FEDERAL FISCAL YEAR 2016 • OCTOBER 1, 2015 THROUGH SEPTEMBER 30, 2016

2016 Annual Report

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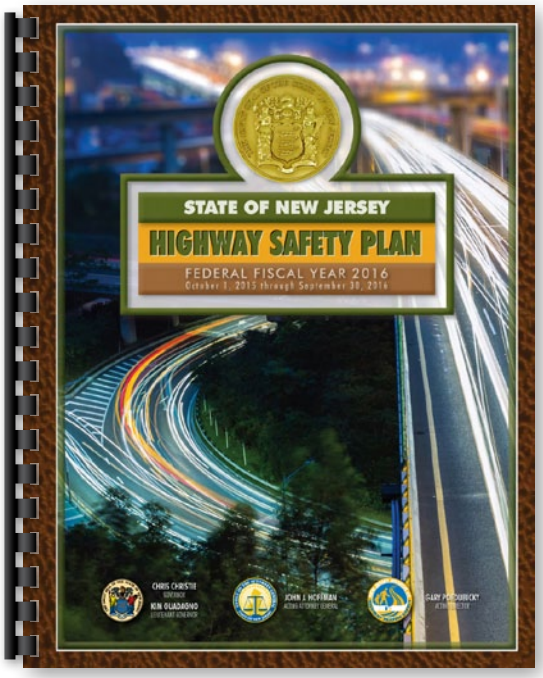
INTRODUCTION

The New Jersey Division of Highway Traffic Safety (DHTS), by N.J.S.A. 27:5F-18 et seq., is responsible under its Director for developing and implementing on behalf of the Governor, the New Jersey Highway Safety Program, a comprehensive plan to reduce fatalities, injuries and property damage resulting from traffic crashes. The plan is developed in accordance with the U.S. Highway Safety Act of 1966 (P.L.89-564) and any acts amendatory or supplementary thereto. DHTS is also responsible for procuring and administering federal highway traffic safety funds, and processing and administering grants to State agencies, political subdivisions and nonprofit organizations. As the State's highway traffic safety agency, DHTS also promotes traffic safety and coordinates the traffic safety activities of State and local agencies as part of a comprehensive statewide traffic safety program. The Highway Safety Plan for Federal Fiscal Year 2016 (FFY 2016), developed in accordance with 23 U.S.C. 402, is part of this effort.

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

EXECUTIVE SUMMARY



The Highway Safety Plan Annual Report for FFY 2016 (October 1, 2015 - September 30, 2016) addresses the use of monies from the annual allotment of Section 402 State and Community Highway Safety funds. The report also addresses the use of funds from the following grant programs: Section 405(b,c,d and f), National Priority Safety Program Grants. Funds from these sections supported projects in the following areas: alcohol and other drug countermeasures; occupant protection; pedestrian and bicycle safety; community traffic safety programs; police traffic services; roadway safety; traffic records; and motorcycle safety. DHTS funded 639 projects in 2016, which totaled nearly $15 million, and were implemented by State and local entities and nonprofit organizations. The Division also oversees and coordinates the State Drunk Driving Enforcement Fund, N.J.S.A. 39:4-50.8, the Pedestrian Safety, Enforcement and Education Fund and the Motor Vehicle Snow and Ice Removal Safety Fund.

The annual report provides an overview of the projects funded during the year and the status of the performance measures identified in the FFY 2016 Highway Safety Plan. Based on available data, DHTS anticipates meeting 7 of the 13 core outcome goals set forth in the FFY 2016 Highway Safety Plan. All three activity measures were also met. Additionally, the increase in front seat belt rates resulted in achieving the one behavior measure. A full report will be submitted under separate cover to the NHTSA following receipt of calendar year 2016 data. DHTS will continue to conduct a thorough review of all of its performance measures to determine whether additional initiatives are needed to improve traffic safety in New Jersey.

The cooperation and participation of governmental and private sector partners of the DHTS are critical to the overall success of the highway safety program. The principal forum for these traffic safety partners is the Highway Traffic Safety Policy Advisory Council, which consists of 21 members, appointed by the Governor, who assist in recommending and developing traffic safety policy and programs. In addition, the NHTSA and the Federal Highway Administration provide leadership and technical assistance to DHTS. Other partners include the Division of State Police; Division of Alcoholic Beverage Control; Department of Transportation; Department of Education; Department of Health; Office of Emergency Medical Services; Administrative Office of the Courts; Department of Community Affairs; local law enforcement agencies, including the Association of Chiefs of Police and the Traffic Officers Association; schools; advocacy groups, including the New Jersey State Safety Council, AAA and MADD; the Transportation Management Associations; New Jersey Inter-Scholastic Athletic Association; Municipal Excess Liability Joint Insurance Fund; Partnership for a Drug-Free New Jersey; and the New Jersey Licensed Beverage Association, as well as other private sector businesses and organizations. All of these partner organizations play a key role in the implementation of New Jersey's traffic safety programs.

TRAFFIC CRASH DATA

Traffic fatalities in 2015 increased slightly to 562 from 556 in 2014. Fatalities have continued to climb in 2016, both nationally and statewide. Preliminary data for 2016 reveals a statewide increase of approximately 10 percent from the previous year. This increase has been attributed to more people driving, as the number of vehicle miles traveled has steadily increased each year since 2009. In 2015, the number of vehicle miles traveled increased by nearly 1 percent from the previous year and in 2016 another 2-3 percent increase in miles traveled is expected. An increase in job growth and lower fuel prices have also factored into the recent climb in fatalities. The total number of persons injured in motor vehicle-related crashes, however, continued to decline from 85,822 in 2014 to 81,743 in 2015. A slight decrease in injuries is again anticipated in 2016.

