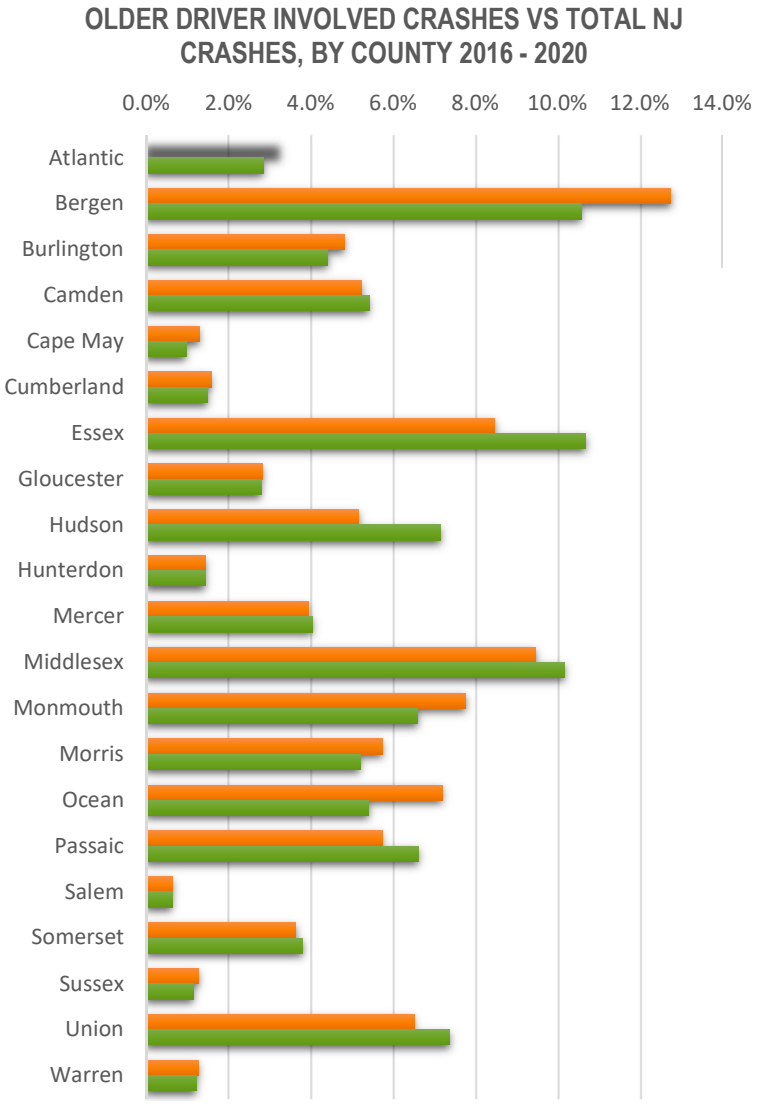


OLDER DRIVER CRASHES BY MONTH, 2016-2020

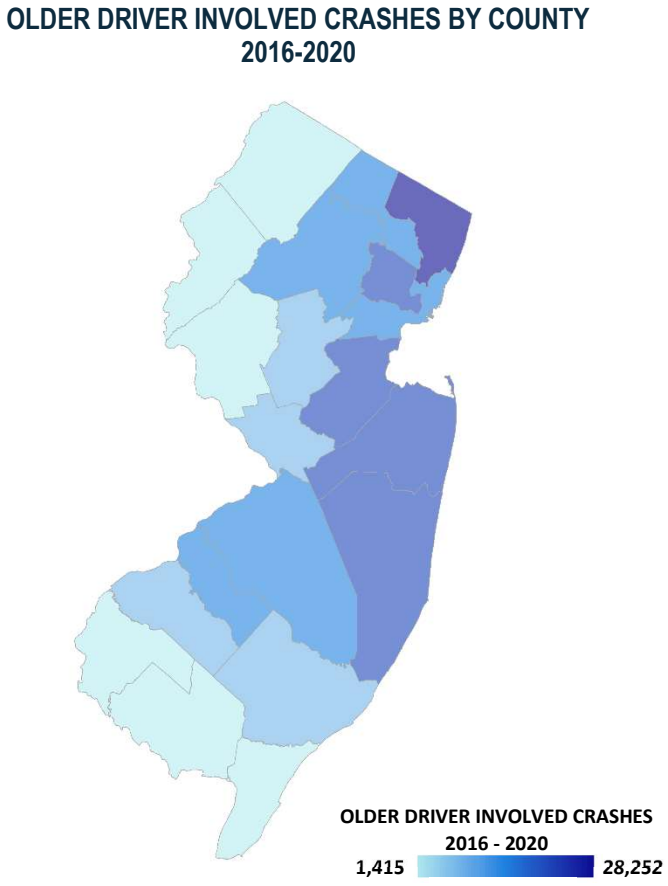


Older Drivers • Analysis of Location

Between 2016 and 2020, Bergen County had the highest volume of crashes involving older drivers, 28,252 or 12.7 percent of all older driver crashes. Bergen County also has the highest over representation of crashes involving older drivers compared to all crashes taking place in the county (12.7 percent vs 10.6 percent of all NJ crashes). Following Bergen County was Middlesex County with 20,970 crashes or 9.5 percent of all older driver crashes. Essex County and Hudson County had the highest under representation of crashes involving older drivers. Approximately 8.5 percent of all crashes involving older drivers occurred in Essex County where 10.7 of all crashes took place. Hudson County made up 5.2 percent of the older driver crashes compared to 7.2 percent of all crashes in New Jersey.



NJDHTS demonstrates its commitment to the safety of older drivers by working with and educating many State and community partners to provide resources for drivers, families, caregivers, health care professionals, law enforcement and departments of motor vehicles.



Motorcycle Safety • General Overview

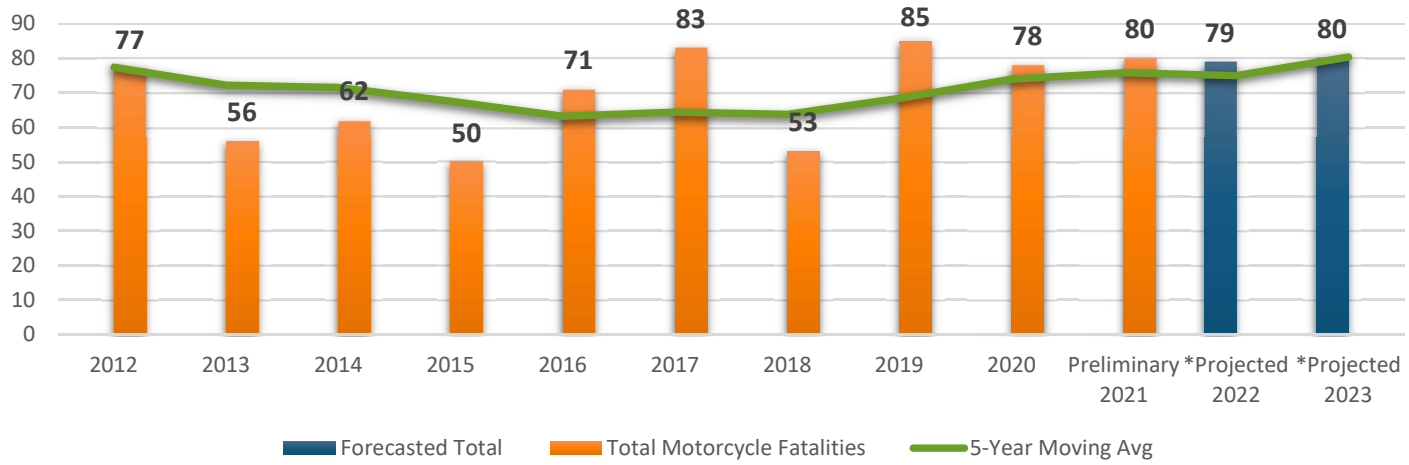
A motorcyclist fatality includes all operators or passengers of motorcycles that were killed because of a crash. After several years of decline in motorcycle fatalities, New Jersey is beginning to see an upward trend. Over 11 percent of all fatalities in New Jersey were motorcyclists in 2021, down from 13 percent in 2020. Preliminary estimates are showing a slight increase in motorcycle fatalities (2.6 percent in 2021 from 2020) which drives the 5-year moving average up to 75.8 fatalities from 63.8 in 2018. One of the driving factors to the increase in motorcycle fatalities can be attributed to helmet use.