Driver distractions continue to be a leading cause of motor vehicle crashes and near-crashes. Secondary activities have become more of an everyday occurrence behind the wheel for many motorists. The use of car Wi-Fi and a host of new apps have led to internet use in vehicles that is also contributing to the increase in highway deaths.

The State's seat belt usage rate of 93.35 percent in 2016 was 2 percent higher than the 91.36 percent usage rate observed in 2015. Overall, back-seat passenger safety belt usage rates were observed at 79 percent while usage rates for adults, 18 years of age and older, increased by 15 percent from 39 percent in 2015 to 45 percent in 2016.

Alcohol continues to play a significant role in motor vehicle crashes, accounting for 111 alcohol impaired fatalities in 2015. However, this is a significant reduction from the 161 alcohol impaired driving fatalities reported in 2014. Pedestrian fatalities increased in 2015 to 173 from 168 in 2014. Preliminary data indicates the number of pedestrian related fatalities in 2016 will be similar in number; however, pedestrian fatalities still represent approximately 27 percent of all traffic fatalities in the State.

Teen drivers (16-20 years of age) involved in fatal crashes (58) were the same in calendar years 2014 and 2015. A slight increase in teen driver fatalities is anticipated in 2016. Motorcycle fatalities decreased from 62 in 2014 to 50 in 2015. More drivers on the road have resulted in an increase in both motorcycle and bicycle related fatalities. As a result, an increase of approximately 30 percent in motorcycle fatalities is expected in 2016 and a slight increase in bicycle related fatalities from 18 in 2015 is also expected.

Annually, over 20,000 crashes are caused by unsafe speed on the State's roadways. Speed coupled with unsafe, aggressive driving behaviors such as tailgating, running red lights and stop signs, and weaving in and out of traffic are dangerous and contribute to crashes.

Over the past decade there has been a general downward trend in traffic fatalities, with increases experienced in 2011 and during the past three years. In 2006, there were 771 people killed in traffic crashes. Safety programs such as those that have resulted in increased belt use and reduced impaired driving have worked to lower the number of traffic fatalities over the years. Additional efforts and programs are needed, however, to develop and implement effective strategies to reduce pedestrian, motorcycle and bicycle related injuries and fatalities. With the help of our partners, the DHTS will continue to strive to meet the goals outlined in the Highway Safety Plan. In those areas where the goals were not met; additional efforts will be pursued in enforcement, education and public relations to improve the problem areas.

ASSESSMENT OF PROGRESS

States are required to report progress on the set of performance measures used in the development and implementation of the 2016 Highway Safety Plan. The thirteen core outcome measures, one behavior measure and three activity measures set forth in the 2016 Plan are listed below:

CORE OUTCOME MEASURES

GOAL	RESULT
1. To decrease traffic fatalities by 2.5 percent from the 2011-2013 calendar base year average of 586 to 571.	The number of traffic fatalities in 2015 increased to 562 from 556 in 2014. As of December 1, 2016, there were a total of 551 fatalities or a 10 percent increase from the previous year for the same date. The number of traffic fatalities in 2016 will exceed 600 and result in missing the performance measure.
2. To decrease serious traffic injuries by 2.5 percent from the 2011-2013 calendar base year average of 1,919 to 1,871.	The number of serious injuries decreased to 1,161 in 2015. Preliminary figures for 2016 indicate serious traffic injuries will be slightly higher than the previous year, but the performance measure of not exceeding 1,871 serious injuries will be met.
3a. To decrease fatalities/vehicle miles traveled (VMT) from the 2011-2013 calendar base year average of 0.79 to 0.76.	The VMT in 2014 was 0.74. The VMT for calendar year 2015 and 2016 is unavailable at this time, however, although traffic fatalities have increased, vehicle miles travelled is also expected to increase. As a result, it is expected the performance measure will be met.
3b. To decrease rural fatalities/VMT from the 2011-2013 calendar base year average of 1.57 to 1.54.	The VMT for rural roadways in 2014 was 1.66. The VMT for calendar years 2015 and 2016 is unavailable at this time; however, the performance measure is not expected to be met.
3c. To decrease urban fatalities/VMT from the 2011-2013 calendar base year average of 0.73 to 0.68.	The VMT for urban roadways in 2014 is estimated at 0.68. The VMT for calendar years 2015 and 2016 is unavailable at this time. It is anticipated the performance measure will be achieved when calendar year 2016 data is finalized due to the expected increase in vehicle miles travelled.
4. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 4 percent from the 2011-2013 calendar base year average of 148 to 142.	The number of unrestrained occupant fatalities in 2015 was 117. As of December 1, 2016, the number of unrestrained passenger vehicle occupant fatalities totaled 115. It is anticipated the number of unrestrained passenger vehicle occupant fatalities will be less than the calendar base year average goal of 142 when calendar year 2016 data is finalized and this performance measure will be met.
5. To decrease alcohol impaired driving fatalities by 3 percent from the 2011-2013 calendar base year average of 168 to 163.	The number of alcohol impaired driving fatalities in 2015 was 111*. A slight increase is expected in 2016 from the previous year; however, the increase will be far less than the target of 163. This performance measure will be met.
6. To decrease speed-related fatalities by 4 percent from the 2011-2013 calendar base year average of 150 to 144.	The number of speed-related fatalities in 2015 increased to 128 from the previous year total of 99. As of December 1, 2016, there were a total of 101 speed-related fatalities. This performance measure will be met as the total number of speed-related fatalities will be below the calendar base year average of 144.
7. To decrease motorcycle fatalities by 15 percent from the 2011-2013 calendar base year average of 75 to 64.	There were a total of 50 motorcycle fatalities in 2015 or a decrease of 19 percent from the previous year total of 62. As of December 1, 2016, there were 63 motorcycle fatalities. It is expected the number of motorcycle fatalities in 2016 will be greater than the calendar base year average of 64, resulting in missing the performance measure.