Quick Facts

9.7%
Of all motorcyclists killed between 2016 and 2020 were not wearing a helmet

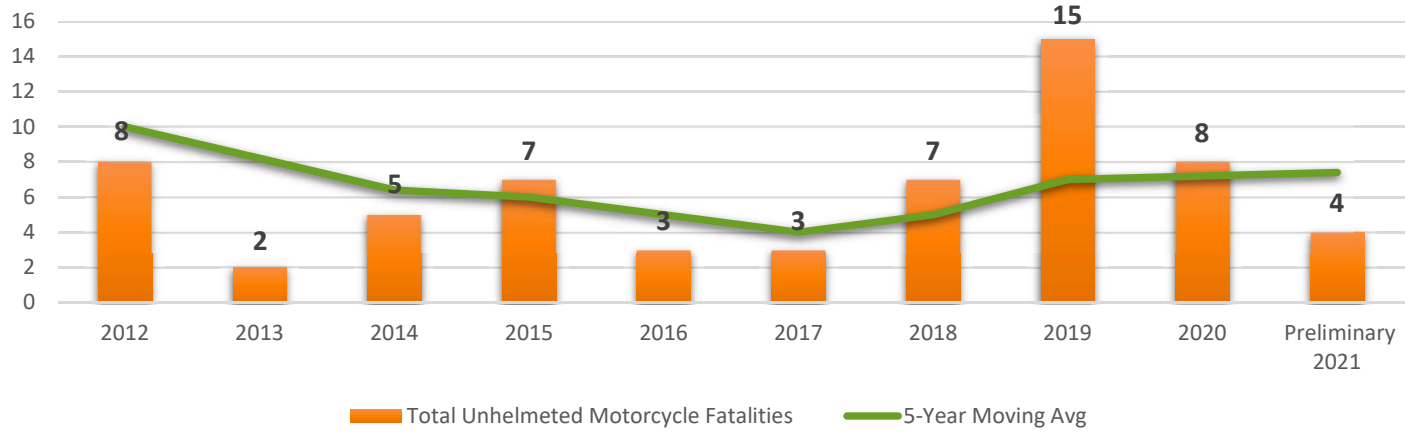
379
Total motorcyclists killed in New Jersey between 2017 and 2021

MOTORCYCLE FATALITIES, ANNUAL AND 5–YEAR MOVING AVERAGE



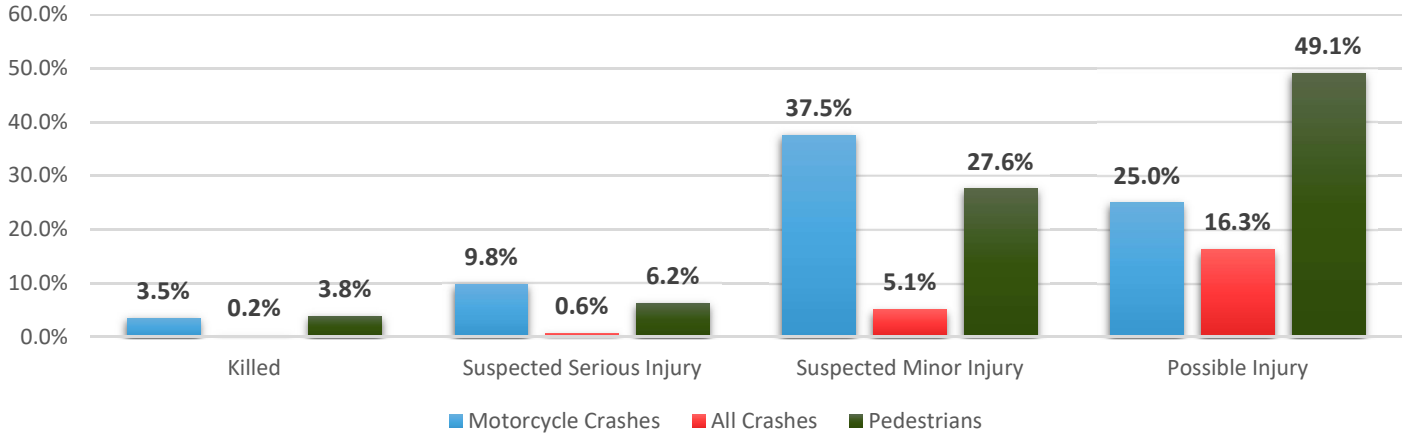
The decision to not wear a helmet when riding a motorcycle can mean life or death. There were a staggering 15 unhelmeted motorcycle fatalities in 2019. Nearly 18 percent of all motorcyclists killed in crashes in 2019 were unhelmeted riders. Preliminary figures are showing 4 motorcyclists died on the roadways in 2021 who were not wearing a helmet at the time of the crash, accounting for 5 percent of motorcyclist fatalities (drivers and riders).

UNHELMETED MOTORCYCLE FATALITIES, ANNUAL AND 5–YEAR MOVING AVERAGE



Motorcyclists pose unique risks to rides in terms of their crashworthiness because of the following factors: the absence of external protection that an enclosed vehicle structure provides, the lack of internal restraints such as seat belts and air bags, acceleration and speed capability, the propensity for riders to be thrown in a crash, and the relative instability of a two-wheeled vehicle. Due to these factors, motorcyclists fare the worst in crashes and have the highest rates of injury severity. As a percent of total, motorcycle crashes have more serious and minor injuries than the next most vulnerable user group, pedestrians over the last 5 years. Over 47 percent of motorcycle crashes resulted in serious or minor injury, compared to 34 percent of pedestrian crashes and 5.7 percent of all crashes.

CRASH SEVERITY BY PERCENT OF TOTAL: MOTORCYCLE, ALL CRASHES AND PEDESTRIAN CRASHES, 2016-2020

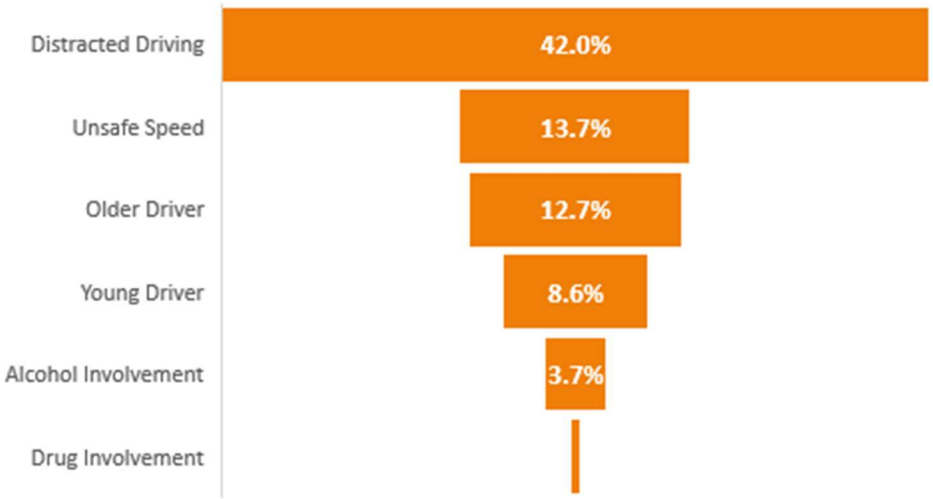


Alcohol was involved in 3.7 percent of all motorcycle crashes over the past five years and was a contributing circumstance in 3.8 percent of all crashes in 2020.

ALCOHOL INVOLVEMENT IN MOTORCYCLE CRASHES, 2016 - 2020						
NO INVOLVEMENT	2,115	2,096	1,918	2,026	1,836	
INVOLVEMENT	73	90	71	80	73	

Between 2016 and 2020, there were over 10,000 motorcycle crashes in New Jersey. During that same period, 42 percent of all motorcycle crashes involved a distracted driver (NJ Avg 50.1 percent) and 13.7 percent involved travelling at an unsafe speed (NJ Avg 5.8 percent). Alcohol was involved in 3.7 percent of all motorcycle crashes (NJ Avg 2.6 percent).

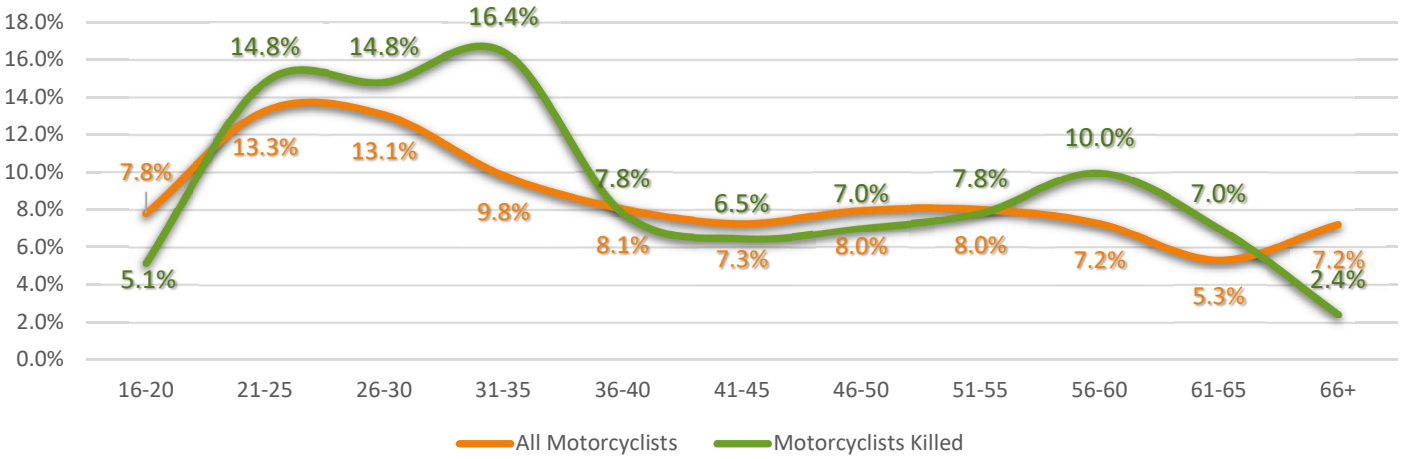
PERCENT OF TOTAL MOTORCYCLE CRASHES (2016-2020) AND...



Analysis of Age

The 21-30-year-old rider accounted for 26.3 percent of all riders involved in motorcycle crashes and 32.2 percent of all motorcycle crashes that involved speeding. Nearly 30 percent of all motorcyclists killed were between 21 and 30 years of age. Almost a third of all motorcyclists killed in crashes were between the ages of 26 and 35. Most motorcycle riders involved in crashes were male riders, accounting for over 93 percent of total riders involved in crashes that occurred from 2016-2020.

MOTORCYCLISTS INVOLVED BY AGE (DRIVER AND PASSENGER) BY AGE, 2016 - 2020



Riders that operate a motorcycle without proper licensure are also at risk not only to other motorists on the road but also to themselves. Twenty-Eight (28%) percent of motorcyclists killed on the roadways in 2020 did not have the proper license endorsement to operate that class of vehicle.

LICENSE COMPLIANCE IN FATAL CRASHES FOR MOTORCYCLE DRIVERS, 2018 - 2020						
	2018		2019		2020	
	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL
NOT LICENSED	0	0%	2	2%	2	2%
NO VALID M ENDORSEMENT	18	33%	36	42%	24	28%
VALID ENDORSEMENT	36	67%	47	55%	52	61%
UNKNOWN	0	0%	0	0%	0	0%

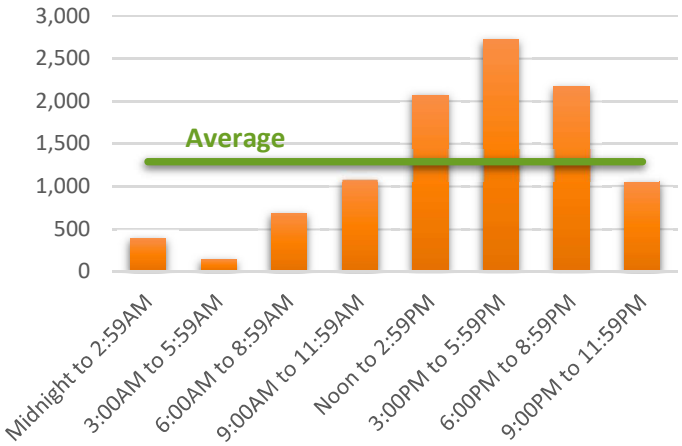
Analysis of Occurrence

Most motorcycle crashes take place on the weekends from 12pm to 6pm. Roughly 40 percent of all motorcycle crashes took place on a Saturday or Sunday over the last 5 years (2016-2020). The most dangerous hours of the day are between 3pm and 5:59pm (2,720 or 26 percent of all motorcycle crashes). However, motorcycle crashes are most likely to occur during the warmer months of the year where nearly 68 percent of all motorcycle crashes happened between May and September.

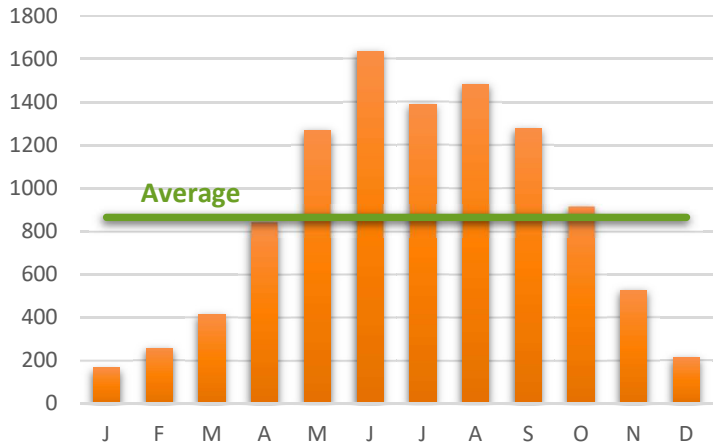
MOTORCYCLE CRASHES TIME OF DAY, DAY OF WEEK 2016 - 2020

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								389	4%
3:00AM to 5:59AM								146	1%
6:00AM to 8:59AM								687	7%
9:00AM to 11:59AM								1,085	11%
Noon to 2:59PM								2,075	20%
3:00PM to 5:59PM								2,720	26%
6:00PM to 8:59PM								2,171	21%
9:00PM to 11:59PM								1,059	10%
TOTAL	1,109	1,164	1,280	1,252	1,422	2,040	2,065	10,332	100%
	11%	11%	12%	12%	14%	20%	20%		

MOTORCYCLE CRASHES BY HOUR OF DAY, 2016-2020



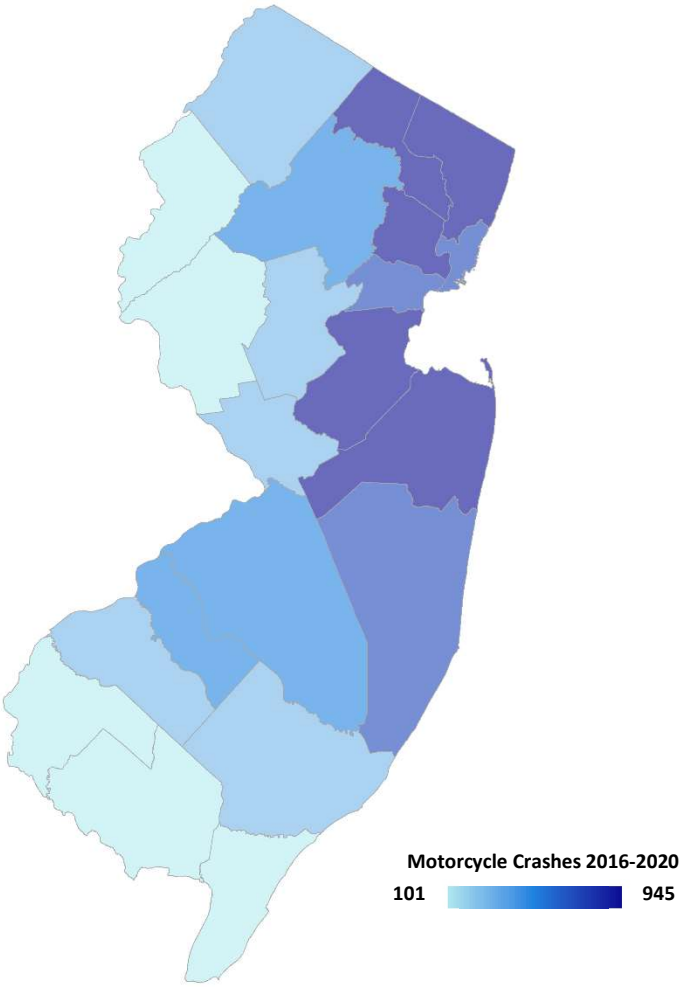
MOTORCYCLE CRASHES BY MONTH, 2016-2020



Analysis of Location

Between 2016 and 2020, Bergen County had the highest volume of motorcycle crashes, 945 or 9.1 percent of all motorcycle crashes. Following Bergen County was Essex County with 883 crashes or 8.5 percent of all motorcycle crashes. Salem and Cape May County had the lowest volume of motorcycle crashes. Crashes in Salem County made up 1 percent and Cape May County made up 1.6 percent of all motorcycle crashes.

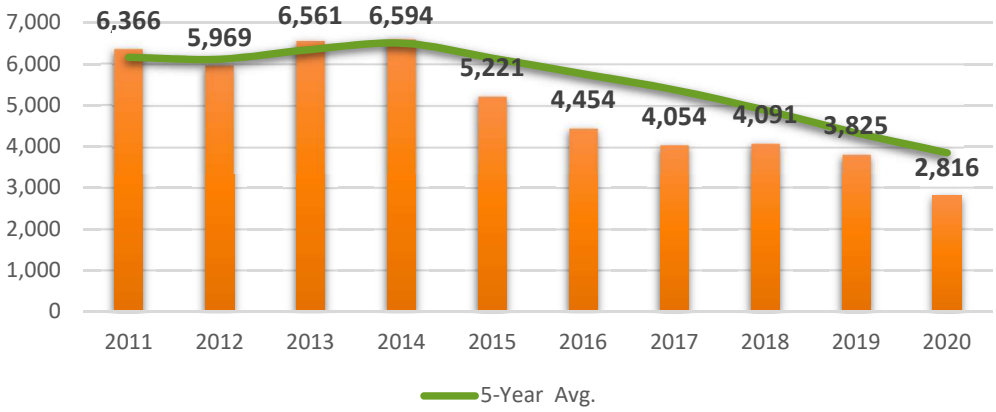
MOTORCYCLE CRASHES BY COUNTY 2016-2020



Work Zone Safety • General Overview

Crashes in and around work zones reached an all-time low in 2020 with 2,816 crashes, a 26 percent reduction from 2019. In 2020, Passaic County had the highest mean differential from the 3-year average of crashes (265) with 320 work zone related crashes. Hudson County had the lowest mean differential from the 3-year average of crashes (409) with 307 work zone crashes.

WORK ZONE CRASHES, 2011 - 2020



Quick Facts

25.7%
Reduction in Work Zone crashes from 2019 to 2020

37%
of Work Zone crashes occurred on State Highways between 2016-2020

84%
of Work Zone crashes occurred on a weekday between 2016-2020

WORK ZONE CRASHES BY COUNTY AND YEAR, 2018 - 2020

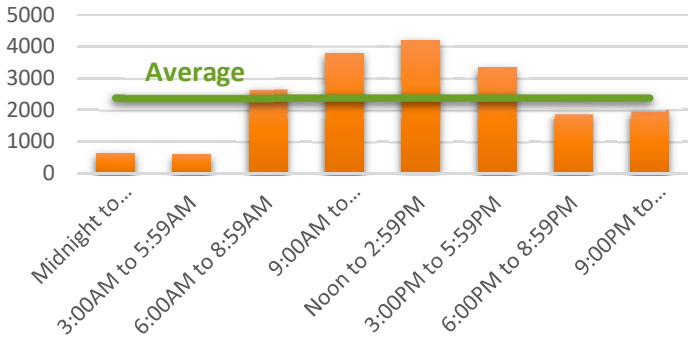
COUNTY	2018		2019		2020		TOTALS	
	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total
ATLANTIC	99	2.42%	65	1.70%	100	3.55%	264	2.46%
BERGEN	328	8.02%	411	10.75%	223	7.92%	962	8.96%
BURLINGTON	118	2.88%	161	4.21%	113	4.01%	392	3.65%
CAMDEN	449	10.98%	300	7.84%	232	8.24%	981	9.14%
CAPE MAY	39	0.95%	22	0.58%	24	0.85%	85	0.79%
CUMBERLAN	22	0.54%	31	0.81%	17	0.60%	70	0.65%
ESSEX	453	11.07%	472	12.34%	334	11.86%	1,259	11.73%
GLOUCESTER	147	3.59%	150	3.92%	112	3.98%	409	3.81%
HUDSON	542	13.25%	377	9.86%	307	10.90%	1,226	11.42%
HUNTERDON	62	1.52%	45	1.18%	31	1.10%	138	1.29%
MERCER	269	6.58%	262	6.85%	143	5.08%	674	6.28%
MIDDLESEX	304	7.43%	378	9.88%	197	7.00%	879	8.19%
MONMOUTH	212	5.18%	197	5.15%	126	4.47%	535	4.99%
MORRIS	175	4.28%	179	4.68%	152	5.40%	506	4.71%
OCEAN	236	5.77%	202	5.28%	91	3.23%	529	4.93%
PASSAIC	238	5.82%	238	6.22%	320	11.36%	796	7.42%
SALEM	16	0.39%	19	0.50%	16	0.57%	51	0.48%
SOMERSET	155	3.79%	138	3.61%	80	2.84%	373	3.48%
SUSSEX	13	0.32%	31	0.81%	34	1.21%	78	0.73%
UNION	149	3.64%	107	2.80%	137	4.87%	393	3.66%
WARREN	65	1.59%	40	1.05%	27	0.96%	132	1.23%
TOTAL	4,091		3,825		2,816		10,732	