* Based on the BAC (.08+) of all involved drivers and motorcycle riders only.

CORE OUTCOME MEASURES *(continued)*

GOAL	RESULT
8. To decrease unhelmeted motorcycle fatalities by 2.5 percent from the 2011-2013 calendar base year average of 6 to 5.	There were a total of 7 unhelmeted motorcycle fatalities in 2015 compared to 5 in 2014. As of December 1, 2016, there were a total of 3 unhelmeted motorcycle fatalities reported. The number of unhelmeted motorcycle fatalities is expected to be less than the calendar base year average of 5 when calendar year 2016 data is finalized. The performance measure will be met.
9. To decrease drivers age 20 or younger involved in fatal crashes by 2.5 percent from the 2011-2013 calendar base year average of 65 to 57.	The number of drivers age 20 or younger involved in fatal crashes in 2015 totaled 58. As of December 1, 2016, there were a total of 55 drivers age 20 or younger involved in fatal crashes. The number of drivers age 20 or younger is expected to be more than the calendar base year average of 57 when calendar year 2016 data is finalized. This measure will not be met.
10. To reduce pedestrian fatalities by 2.5 percent from the 2011-2013 calendar base year average of 142 to 139.	The number of pedestrian fatalities in 2015 totaled 170. As of December 1, 2016, there were a total of 147 pedestrian fatalities or 27 percent of all traffic fatalities. This number exceeds the calendar base year average goal of 139, resulting in missing the performance measure.
11. To reduce bicycle fatalities by 2.5 percent from the 2011-2013 calendar base year average of 15 to 13 by December 31, 2016.	The number of bicycle fatalities in 2015 totaled 18. As of December 1, 2016, there were a total of 17 bicycle fatalities. This performance measure was not met.

BEHAVIOR MEASURE

GOAL	RESULT
1. To increase statewide observed seat belt use of front seat occupants in passenger vehicles from 87.59 percent in 2014 to 90.59 percent by December 31, 2016.	The annual statewide seat belt usage survey, conducted by the New Jersey Institute of Technology, found the State's front seat belt usage rate to be at 93.35 percent, thereby exceeding the expected goal.

ACTIVITY MEASURES

GOAL	RESULT
1. By December 31, 2016, the number of seat belt citations issued during grant-funded enforcement activities is expected to be at least 36,000.	There were a total of 40,195 seat belt citations issued during grant-funded enforcement activities in 2016. This activity measure has been accomplished.
2. By December 31, 2016, the number of impaired driving arrests made during grant-funded enforcement activities is expected to be at least 4,400.	This activity measure was achieved with a total of 5,642 impaired driving arrests made during grant-funded enforcement activities in 2016.
3. By December 31, 2016, the number of speeding citations issued during grant-funded enforcement activities is expected to be at least 23,000.	During grant-funded enforcement activities in 2016, there were a total of 25,326 speeding citations issued in achieving this activity measure.

ASSESSMENT OF PROGRESS

OTHER PERFORMANCE TARGETS

GOAL	RESULT
1. To decrease drug related crashes by 3 percent from the 2012-2014 calendar base year average of 972 to 944 by December 31, 2016.	The number of drug related crashes increased in 2015 from 534 to 656 from the previous year. Drug-related crashes – 2016 - 256*
2. To reduce pedestrian injuries by 2 percent from the 2012-2014 calendar base year average of 4,011 to 3,931 by December 31, 2016.	In 2015, the number of pedestrian injuries dropped to 3,546 from 3,776 in 2014. Pedestrian injuries – 2016 - 1,689*
3. To increase statewide observed use of seatbelts for adult back seat occupants in passenger vehicles by 2 percent from 44 percent in 2014 to 46 percent by December 31, 2016.	Back seat occupant rates for adults increased in 2016 to 45 percent compared to 44 percent in 2014 and 39 percent in 2015.
4. To decrease drive inattention related crashes by 3 percent from the 2012-2014 calendar base year average of 144,190 to 139,865 by December 21, 2016.	In 2015, the total number of driver inattention related crashes dropped to 128,496 from 131,639 in 2014. Driver inattention related crashes – 2016 - 32,258*
5. To reduce older driver fatalities (65+) by 2.5 percent from the 2012-2014 calendar base year average of 66 to 65 by December 31, 2016.	There were 60 older driver fatalities in both 2014 and 2015 which was a decline from 81 in 2013. Older driver fatalities – 2016 - 59*
6. To decrease work zone related crashes by 3 percent from the 2012-2014 calendar base year average of 5,749 to 5,577 by December 31, 2016.	A total of 5,181 work zone related crashes occurred in 2014 compared to 4,668 in 2015. Work zone related crashes – 2016 - 1,604*

* Estimates for 2016 are based on approximately 105,000 crashes in the database. This represents roughly a third of all crashes.