Over the last five years (2016-2020), most work zone crashes occurred on the weekdays (84 percent). Nearly half of the work zone related crashes took place between 9AM and 2:59PM. October had the highest volume of work zone related crashes between 2016 and 2020, making up 10 percent of all crashes.

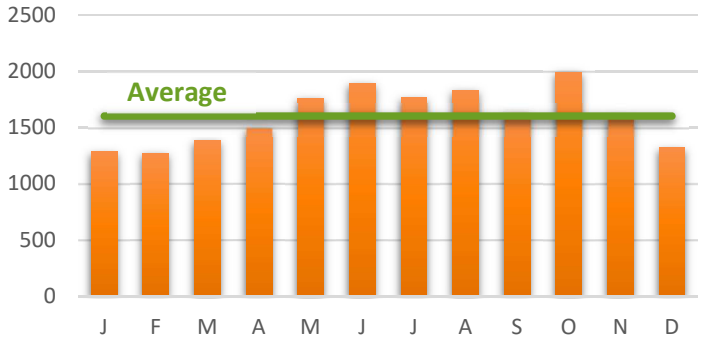
WORK ZONE CRASHES TIME OF DAY, DAY OF WEEK 2016-2020

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	TOTAL	
Midnight to 2:59AM								620	3%
3:00AM to 5:59AM								573	3%
6:00AM to 8:59AM								2,649	14%
9:00AM to 11:59AM								3,803	20%
Noon to 2:59PM								4,197	22%
3:00PM to 5:59PM								3,341	18%
6:00PM to 8:59PM								1,894	10%
9:00PM to 11:59PM								1,975	10%
TOTAL	2,813	3,299	3,409	3,324	3,158	1,803	1,246	19,052	100%
	15%	17%	18%	17%	17%	9%	7%		

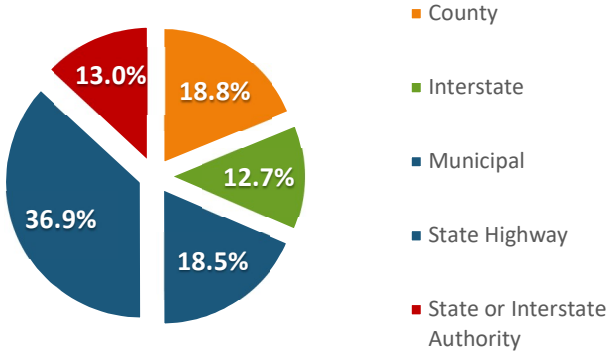
WORK ZONE CRASHES BY HOUR OF DAY, 2016-2020



WORK ZONE CRASHES BY MONTH, 2016-2020



WORK ZONE CRASHES BY ROAD SYSTEM %, 2016 - 2020



Between 2016 and 2020, most work zone crashes took place on State Highways (37 percent) followed by County Roadways (18.8 percent).

Countermeasure Strategies in Program Area

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

Coordination with goals in 2020 Strategic Highway Safety Plan

Assess current policies and practices nationally for automated speed enforcement, and existing vulnerable road user policies.
Research mature driver infrastructure improvement best practices nationally. Identify mature driver high risk locations.
Identify number of motorcycle riders trained in years 2019 and 2021. Develop a strategy to increase number of trained motorcycle riders and for incorporating motorcycle awareness into automobile and truck driver education.
Review existing work zone training/education for both drivers and workers as implemented by state and county agencies. Identify best practices nationally. Develop a strategy for sharing best practices.
Identify the current enrollment of standardized crossing guard training, in coordination with the Equity EA Team.
Develop a plan to prepare and incorporate content in traffic safety education programs which focuses on protecting crossing guards as well as children walking/biking to school. Education of professional truck and bus drivers will be a primary target audience.
Engage county and municipal officials and trusted local advocates to enlist their support in sharing grant opportunities and other resources with underserved communities.

Associated Performance Measures

2023	Number of drivers age 20 or younger involved in fatal crashes (FARS)	2023	5 Year	66.9
2023	Number of Older Driver Fatalities	2023	5 Year	61.7
2023	Number of motorcyclist fatalities (FARS)	2023	5 Year	80.1
2023	Number of unhelmeted motorcyclist fatalities (FARS)	2023	5 Year	6.8
2023	Number of Work Zone Related Crashes	2023	5 Year	3,617

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

Effectiveness of Countermeasure

Graduated driver licensing addresses both the inexperience and immaturity of young drivers. GDL provides a structure in which beginning drivers gain substantial driving experience in less risky situations. GDL raises the minimum age of full licensure and helps parents manage their teenage drivers. GDL's effectiveness in reducing young driver crashes has been demonstrated many times (Chaudhary et al., 2018; Masten et al., 2013; Masten et al., 2015; Russell et al., 2011; Shope, 2007; Simpson, 2003; Williams, 2017; Williams et al., 2012). In New Jersey, where one of the nation's strongest set of GDL provisions are in place, young driver crashes were reduced by 8% in the most recent five-year period studied (2013-2017) (Children's Hospital of Philadelphia, 2019).

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

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

Assessment of Safety Impacts

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

Linkage between Problem Identification and Performance Targets

During the last ten years (2011-2020), there were 597 total fatalities in crashes that involved a younger driver behind the wheel. Young Driver involved fatalities increased 18 percent from 2019 to 2020 to the highest total since 2012. At the time of this report, the preliminary figure for the number of young drivers involved in fatal crashes in 2021 (in which the driver himself may or may not have been killed) is 73, 14 percent higher than 2020. Younger driver fatalities in 2021 in New Jersey accounted for nearly 8 percent of total drivers killed, up from 6.6 percent in 2020. A total of 29 drivers between the ages of 16-20 died on the State's roadways in 2021 a 45 percent increase from 2020, however, those totals are preliminary.

Inexperience makes certain circumstances more dangerous for younger drivers. In addition, immaturity increases the likelihood of young drivers putting themselves in risky circumstances. Areas of concern in relation to young drivers include passenger interaction, belt use, cell phone use, drinking and driving, marijuana use, and nighttime driving.

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

Project Name: **GDL ENFORCEMENT AND EDUCATION**
Sub-Recipients: **DIVISION OF STATE POLICE, KEAN UNIVERSITY, NJSIAA**
Total Project Amount: **$250,000**
Project Description:

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

A new partnership begun in FY2022 with the New Jersey State Interscholastic Athletic Association, the governing body for high school sports in New Jersey, will continue in FY2023. A paid and social media campaign will be carried out to deliver traffic safety messages to young drivers and their parents through NJSIAA's year-round calendar of athletic tournaments and events and its 435 member high schools. The campaign will include banners and print ads, public address announcements at major events, social media posts, and innovative tools to reach and engage young drivers, parents, teachers, and school administrators.

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

Countermeasure Strategy: Communication and Outreach to Older Drivers

Effectiveness of Countermeasure

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

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

It must be realized that of all the traffic safety programmatic areas, countermeasures targeting older drivers are among the most complex because they involve so many issues outside of the normal traffic safety realm (Countermeasures That Work, 10th Edition, 2020).

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

Assessment of Safety Impacts

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

Linkage between Problem Identification and Performance Targets

During the last ten years (2012–2021), there were 648 older driver (65+) fatalities, down from 649 between 2011-2020. At the time of this report, 63 drivers aged 65 years or older were killed in 2021 compared to 57 in 2020. The population of New Jersey increases every year as does the number of residents over the age of 65. Our older drivers make up a large portion of our overall licensed drivers and can be considered a higher-risk population on the roadways. As drivers age, their physical and mental abilities, driving behaviors, and crash risks all change. Driving is a complex activity that requires a variety of high-level cognitive skills that can diminish through changes that occur with normal aging and/or as a result of other age-related factors.

Project Name: **EDUCATION FOR OLDER DRIVERS**
Sub-Recipients: **VOORHEES TRANSPORTATION CENTER, AAA**
Total Project Amount: **$150,000**
Project Description:

The Voorhees Transportation Center at Rutgers University will receive funding again in FY2023 to develop older driver safety training curriculum and resources based on national best practices, to be housed on a web-based Older Driver Traffic Safety Resource Center. The Resource Center will be the focal point for New Jersey's mature driver safety program. It will contain safety materials, links, and educational programming that will be accessed and utilized by New Jersey safety partners in a coordinated approach to this important issue. During FY2023, this project also plans to pilot a newly developed older driver educational program in several communities.

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

Funding Source: **SECTION 402** Local Benefit: **$75,000**

Countermeasure Strategy: Communication and Outreach to Motorcyclists

Effectiveness of Countermeasure

Nationally in 2020, there were 5,579 motorcyclists killed in traffic crashes, an 11% increase from 2019 (5,044). Motorcyclist deaths accounted for 14% of the total highway fatalities that year.

NHTSA estimates that per vehicle mile traveled, motorcyclists are about 29 times more likely than passenger car occupants to die in a crash, as a motorcycle offers little rider protection in a collision (Countermeasures That Work, 10th Edition, 2020). A motorcycle is inherently more difficult to operate than a passenger vehicle because it requires more physical skill and strength. The relationship of motorcycle speed and stability is also a critical consideration when riding a motorcycle, as the stability of a motorcycle is relative to speed. As speed increases, the motorcycle becomes more stable, requiring less effort from the operator to maintain its balance, even as it becomes less maneuverable. At very low speeds, the motorcycle becomes less stable, requiring greater effort from the operator to balance it.

Various strategies are employed to improve motorcycle safety. The most demonstrably effective strategy is the use of motorcycle helmets that meet FMVSS 218. Motorcycle helmets are highly effective in protecting motorcycle riders' heads in crashes. Research indicates that helmets reduce motorcycle rider fatalities by 22 to 42% and brain injuries by 41 to 69% (Coben et al., 2007; Cummings et al., 2006; Deuterman, 2004; Liu et al., 2008; NHTSA, 2003; NHTSA, 2006; NHTSA, 2019). Other strategies include training and the use of high-visibility gear. It is generally understood that motorcycle riders should be properly trained and licensed. They should also be alert and aware of the risks they face while riding while impaired by alcohol or drugs.

Several States have conducted communications and outreach campaigns to increase other driver's awareness of motorcyclists. Typical themes are "Share the Road" or "Watch for Motorcyclists." Some States build campaigns around "Motorcycle Awareness Month," often in May, early in the summer riding season. Many motorcyclist organizations, including MSF, SMSA, the Gold Wing Road Riders Association, and State and local rider groups, have driver awareness materials available. Some organizations also make presentations on drivers' awareness of motorcyclists to driver education classes. Although this countermeasure is widely used, no evaluations of the effectiveness of campaigns to increase driver awareness of motorcyclists are available (Countermeasures That Work, 10th Edition, 2020).

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

Assessment of Safety Impacts

Both Basic and Experienced Rider Courses are offered by the Motor Vehicle Commission in an effort to better prepare riders to recognize potentially hazardous riding situations and encourage riders to assess their own risks and limitations, and to ride within those constraints. More than 9,200 riders received this training in 2021.

Many drivers are not aware of how to safely share roads with motorcycles. Although there are limited empirical studies testing the effectiveness of public awareness campaigns, statewide awareness messages pushed out by DHTS, MVC, and grantee stakeholders will continue in FY2023.

Linkage between Problem Identification and Performance Targets

379 motorcyclists were killed on New Jersey roadways between 2017 and 2021. More than 11 percent of all New Jersey crash fatalities in 2021 were motorcyclists, down from 13 percent in 2020. Preliminary estimates are showing a slight increase in motorcycle fatalities (up 2.6 percent in 2021 from 2020) which drives the 5-year moving average up to 75.8 fatalities from 63.8 in 2018. There were 15 unhelmeted motorcycle fatalities in 2019. Nearly 18 percent of all motorcyclists killed in crashes in 2019 were unhelmeted riders. That number declined to 8 in 2020. Preliminary figures are showing 4 motorcyclists died on the roadways in 2021 who were not wearing a helmet at the time of the crash.

Project Name: MOTORCYCLE TRAINING AND AWARENESS
Sub-Recipients: BRAIN INJURY ALLIANCE OF NJ
Total Project Amount: $250,000
Project Description:

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

During FY2023, the coalition will carry out educational and awareness programs geared towards the motorcycle rider and general public, provide Rider Coaches with annual training, and develop and distribute printed materials. The programs that are developed and pushed out are interactive and engaging in nature, and are promoted through the web, social and traditional media with a common theme of "Share the Road".

Recognizing the importance of maintaining high quality training for motorcycle riders, the Motorcycle Safety Foundation Quality Assurance Program (QAP) will be continued in FY2023 to assist the rider training providers in maintaining consistent performance standards throughout the State using the QA evaluation form on the MSF website.

The Brain Injury Alliance of New Jersey will continue to promote the *Share the Road* message that will be targeted to automobile drivers and the general public to make them aware of motorcycles on the road and how they can contribute to motorcyclist safety. The *Jersey Drives/Motorcycle Safety* website

https://jerseydrives.com/motorcyclists-2/ focuses on a *Share the Road* message, including the importance of why to share the road and how to share the road safely. Other important safety information for motorcycle riders is included as well. Social and traditional media are utilized on an ongoing basis to promote the website.

Pursuant to existing statutory authority, P.L. 1991 c.451 (27:5F-36 et seq.), the Chief Administrator of the Motor Vehicle Commission established a motorcycle safety education program. The program consists of a motorcycle safety education course of instruction and training that meets or exceeds the standards and requirements of the rider's course developed by the Motorcycle Safety Foundation. The course is open to any person who is an applicant or who has been issued a New Jersey motorcycle license or endorsement. Training was provided to more than 9,200 riders in FY2021 in motorcycle education basic and experienced rider courses. The Motorcycle Safety Education Fund supports the program and is used to defray its costs. Five dollars of the fee collected by the Motor Vehicle Commission for the issuance of each motorcycle license or endorsement is deposited in the Fund. These funds are used for motorcycle safety rider coach trainings and materials to promote the trainings and the *Share the Road* campaign.

Funding Source: SECTION 405(f) **Additional Funding Source: $400,000** **(Motorcycle Safety Education Fund)**
Local Benefit: $250,000

Countermeasure Strategy: Work Zone Safety Training

Effectiveness of Countermeasure

Transportation incidents and workers struck by vehicles or mobile equipment account for the highest number of fatal work injuries, according to the Bureau of Labor Statistics. Workers such as emergency responders, utility, demolition, construction, and others in areas where there are moving vehicles and traffic are exposed to being struck by moving vehicles. Work zones are used to move traffic in an approved direction and are typically identified by signs, cones, barrels, and barriers. There must be a traffic control plan for the movement of vehicles in areas where there are also workers conducting other tasks. Drivers, workers on foot, and pedestrians must be able to see and understand the routes they are to follow.
OSHA Fact Sheet (https://www.osha.gov/sites/default/files/publications/work_xone_traffic_safety.pdf)

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

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

Assessment of Safety Impacts

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

Responsibility for the design, construction and maintenance of the highway system falls on the public works departments at the state, county and local levels of government. There continues to be a need for advanced traffic engineering work to monitor highway operations, recommend improvements in the highway system and improve the safety of work zones and those that travel through them such as vehicle operators, pedestrians and bicyclists.

Local jurisdictions vary widely in the degree to which they are equipped to handle the roadway maintenance and operational review. Many lack basic programs such as sign and signal inventories, systematic traffic counts, or

means and criteria for identifying and analyzing high crash locations. As populations increase, many do not have access to specialized expertise in traffic engineering to improve or maintain existing roadways.

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

Linkage between Problem Identification and Performance Targets

Crashes in and around work zones reached an all-time low in 2020 with 2,816 crashes, a 26 percent reduction from 2019. For the three-year period 2018-2020 New Jersey experienced 10,732 work zone crashes. In 2020, Passaic County had the highest mean differential from the 3-year average of crashes (265) with 320 work zone related crashes. Hudson County had the lowest mean differential from the 3-year average of crashes (409) with 307 work zone crashes.

Project Name: TRAINING

Sub-Recipients: RUTGERS UNIVERSITY

Total Project Amount: $150,000

Project Description:

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

As part of the comprehensive police training grant operated by Rutgers University, various work zone safety related tasks will be carried out again in FY2022. Funds will be used to support the Annual Work Zone Safety Conference in April, 2023. The conference agenda appeals to a wide variety of attendees – typically laborers, managers, law enforcement, engineers and maintenance personnel. Input from a diverse group of stakeholders is used to develop a comprehensive agenda. Partnering agencies also use this venue to distribute pertinent safety materials and offer assistance and resources to attendees. It is hoped that the conference will be conducted in person in 2023, following virtual events in 2020, 2021 and 2022.

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

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

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

TRAFFIC RECORDS

General Overview

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

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

Countermeasure Strategies in Program Area

Highway Safety Office Program Management
Training and Data Improvements

Coordination with goals in 2020 Strategic Highway Safety Plan

Identify/define the critical data elements of the State of New Jersey Police Crash Report Form (NJTR-1) that must be completed in order to conduct necessary analysis to reduce fatalities and serious injuries.
Identify the Police Departments that are not completing the critical data elements of the NJTR-1.
Identify the top NJTR-1 fields that are not being completed.
Identify a list of common errors in completing the NJTR-1 before and after verification and take action to ensure that focus is made on these items in the NJTR-1 training curriculum.
Research best practices in collecting and calculating bicycle & pedestrian volumes.

Associated Performance Measures

2023	Number of PCR Training Events Held	2023	Annual	12.00
2023	Number of Reg. Crash Analysis Tool Users	2023	Annual	624.00

Countermeasure Strategy: Highway Safety Office Program Management

Project Name: **TRAFFIC RECORDS PROGRAM MANAGEMENT**
Sub-Recipients: **DIVISION OF HIGHWAY TRAFFIC SAFETY**
Total Project Amount: **$400,000**
Project Description:

This management grant will provide funds for the administration of traffic records-related activities including participation on the Statewide Traffic Records Coordinating Committee (STRCC) and the coordination of projects under the Traffic Records program area. Funds will be used for salaries, fringe benefits, travel and other administrative costs that may arise for program supervisors and their respective staff. Salaries and fringe benefits represent $350,000 of the budgeted amount and the remainder is budgeted for travel and other miscellaneous expenditures.