PROGRAM FUNDING

FEDERALLY FUNDED PROGRAMS

A. Section 402 Program

The State and Community Highway Safety Grant program is administered at the federal level primarily by the NHTSA and partially by the Federal Highway Administration. The funds are intended to be used as seed money for innovative programs and as leverage to garner other State, local and private resources. The 402 program provides funds to improve the enforcement of existing laws, change public attitudes through education, and build State and local leadership in highway safety. DHTS awarded 58 grants, totaling $6,343,260.

B. Section 405(b) Occupant Protection Program

The Section 405(b) Occupant Protection Program provided funds to implement effective occupant protection programs to reduce deaths and injuries resulting from individuals riding unrestrained or not properly restrained in motor vehicles. DHTS awarded 210 grants, totaling $1,980,202.

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

The Section 405(c) Traffic Records Program establishes a State traffic safety information system improvement grant program. The program encourages the coordination of safety data systems across agencies and the development and maintenance of a comprehensive traffic safety information system. Projects that improve the timeliness, completeness, uniformity, accessibility, and quality of crash data qualify for funding. DHTS awarded six grants totaling $1,737,305.

D. Section 405(d) Impaired Driving Countermeasures

The Section 405(d) Impaired Driving Countermeasures Program provides funds to implement programs to reduce traffic safety problems resulting from individuals driving motor vehicles while under the influence of alcohol, drugs, or the combination of alcohol and drugs. DHTS awarded 364 grants totaling $4,848,012.

E. Section 405(f) Motorcycle Safety

The Section 405(f) Motorcycle Safety Program provides funds to implement programs that will reduce the number of single and multi-vehicle crashes involving motorcyclists. DHTS awarded one grant, totaling $68,000 under this program.

PROGRAM FUNDING

STATE FUNDED PROGRAMS

A. Drunk Driving Enforcement Fund

The Drunk Driving Enforcement Fund (DDEF) established a $100 surcharge on each drunk driving conviction. Monies in this fund are distributed to municipal, county, State, and interstate police agencies to increase enforcement of drunk driving laws. Every law enforcement agency whose officers make arrests leading to DWI convictions and imposition of the surcharge are entitled to grants representing its proportionate contribution to the fund. Law enforcement agencies, through application to DHTS and approval of the Director, may use DDEF monies for DWI enforcement patrols and any other appropriate DWI countermeasures. DDEF funds totaling $1,991,341 were distributed to law enforcement agencies during State Fiscal Year 2016 (July 1, 2015 – June 30, 2016) to help reduce alcohol-related crashes and fatalities.

B. Pedestrian Safety, Enforcement and Education Fund

The Pedestrian Safety, Enforcement and Education Fund is a repository for monies provided pursuant to subsection c. of N.J.S.A. 39:4-36. Under the statute, a motorist must stop for a pedestrian crossing the roadway at an intersection. Failure to stop may result in a fine not to exceed $200.00. A total of $100.00 of such fine is dedicated to the Fund that is used to make grants available to municipalities and counties with pedestrian safety problems. During 2016, 37 pedestrian safety enforcement and education grants were funded in the amount of $501,742.

C. Motorcycle Safety Education Program

The Motor Vehicle Commission administers the motorcycle safety education program. The program provides for a course of instruction and training designed to develop and instill the knowledge, skills, attitudes, and habits necessary for the safe operation of a motorcycle. Beginner and advanced rider training programs are conducted throughout the State. Training was provided to 8,713 riders during 2016 at private locations by State approved motorcycle safety providers.

D. Motor Vehicle Snow and Ice Removal Safety Fund

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

Drive Sober or Get Pulled Over Campaigns

Despite decades of work to raise awareness about the dangers of drinking and driving, impaired driving continues to take a devastating toll on roadways in the State. Alcohol impaired fatalities account for approximately 28 percent of all motor vehicle-related deaths in New Jersey.

DRIVE SOBER OR GET PULLED OVER STATEWIDE CRACKDOWN • AUGUST 19 – SEPTEMBER 5, 2016

Police Agency Participation by County	
REGION I (SOUTH)	
Atlantic	17 of 19
Burlington	25 of 33
Camden	27 of 35
Cape May	9 of 12
Cumberland	1 of 4
Gloucester	20 of 23
Salem	4 of 8
Total	103 of 134 (77%)
REGION II (CENTRAL)	
Hunterdon	5 of 14
Mercer	4 of 11
Middlesex	16 of 26
Monmouth	26 of 48
Ocean	15 of 32
Somerset	14 of 20
Union	9 of 22
Total	89 of 173 (51%)
REGION III (NORTH)	
Bergen	66 of 70
Essex	19 of 25
Hudson	13 of 13
Morris	34 of 38
Passaic	15 of 17
Sussex	12 of 12
Warren	10 of 10
Total	169 of 185 (91%)

Arrests/Citations
1,649 DWI Arrests (alcohol or drugs)
7,373 Speeding Citations
4,230 Seat Belt Citations

Police Agencies Reporting (12) or More DWI Arrests	
NJ State Police • Troop B	198
NJ State Police • Troop A	166
NJ State Police • Troop D	165
NJ State Police • Troop C	155
Howell	20
Passaic	18
Toms River	16
Wall	15
Vineland	14
Glassboro	13
Stratford	13
Lacey	12
New Brunswick	12

For more information about the *Drive Sober or Get Pulled Over 2016 Statewide Crackdown*, including a detailed breakdown of citations by participating police agencies, please continue to the next page. For other questions or comments, contact Robert Gaydosh at (609) 633-9022 or robert.gaydosh@lps.state.nj.us

SAFE PASSAGE
moving toward zero fatalities
WWW.NJSAFEROADS.COM

From August 19 - September 5, 2016, the DHTS again participated in the national *Drive Sober or Get Pulled Over* impaired driving campaign. The goal of the campaign was to mobilize all police agencies in the State to raise public awareness about the dangers of impaired driving through a combination of high visibility enforcement backed by targeted media activities. The DHTS provided overtime enforcement grants of $5,000 to 167 police agencies. The remaining police agencies supported the campaign through the use of their own resources. To help spread the *Drive Sober or Get Pulled Over* message, a statewide press release was issued just prior to the start of the campaign. Police departments also engaged their communities through the dissemination of press releases, public service announcements and displays on variable message boards.