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

Countermeasure Strategy: Training and Data Improvements

Effectiveness of Countermeasure

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

Assessment of Safety Impacts

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

The crash data that will be received in FY2023 will need to be analyzed by experienced personnel, utilizing state-of-the-art crash analysis tools, to identify trends in crash causation. This information will be provided to managers to assist in highway traffic safety program development and will be offered to other public and private agencies to help them develop safety related projects at the local level.

Linkage between Problem Identification and Performance Targets

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

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

Timeliness:

The transfer of motor vehicle crash data in an electronic format is the key that will ultimately facilitate a quick turnaround time from crash occurrence to entry into the system. The Division of State Police, NJDOT and the Office of Information Technology developed new procedures and protocols for the State Police to electronically transfer all crash records to both agencies for processing. The success of this operation has enabled the State to move forward in its plans to ultimately provide a way for all law enforcement agencies to submit their records electronically. In FY2022, NJDOT began piloting a statewide program for electronic transfer of crash report information from local jurisdictions. As of June 2022, 19 municipal police agencies were participating in the program and another 60 were in the planning stages.

Accuracy:

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

Completeness:

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

Integration:

The State Traffic Records Coordinating Committee aims to integrate statewide crash data to the Motor Vehicle Commission's licensing and vehicle registration information as well as Emergency Medical Service information and citation/adjudication data from the NJ court system. New and exciting partnerships are planned for FY2023 to assist in the overall data integration effort.

Accessibility:

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

Project Name: **DATA ANALYSIS**
Sub-Recipients: **RUTGERS UNIVERSITY**
Total Project Amount: **$150,000**
Project Description:

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

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

Project Name: **TRAFFIC RECORDS COORDINATING COMMITTEE**
Sub-Recipients: **RUTGERS UNIVERSITY**
Total Project Amount: **$600,000**
Project Description:

This task will provide, in a grant to Rutgers University, the resources necessary to lead and carry out the important work of the STRCC. Responsibilities will include facilitating STRCC meetings, recruiting new members and retaining current members, and executing the STRCC Strategic Plan (updated annually). The strategic plan details new and ongoing projects designed to enhance the traffic records system in the state and meet the recommendations of the most recent traffic records program assessment (2022). The STRCC also prepares reports on STRCC project activities and facilitates and/or participates in subcommittee work as needed.

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

The Committee will review and act upon the recommendations of the traffic records assessment carried in fiscal year 2022, the results of which are not available as of this writing. Recommendations are expected to include the need to improve the data quality control programs of the crash and vehicle data systems, to improve the citation/adjudication and injury surveillance systems, as well as improving the traffic records systems capacity to integrate data. The STRCC will play a lead role in ongoing efforts to expand electronic data transfer of crash reports by local police agencies.

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

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

Project Name: **NJTR-1 TRAINING**
Sub-Recipients: **RUTGERS UNIVERSITY**
Total Project Amount: **$100,000**
Project Description:

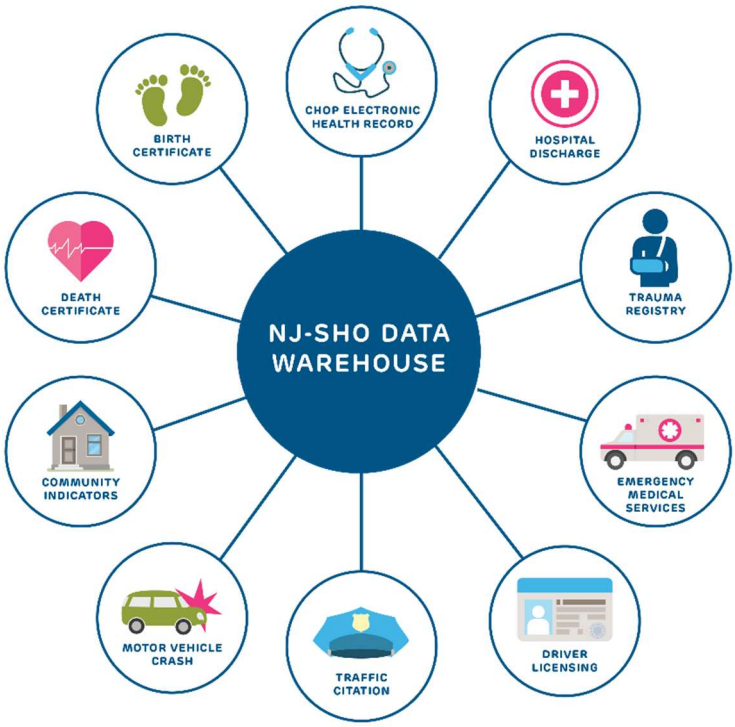
The NJTR-1 crash report form is completed by law enforcement officers for any crash resulting in injury, death, or property damage of $500 or more. Police officers receive only brief training on how to properly complete the NJTR-1 crash form through their police academy instructions or through in-service training. Funds from this task will be used within the Rutgers Comprehensive Police Training Grant to provide workshops for law enforcement that will address proper form completion and the importance of data accuracy. For FY2023 the trainings will put special emphasis on the recently revised NJTR-1 form and the more recent changes to serious injury reporting classifications within the crash report. Funds will be used to pay for training materials and hourly wages of instructors.

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

Project Name: **TRAFFIC RECORDS INFORMATION SYSTEM**
Sub-Recipients: **NJ OFFICE OF EMERGENCY MEDICAL SERVICES, CHILDRENS HOSPITAL OF PHILADELPHIA**
Total Project Amount: **$1,550,000**
Project Description:

In FY2023 funds from this task will be used to implement projects designed to improve the traffic safety information system in New Jersey, as detailed in the STRCC Strategic Plan and the NJ SHSP.

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



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

Funding Source: **SECTION 405(c)** Local Benefit: **$1,200,000**

Project Name: **EDT VENDOR LINKAGE**
Sub-Recipients: **COUNTY AND MUNICIPAL POLICE AGENCIES**
Total Project Amount: **$200,000**
Project Description:

Funds will be allocated on a pilot basis to assist existing vendors that provide electronic crash reporting and CAD service to NJ police agencies to integrate their systems with NJDOT's *NJCrash* system. Currently approximately 20 police departments in the state are submitting their crash reports to NJDOT electronically with another 60 in the planning stages. The goal is to greatly increase the number of agencies submitting reports electronically by assisting the software vendors in linking their systems with NJDOT.

Funding Source: **SECTION 405c** Local Benefit: **$200,000**

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

Overview of Methodology

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

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

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

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

Project Description: Network Screening Analysis – Enforcement Countermeasures

Network Screening is DHTS's new Crash Analysis Tool application. Like the Crash Query Application, 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. Users can search by recommended countermeasure, crash type, or any other crash or roadway attribute, and generate instant roadway rankings that describe which roadways require attention.

A series of behavioral countermeasures created in Numetric allow the user to quickly scan the roadway network for crashes that, by applying a respective NHTSA countermeasure, it could mitigate the most crashes. The Network Screening Application enables the user to query the roadway network to find crashes where an applied behavior countermeasure could address the most crashes. 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 DHTS to pin-point the locations that would benefit best from strategic safety enforcement and education.

Each of the applications provide DHTS stakeholders the ability to quickly and accurately filter, analyze and identify trends occurring in crashes on our roadways. Our safety suite of applications is aimed at assisting our safety partners to reduce motor vehicle related injuries and fatalities.

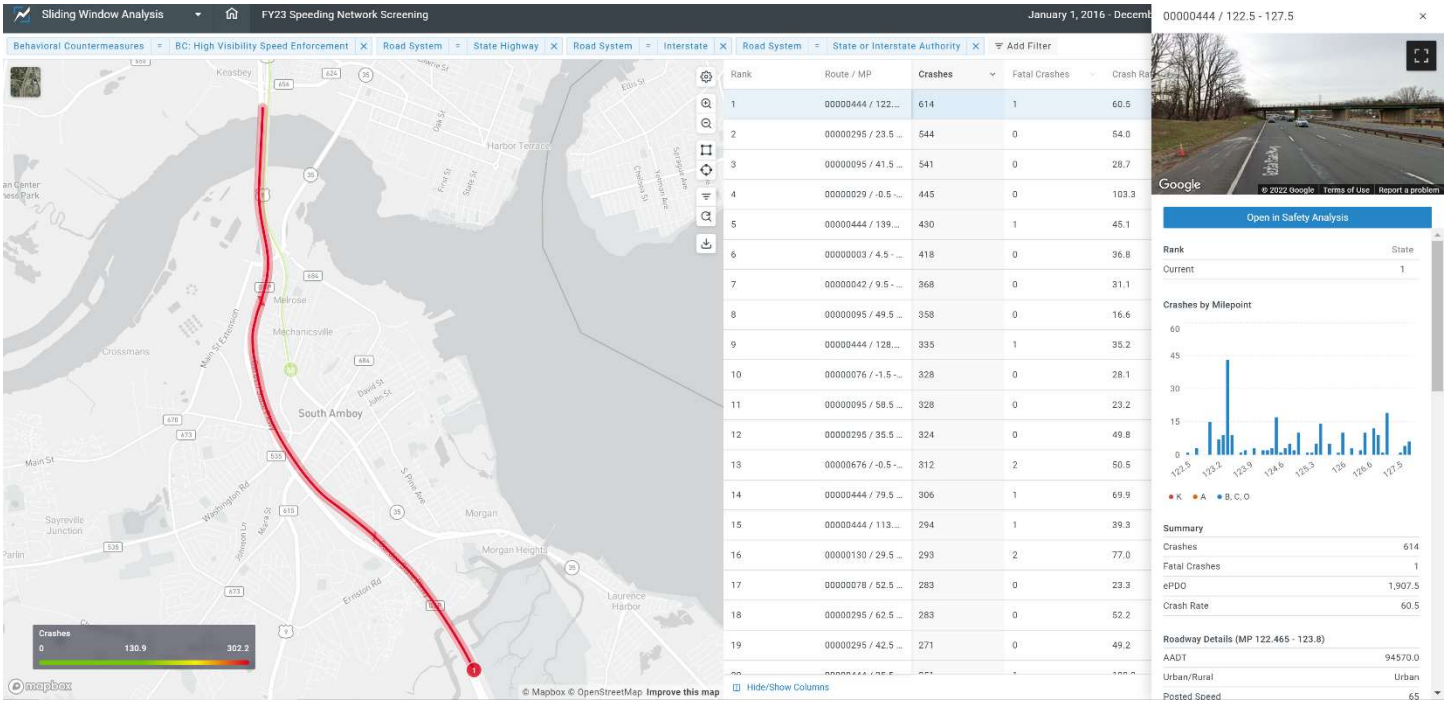
From 2019 to 2020, there was a 29 percent increase in speed-related fatalities in New Jersey. To identify locations to target speeding on New Jersey's roadways, DHTS conducted a network screening to determine the top roadways where speed-related crashes have been reported. The analysis filtered for crashes where High Visibility Speed Enforcement could mitigate the most crashes that occurred on State or Interstate highways within 5-mile non-overlapping segments. Below shows a result of that analysis the top 10 5-mile corridors where the highest volumes of unsafe speed involved crashes occurred between 2016 and 2020.