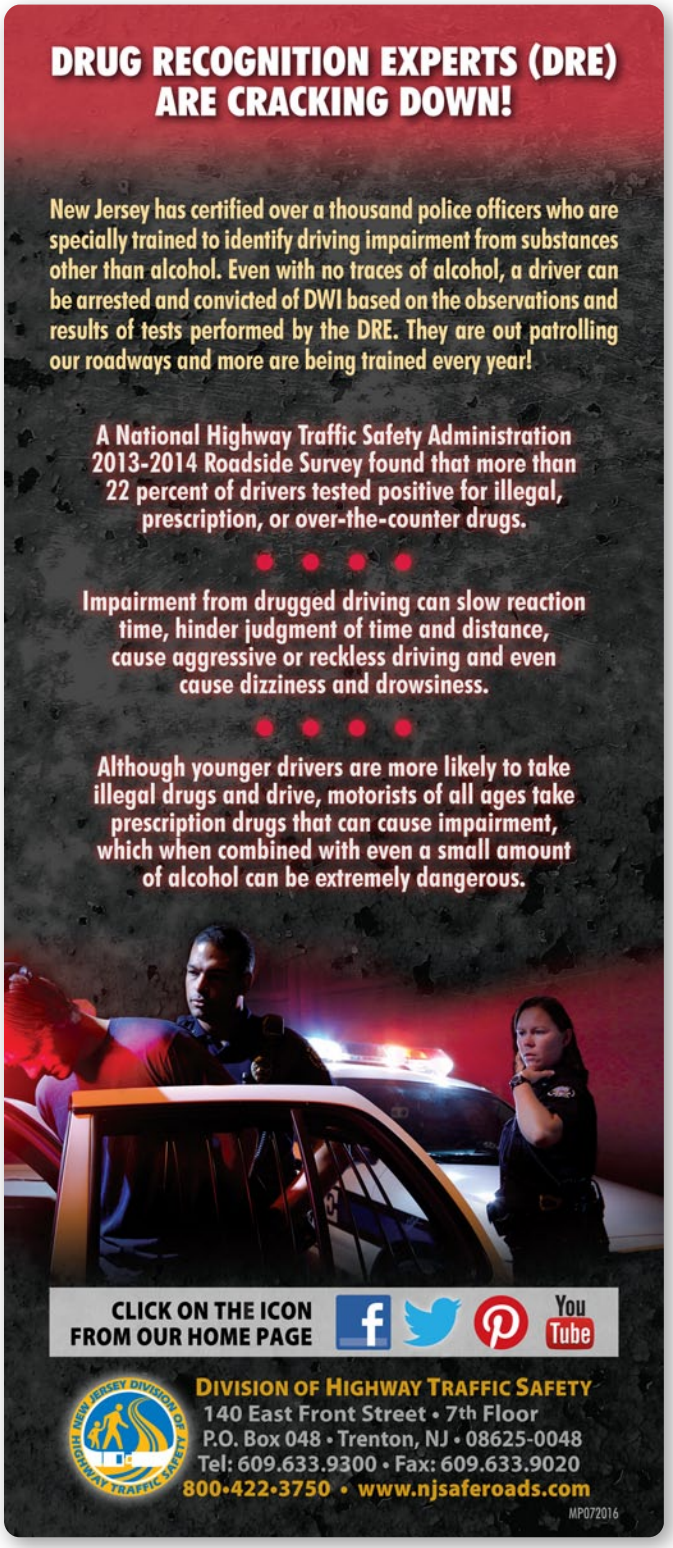
The 2016 *Drive Sober or Get Pulled Over* campaign resulted in 1,649 DWI arrests. In addition, participating police agencies issued 7,373 and 4,230 speeding and seat belt summonses, respectively. The campaign focused on arresting impaired drivers, but as with all statewide traffic initiatives, motorists were reminded of the life-saving benefits of proper restraint usage and obeying posted speed limits. Approximately 18,200 enforcement man-hours were worked during the campaign and 73 percent (365) of the State's police agencies participated in 2016 compared to 361 in 2015.

The State's law enforcement community and other traffic safety agencies also teamed up from December 11, 2015 - January 1, 2016 to carry out the *Drive Sober or Get Pulled Over 2015 Year End Holiday Crackdown*. The goal of this campaign was to again mobilize the State's police departments during the critical end-of-year holiday period. During this campaign, 148 agencies received overtime grant funds and overall 75 percent (373) of police agencies in the State participated. The campaign resulted in 1,724 DWI arrests, 4,558 speeding summonses and 3,083 seat belt summonses.

DWI Training/Drug Recognition Expert Program

The Drug Evaluation and Classification Program (DRE) is an initiative to proactively enforce the State's laws pertaining to drivers under the influence of intoxicating liquor, narcotics, hallucinogenic or habit producing drugs. The objective of the program is to provide law enforcement officers in the field with certified DREs capable of gathering evidence that is necessary to substantiate or strengthen charges of drug influence in DWI cases. Atlantic, Bergen, Monmouth, Morris, Ocean and Somerset counties received funds to establish policies and call-out procedures for the utilization of Drug Recognition Experts to evaluate and assess subjects who are arrested for driving while under the influence of intoxicating drugs or driving while under the influence of drugs and alcohol. In addition, the Division of State Police has dedicated funds to provide DREs to municipal agencies when requested. The "call out" procedure has helped to increase the number of DRE evaluations in these counties. The program is also helping to make DREs available to all agencies in the respective counties which otherwise would not be available and has increased the number of guilty pleas or findings.

Standardized training courses in the detection, apprehension, processing, and prosecution of DWI offenders were provided to law enforcement officers. A total of 1,051 police officers were trained in all aspects of DWI from apprehension to prosecution. The four-day Alcotest training course was held for 345 officers and 4,047 officers completed the one-day Alcotest refresher class. The Drug Recognition Expert training program was conducted with 51 police officers trained and certified as Drug Recognition Experts and 152 officers completed the re-certification course. Advanced Roadside Impaired Driving Enforcement (ARIDE) courses were also held for 128 police officers. The ARIDE program addresses



the gap in training between the Standard Field Sobriety Testing and DRE programs by providing officers with general knowledge related to drug impairment and driving. The two-day Drug Impairment Training for Education Professionals was attended by 110 Prosecutors. This training does not qualify participants as drug recognition experts, but is intended to make individuals competent in evaluating and documenting suspected abuse and impairment of drugs.

DWI Recognition Event

The DHTS and Mothers Against Drunk Driving recognized approximately 600 law enforcement officers for their efforts to prevent DWI crashes at a ceremony held on June 16, 2016 at Rutgers University. Police officers with the most DWI arrests from each of the 21 counties and State Police troops were honored as "Top Guns" for their efforts in removing drunk drivers from the State's roadways.

Underage Enforcement

Law enforcement efforts included the Cops In Shops program coordinated by the Division of Alcoholic Beverage Control. This program helps curtail underage drinking by bringing undercover law enforcement officers and retail establishments together in a partnership designed to deter the sale of alcohol to underage individuals and to stop adults from attempting to purchase alcohol for individuals under the legal age. The participating retail license establishments also displayed posters warning underage individuals that police officers may be present in an undercover capacity. Once again, the program has proven successful in its efforts to deter underage drinking. The program continued to demonstrate the towns' growing awareness of the underage drinking problems and methods to address it. Police officers and retail licensees have a one-on-one opportunity to exchange information. This includes a review of the licensee's procedures on handling underage patrons and ensuring that the focus remains on preventing illegal alcoholic beverage activity among those under the legal age.

The *College/Fall Initiative Cops In Shops* grant was made available to police departments with a college or university within its borders or in a neighboring community and was aimed at keeping anyone under the age of 21 from drinking alcohol. The program was conducted from November 1, 2015 through June 30, 2016 and had 21 participating agencies. The program was operational in Atlantic, Bergen, Camden, Essex, Gloucester, Mercer, Middlesex, Monmouth, Morris, Ocean, Passaic and Union counties. A total of 134 separate charges were lodged against those arrested. Police departments (32) in Atlantic, Cape May, Monmouth and Ocean counties also participated in the *Cops In Shops* Summer program. Over 350 people were arrested for buying or attempting to buy alcohol at liquor stores during the two initiatives. Of the offenses charged in both campaigns, a majority were for violations of statutes related to the illegal possession or attempt to possess alcohol by a person that is underage or by an adult

purchasing for an underage. A large number of the ordinance violations also related to underage possession of alcohol.

Overtime salaries were provided to investigators from the Division of Alcoholic Beverage Control for undercover operations at bars, restaurants and nightclubs in an effort to curtail the consumption of alcoholic beverages by persons under the legal age. During the grant year, 509 licensed establishments were identified for investigation of underage or intoxicated patron drinking activity, 50 administrative violations were identified and submitted to the Division's Enforcement Bureau for prosecution of the violations and 115 persons were arrested for violations of the NJ Alcoholic Beverage Control Act.

Funds were also provided to the Division of State Police and the Cape May County Prosecutor's Office to implement undercover operations at locations licensed to serve alcoholic beverages. The funds were used to identify individuals under the legal age attempting to purchase alcohol or providing alcohol to underage patrons and those utilizing fraudulent identification to purchase alcohol. Enforcement details conducted by the Division of State Police resulted in 36 underage drinking arrests and another 9 underage drinking violations were cited by the Cape May County Prosecutor's Office.

HERO Campaign

The mission of the HERO campaign is to curtail alcohol related tragedies by using safe and sober designated drivers throughout the State. Over 200 bars, taverns and restaurants were recruited to promote the campaign by providing printed materials. A digital HERO membership card was also developed for use on smartphones. After registering as a designated driver via the HERO campaign's mobile site, the card is displayed and redeemed for a free soft drink at licensed establishments. The campaign used e-blasts to remind over 25,000 subscribers to use a designated driver during the Memorial Day, Fourth of July and Labor Day holidays and the campaign was supported by the New Jersey Licensed Beverage Association through the distribution of materials via their newsletter to 600 member establishments.