SLIDING WINDOWS REPORT – SPEEDING 5-MILE CORRIDOR

- Data extents: January 1, 2016 to December 31, 2020

Rank	Route / MP	Crashes	Fatal Crashes	Crash Rate
1	00000444 / 122.5 - 127.5	614	1	60.5
2	00000295 / 23.5 - 28.5	544	0	54.0
3	00000095 / 41.5 - 46.5	541	0	28.7
4	00000029 / -0.5 - 4.5	445	0	103.3
5	00000444 / 139.5 - 144.5	430	1	45.1
6	00000003 / 4.5 - 9.5	418	0	36.8
7	00000042 / 9.5 - 14.5	368	0	31.1
8	00000095 / 49.5 - 54.5	358	0	16.6
9	00000444 / 128.5 - 133.5	335	1	35.2
10	00000076 / -1.5 - 3.5	328	0	28.1

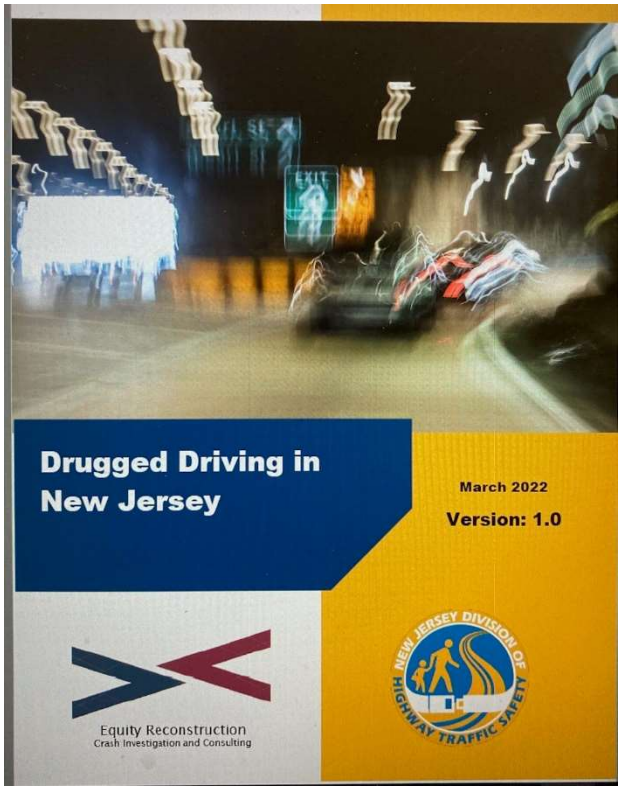
After the filter is applied, the user can then drill-down into each 5-mile segment to learn more about each location. A Google Street View extension within the segment viewer allows the user to quickly scan a 360-degree image of the roadway segment. The segment viewer also contains a roadway histogram showing exactly what mileposts crashes occurred at, broken down by crash severity. Additional crash and roadway data pertaining to the roadway segment also appears in the flyout.



The ranking lists are used by DHTS to determine priority locations for grant dollars to be allocated to municipal, county, and State law enforcement agencies for them participate in high visibility enforcement efforts. These efforts are designed to deter speeding, aggressive driving, and distracted driving. Saturation patrols will concentrate on problem roadways and locations as identified through this data driven approach and analysis.

Speed detection is the backbone of traffic enforcement programs aimed at reducing crashes and injuries, and is more important than ever in light of the increase in speed related crashes and fatalities during the pandemic period. Supplemental speed enforcement details will be targeted to enforce speeding violations through the use of radar speed detection devices. These details will be scheduled at targeted times in pre-determined areas where crashes involving unsafe speed as a contributing factor have been documented. Funds will be used to deploy Division of State Police supplemental radar and laser team details dedicated to speeding violator enforcement. Municipal and county law enforcement agencies will also be considered for sustained speed enforcement grant funding in combination with other priority program areas.

Project Description: 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 and evaluated how those test results have changed from year to year. Positive test results indicate the presence of alcohol, marijuana, or other drugs revealed during toxicological testing of the involved drivers' and pedestrians' blood, breath, or urine.

While impairment due to alcohol or drugs is a common contributing factor in traffic crashes, positive test results do not necessarily imply a level of impairment at the time of these crashes. Nevertheless, these results and trends are helpful in examining how alcohol, marijuana, and drug use may be changing and how it is impacting traffic safety and can be used as a tool to assist in planning more effective enforcement and educational initiatives.

The data contained in the report was extracted from the Fatal Analysis Reporting System (FARS) administered by the National Highway Traffic Safety Administration (NHTSA), for the years 2010-2019. The toxicology results came primarily from post mortem examinations, but also included some results from hospital records and law enforcement testing. Additional statistics used were obtained from New Jersey State Police and the New Jersey Department of Transportation.

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.

- The number of drivers that tested positive for all drugs was 79 in 2010. By 2017, that number had increased to 144. Since then, the number of drivers testing positive for drugs has decreased but remains higher than it was in the first half of the decade. In 2019, 115 drivers tested positive for all drugs. That trend has been similar for drivers testing positive for marijuana alone. In 2010, 38 drivers tested positive for marijuana; in 2019, 71 drivers tested positive.

- The percentage of drivers testing positive for alcohol has been consistent yearly over the past decade. The average rate of drivers involved in fatal crashes testing positive for alcohol was 30 percent. The average with a BAC over .08 was 23 percent.

- In 2019, 19 percent of drivers tested were positive for marijuana. This percentage was down from a high of 24 percent in 2018. The percentage of drivers who tested positive for all drugs continues to increase. In 2010, 18 percent of the drivers tested were positive for drugs; in 2019, 31 percent were positive.

- 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 male drivers that tested positive for alcohol has been consistently higher than that of female drivers. The marijuana positivity rate for both male and female drivers continues to increase. In 2018, 23 percent of female drivers and 24 percent of male drivers tested positive for marijuana, the highest rate in the past ten years. In 2019, the positivity rate for both declined.

- 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 positivity rate for all drugs for white drivers increased from 20 percent in 2010 to 35 percent in 2018. The positivity rate for black drivers increased from 17 percent in 2010 to 52 percent in 2018.

- The percentage of pedestrians killed in traffic crashes testing positive for all drugs has risen significantly over the last decade. 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.

- Pedestrians identified as white, represent the largest group killed in traffic crashes. In 2010, 71 percent of pedestrians killed in traffic crashes were white, 19 percent were black, and 10 percent were of an unknown race. These ratios have fluctuated over the last ten years. The percentage of white pedestrians killed has decreased since 2010, and the percentage of black pedestrians and other or unknown race pedestrians killed has increased.

There are many ways that the valuable information contained in this report will help inform planning and decision-making in the FY2023 HSP and beyond. Increasing rates of positive drug use by drivers, as well as an increasing prevalence of combination drug/alcohol use, are troubling and have possibly contributed to increasing motor vehicle fatalities that the state has experienced in recent years.

The law enforcement community needs to recognize these trends and re-engage their traffic safety policing efforts to pre pandemic levels. The study results also demonstrate serious gaps in available data, which DHTS will endeavor to bridge through its new Safety Data Resource Center project with the Children's Hospital of Philadelphia as well as by assisting NJ State Police in acquiring more useful toxicological testing equipment. Lessons learned from the study will help direct comprehensive impaired driving educational messaging to take place in FY2023 while also providing a starting point for a new project to distribute important impaired driving educational information at newly opened Cannabis retail establishments in the state. Finally, the report is a useful tool for our partners to develop and promote policy and legislative recommendations in the years ahead to deal with this critical issue.

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

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

State: New Jersey Fiscal Year: 2023

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A Unique Entity identifier;
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (II)$25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.,* 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies** Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.),* **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.),* as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.),* (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

  "During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

  a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 2l and herein;

c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;

d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

b. Establishing a drug-free awareness program to inform employees about:
    1. The dangers of drug abuse in the workplace;
    2. The grantee's policy of maintaining a drug-free workplace;
    3. Any available drug counseling, rehabilitation, and employee assistance programs;
    4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
    5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
    1. Abide by the terms of the statement;
    2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;

d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;

e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –
    1. Taking appropriate personnel action against such an employee, up to and including termination;
    2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Tier Participant Certification (States)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (https://www.sam.gov/).