College Programs

Peer educator programs were conducted at New Jersey City University and the College of New Jersey. Programs continued to be developed whereby peer educators attended sessions both on and off the college campus to educate young people about the dangers of alcohol and drug use and abuse with a relationship to traffic safety. In addition, programs continue to be created to raise awareness among the various college fraternities and sororities. The program also stressed the creation of an awareness of choice, personal responsibility and the understanding of consequences in deciding to use alcohol and/or other drugs. The *Peers Educating Peers*

program at New Jersey City University coordinated three separate alcohol prevention education components targeting the reduction of alcohol, substance abuse and irresponsible behavior among students on campus. The HERO campaign continued to grow in recognition at the College of New Jersey as additional students took pledges for the designated driver program.

The Rutgers University alcohol initiative conducted a series of supplemental enforcement programs which included saturation patrols and DWI checkpoints both on the campus and in New Brunswick. Local liquor establishments also worked with University police in reporting false identification of underage individuals and educational materials on drinking and driving were provided throughout the campus and within the community in both English and Spanish.

William Paterson University continued to provide creative and innovative ways to educate students about the negative consequences of drinking and driving. Students from Theta Phi Alpha, the Philanthropic Chairs and the Athletic Department worked closely with the main HERO office to implement the program. Grant advisors provided guidance to students in order to strengthen the educational awareness of the HERO campaign on campus and the use of innovative technology, such as social media, was used to promote and guide educational awareness programs throughout the campus.

The Center for Prevention and Counseling at Sussex Community College provided educational presentations and programs to freshman students to increase their ability to make healthier decisions, especially when it comes to driving. In order to reduce students' risk to drug and alcohol-related problems, the *Rethinking Drinking Reality Check Program* was utilized and allowed students to look at their behavior in regards to alcohol use. Additionally, E-CHUG – an evidence-based online alcohol and marijuana program was incorporated to motivate individuals to assess their alcohol consumption using personal information of their own drinking habits and behavior. The online software was also equipped with a tutorial to address marijuana use.

In general, there has been a decline in the number of alcohol-related injuries and fatalities. Increased enforcement is one of the factors for the decrease in impaired driving fatalities. High visibility enforcement programs such as sobriety checkpoints and saturation patrols have been effective in increasing deterrence. DHTS has increased the number of police agencies receiving funds for DWI enforcement in FFY 2016. In addition, increased public awareness has contributed to the decline.

Click It or Ticket

The annual *Click It Or Ticket* statewide seat belt enforcement mobilization was conducted from May 23 – June 5, 2016. The centerpiece of the campaign was targeted seat belt enforcement by 387 police agencies in the State, 193 of which received $5,000 for overtime enforcement. Awareness of the campaign and the importance of wearing a seat belt were further enhanced through the distribution of educational materials, earned media efforts, paid media conducted by NHTSA, *Click It or Ticket* banners and displays on dynamic message signs on major State highways. Visibility for the campaign was further heightened when New Jersey law enforcement agencies joined forces with police departments from States along the East Coast and Midwest for the Border-to-Border *Click It or Ticket* campaign enforcement kickoff that was held on May 23, 2016.

The 387 agencies issued 26,551 seat belt citations during the two-week campaign, up slightly from 26,308 during the 2015 mobilization. Fifteen police agencies issued more than 225 seat belt summonses each during the campaign. In addition to seat belt citations, police officers also wrote 633 child restraint and 5,517 speeding citations, and made 876 DWI arrests.

Buckle Up in the Park

The DHTS worked in cooperation with the Division of State Police, Gateway National Park Rangers, Monmouth County Sheriff's Office, Middletown Township Police Department, Sea Bright Police Department and the Highlands Police Department to promote a seat belt educational and enforcement initiative called: *Buckle Up in the Park*. The educational and enforcement campaign during the month of July encouraged visiting motorists to Gateway Recreational Area (Sandy Hook) and their passengers to properly buckle-up their seat belts and teach the importance of properly securing children in

approved child safety seats. In order to raise awareness throughout the region the law enforcement agencies in New Jersey partnered with law enforcement officials in New York who conducted similar seat belt initiatives in the Long Island Region, Upper Delaware Region and the Town of Saratoga, New York.

Seat Belt Survey

The statewide seat belt survey for 2016, conducted by the New Jersey Institute of Technology, found that the State's front-seat belt usage rate increased by 1.99 percent from 91.36 percent in 2015 to 93.35 percent in 2016. Monmouth County had the highest front seat occupant usage rate of 96.31 percent while the lowest front seat occupant usage rate occurred in Atlantic County with a rate of 87.14 percent. Driver usage rates increased by 1.76 percent from 91.46 percent in 2015 and front seat passenger rates increased by 3.02 percent from 90.93 percent. The highest usage rates occurred on secondary roads and the lowest rates were found on local neighborhood roads.

Rear-seat passenger usage rates decreased from 81 percent in 2015 to 79 percent in 2016. Children between the ages of 0-8 years old had the highest usage rate of 90 percent, compared to a usage rate of 95 percent in 2015. Passengers between the age of 8-18 had the next highest usage rate of 60 percent, compared to a usage rate of 64 percent in 2015. The 18 and older age group had the lowest usage rates, however, usage rates for this age group increased to 45 percent in 2016 compared to 39 percent the previous year.

Child Passenger Safety

The Child Passenger Safety (CPS) program, funded through the DHTS, continued its efforts at reducing traffic injury and fatality rates through coordinated enforcement and education programs regarding the proper use of child restraints in motor vehicles. Grants were provided to eleven agencies for CPS programs that included technician training, re-training and program development. These grantees directly worked one-on-one with over 25,000 parents and children and reached another several thousand children with the booster seat education program.