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency may terminate the transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Tier Covered Transactions

(1) The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Participant Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded*, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (https://www.sam.gov/).

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.

2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)

5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
    - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
        - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
        - Increase use of seat belts by occupants of motor vehicles;
    - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;

- An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Eric Heitmann Digitally signed by Eric Heitmann Date: 2022.06.14 14:32:59 -04'00' 6/14/22

Signature Governor's Representative for Highway Safety Date

Eric Heitmann

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300 – Application Requirements for Section 405 and Section 1906 Grants

[*Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.*]

State: New Jersey Fiscal Year: 2023

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

■ PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

[*Check the box above **only** if applying for this grant.*]

All States:

[*Fill in **all** blanks below.*]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the HSP at the attached Sec. 405b application. (location).

- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the HSP at the attached Sec. 405b application. (location).

- Countermeasure strategies and planned activities demonstrating the State's active network of child restraint inspection stations are provided in the HSP at the attached Sec. 405b application. (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at the attached Sec. 405b application. (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

[*Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.*]

□ The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
Legal citation(s):_____.

□ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
Legal citations:

- _____ Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- _____ Coverage of all passenger motor vehicles;
-
- _____ Minimum fine of at least $25;
- _____ Exemptions from restraint requirements.

□ The countermeasure strategies and planned activities demonstrating the State's **seat belt enforcement plan** are provided in the HSP at _____ (location).

□ The countermeasure strategies and planned activities demonstrating the State's **high risk population countermeasure program** are provided in the HSP at _____ (location).

□ The State's **comprehensive occupant protection program** is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date_____ (date);
  _____
- Multi-year strategic plan: HSP at _____(location);
- The name and title of the State's designated occupant protection coordinator is _____.
- List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).

□ The State's NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (date) (within 3 years of the application due date);

_____

■ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[*Check the box above **only** if applying for this grant.*]

All States:

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[*Fill in **all** blank for each bullet below.*]

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at the attached Sec. 405c application. (location).
- The name and title of the State's Traffic Records Coordinator is Pat Ott. Chair, NJ Statewide Traffic Records Coordinating Committee.
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at the attached Sec. 405c application. (location).
- The State Strategic Plan is provided as follows:
    - Description of specific, quantifiable and measurable improvements at the attached Sec. 405c application. (location);
    - List of all recommendations from most recent assessment at: the attached Sec. 405c application. (location);
    - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at the attached Sec. 405c application. (location);
    - Recommendations not to be addressed, including reasons for not implementing: HSP at the attached Sec. 405c application. (location).
- Written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the HSP at the attached Sec. 405c application. (location).
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 6/30/2022 (date).

■ PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[*Check the box above **only** if applying for this grant.*]

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

Mid-Range State Only:

[*Check **one box** below and fill in **all** blanks under that checked box.*]

□ The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____(date). Specifically –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____(location) contains the list of names, titles and organizations of all task force members;
- HSP at_____(location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving.

□ The State has previously submitted a Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and continues to use this plan.

High-Range State Only:

[*Check **one box** below and fill in **all** blanks under that checked box*.]

□ The State submits its Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically, –

- HSP at _____(location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____(location) contains the list of names, titles and organizations of all task force members;
- HSP at _____(location) contains the strategic plan based on Highway Safety Guideline No. 8 – Impaired Driving;
- HSP at_____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- HSP at _____(location) contains the planned activities, in detail, for spending grant funds;
- HSP at _____(location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

□ The State submits an updated Statewide impaired driving plan approved by a Statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the HSP at_____ (location).

□ PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[*Check the box above **only** if applying for this grant.*]

[*Fill in **all** blanks.*]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____

_____.

□ PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[*Check the box above **only** if applying for this grant.*]

[*Fill in **all** blanks.*]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____

_____.

[*Check **at least one of the boxes** below and fill in **all** blanks under that checked box.*]

□ *Law citation.* The State provides citations to a law that authorizes a Statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

_____

_____.

□ *Program information.* The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at _____ (location).

■ PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[*Check the box above **only** if applying for this grant and fill in **all** blanks.*]

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State's driver's license examination in the HSP at the attached Sec. 405e application. (location).

- **Prohibition on Texting While Driving**

  The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, was enacted on 1/20/2004 (date) and last amended on 6/27/2013 (date), is in effect, and will be enforced during the fiscal year of the grant.

  Legal citations:

  - N.J.S.A. 39:4-97.3a Prohibition on texting while driving;
  - N.J.S.A. 39:4-97.3b Definition of covered wireless communication devices;
  - N.J.S.A. 39:4-97.3d Minimum fine of at least $25 for an offense;
  - N.J.S.A. 39:4-97.3 (No Exemptions) Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

  The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least $25, was enacted on 1/20/2004 (date) and last amended on 1/20/2004 (date), is in effect, and will be enforced during the fiscal year of the grant.

  Legal citations:

  - N.J.S.A. 39:3-13.2a and 39:3-13.4a and c. Prohibition on youth cell phone use while driving;
  - N.J.S.A. 39:4-97.3b Definition of covered wireless communication devices;
  - N.J.S.A. 39:4-97.3d Minimum fine of at least $25 for an offense;
  - N.J.S.A. 39:3-13 (No exemptions) Exemptions from youth cell phone use ban.

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

■ **PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

[*Check the box above **only** if applying for this grant.*]

[*Check **at least 2 boxes** below and fill in **all** blanks under those checked boxes **only**.*]

■ **Motorcycle riding training course:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is New Jersey Motor Vehicle Commission.

- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula: [*Check at least one of the following boxes below and fill in any blanks.*]

  ■ Motorcycle Safety Foundation Basic Rider Course;
  □ TEAM OREGON Basic Rider Training;
  □ Idaho STAR Basic I;
  □ California Motorcyclist Safety Program Motorcyclist Training Course;
  □ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the HSP at attached Sec 405f (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

□ **Motorcyclist awareness program:**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.

- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

- In the HSP at _____(location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

- In the HSP at _____ (location), the countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions

where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

□ Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the HSP at _____ (location).

- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

□ Impaired driving program:

- In the HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

- In the HSP at _____ (location), countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

□ Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).

- Description of the State's methods for collecting and analyzing data is provided in the HSP at _____ (location).

■ **Use of fees collected from motorcyclists for motorcycle programs:**

[*Check **one box only** below and fill in **all** blanks under the checked box **only**.*]

□ Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **AND**

- The State's law appropriating funds for FY ____ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
  Legal citation(s):_____
  _____.

■ Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the HSP at attached Sec 405f application. (location).

□ PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)

[*Check the box above **only** if applying for this grant.*]

[*Fill in **all** applicable blanks below.*]

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

Legal citations:

- _____ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- _____ Applicant must pass vision test and knowledge assessment;
- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 16 years of age;
- _____ Must be accompanied and supervised at all times;
- _____ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of learner's permit stage if convicted of a driving-related offense;
- _____ Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

- _____ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- _____ Applicant must pass behind-the-wheel driving skills assessment;

- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 17 years of age;
- _____ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
- _____ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of intermediate stage if convicted of a driving-related offense;
- _____ Exemptions from intermediate stage.

■ PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)

[*Check the box above **only** if applying for this grant AND **only** if NHTSA has identified the State as eligible because the State annual combined pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.*]

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

□ PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)

[*Check the box above **only** if applying for this grant.*]

[*Check one box **only** below and fill in **all** blanks under the checked box **only**.*]

□ In the HSP at _____(location), the official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

□ In the HSP at _____(location), the State will undertake countermeasure strategies and planned activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.

- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.

- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Eric Heitmann Digitally signed by Eric Heitmann Date: 2022.06.14 14:37:44 -04'00' 6/14/22

Signature Governor's Representative for Highway Safety Date

Eric Heitmann

Printed name of Governor's Representative for Highway Safety

PROGRAM COST SUMMARY

FFY 2023 PROGRAM COST SUMMARY				
PLANNING & ADMIN - PA 22-01	$ 897,000	$ 897,000	0	$ 897,000
ALCOHOL - AL 22-07	$ 600,000	0	0	$ 600,000
PED/BICYCLE SAFETY – PS 22-16	$ 500,000	0	0	$ 500,000
OCCUPANT PROTECTION – OP 22-11	$ 1,400,000	0	$ 850,000	$ 1,400,000
POLICE TRAFFIC SVCS. – PT 22-03	$ 5,175,000	$ 11,102,785	$ 3,525,000	$ 5,175,000
CTSP – CP 22-08	$ 2,575,000	0	$ 1,775,000	$ 2,575,000
PAID MEDIA & PI&E – PM 22-21	$ 500,000	0	0	$ 500,000
TRAFFIC RECORDS – TR 22-02	$ 400,000	0	0	$ 400,000
ROADWAY SAFETY - RS 22-61	$ 150,000	0	$ 150,000	$ 150,000
OCCUPANT PROTECTION	$ 2,000,000	$ 1,513,675	$ 1,250,000	$ 2,000,000
TRAFFIC RECORDS	$ 2,500,000	$ 1,679,671	$ 2,150,000	$ 2,500,000
IMPAIRED DRIVING	$ 7,500,000	$ 4,291,442	$ 3,675,000	$ 7,500,000
DISTRACTED DRIVING	$ 4,350,000	$ 6,007,671	$ 2,100,000	$ 4,350,000
MOTORCYCLE	$ 250,000	$ 585,699	$ 250,000	$ 250,000
NON-MOTORIZED SAFETY	$ 1,700,000	$ 1,618,834	$ 1,500,000	$ 1,700,000


Driving
Toward ZERO
Deaths