The DHTS assisted the CPS initiative by providing safety messages and information to the motoring public. The *100%, Everyone, Every Ride* message is publicized at child passenger safety programs around the State. The DHTS promoted National Child Passenger Safety Week in September by calling attention to the importance of safely transporting children and promoting NHTSA's *4 Steps for Kids* campaign. Various publications on child passenger safety can also be found on the DHTS website, www.njsaferoads.com.

Child Passenger Safety Coordinators are found in each county and helped the public locate technicians, assisted technicians with re-certification needs and provided information on child passenger safety programs in their respective counties. The public was able to contact county coordinators directly and arrange for child safety seat program presentations or receive information and guidance on proper installation techniques. Child passenger safety inspection and education programs were conducted in all 21 counties. This included the three regional State Police stations.

The DHTS is the State training contact for CPS training and also supports the national child passenger safety certification program which provides a national certification to those who are successfully trained. Seven child passenger safety technician training courses were held in 2016 that trained 119 new technicians and three technician renewal classes were also held. There are now 950 individuals trained as certified technicians in the State working in public safety, health and injury prevention programs. Thirty-seven of the technicians are certified as CPS instructors.

The 12th Regional Child Passenger Safety Conference was held from May 10-12, 2016 in Lake Placid, New York. The conference offered educational workshops providing the opportunity for child passenger safety technicians and instructors to develop their skills and knowledge. Nearly 700 child safety advocates from throughout the northeast as well as Puerto Rico and the Virgin Islands attended the conference.

In an effort to increase restraint usage, the majority of occupant protection funds are used for high-visibility enforcement initiatives. The number of police agencies participating in the annual *Click It or Ticket* campaign continues to increase. The DHTS also continues to encourage 100 percent seat belt usage by publicizing the message *100 Percent, Buckle Up, Everyone, Every Ride*. These efforts have helped to increase seat belt usage rates in 2016 by 1.76 percent.

Pedestrian Enforcement and Education

Thirty-seven agencies received pedestrian safety grants from the State Pedestrian Safety, Enforcement and Education Fund. The funds were used to pay for overtime enforcement that targeted high pedestrian crash locations and provided pedestrian safety education materials for delivery to high risk segments of the pedestrian population.

Police agencies implemented the *Street Smart Campaign* which aims to raise awareness for both pedestrians and motorists, while enforcing laws and changing behaviors. The campaign is a collaborative effort between public,

private and non-profit organizations. The North Jersey Transportation Planning Authority along with the Federal Highway Administration, New Jersey Department of Transportation and the DHTS worked together to fund the pedestrian program. The campaign uses five slogans to remind individuals of the major rules for pedestrian safety: obey the speed limit; stop for pedestrians; check your vital signs; use crosswalks; and heads up, phones down. The campaign uses outdoor advertising, radio public service announcements, internet advertising and outreach materials including street signs, posters and tip cards to remind individuals of tips to avoid pedestrian/vehicle conflicts. The message also includes a reminder that police are enforcing pedestrian laws for the safety of all roadway users.

Safe Routes To School Program (SRTS)

The SRTS program, administered by the New Jersey Department of Transportation, is a statewide initiative to enable and encourage students to safely walk and bicycle to school. The Department continues to assist public officials, transportation and health professionals and the general public in creating a safer and more accessible walking and bicycling environment. Funding for the program is provided by the Federal Highway Administration.

Crossing Guard Program

The New Jersey crossing guard training and resource program is funded jointly by the New Jersey Department of Transportation and DHTS. By combining grant sources a full training and resource program has proven to be successful. All products are available on the New Jersey Safe Routes to School Resource Center Crossing Guard website: http://www.njcrossingguards.org.

In 2016, representatives of the Voorhees Transportation Center conducted train the trainer classes at county police academies in Bergen, Gloucester, Monmouth and Ocean counties. A total of 114 crossing guard supervisors attended the trainings.

Bicycle Safety

Enforcement details were conducted by the Montclair Police Department to address violations by motorists who did not yield for bicyclists. Educational safety talks were also held for school-aged children along with Pop-up Bike Lane events on Walk to School Days. These events, coordinated through Bike and Walk Montclair and the Police Department, were conducted at various schools with great success. The events promoted bicycle safety and allowed all users of the roadway to learn how to "share the road" while establishing community partnerships among the different agencies and organizations in town.

Bicycle safety clinics conducted by officers of the East Windsor Police Department provided information to children and families on bicycle safety and the importance of proper safety equipment and helmet usage. Printed materials, press releases, and message boards were also used in a media campaign to increase awareness. Particular emphasis was placed on the importance of complying with laws requiring the use of bicycle lights and educating night-time cyclists.

The bicycle safety awareness program, coordinated and facilitated by the School and Traffic Safety Unit of the Division of State Police, allowed troopers to reach out to various communities throughout the State and provide awareness programs to bicyclists on safety and best practices. The Transportation Management Associations also held bicycle safety programs for recreational riders as well as bicycle commuters. The programs emphasized techniques for safely sharing the road and a discussion on motor vehicle laws pertaining to bicyclists.

The State follows the national pattern in which most pedestrian fatalities occur in urban or dense suburban areas. The majority occur away from intersections. DHTS and its partner agencies are engaged in a variety of programs to improve pedestrian conditions, including facility improvements, education and enforcement efforts and planning. High priority has been placed on education for drivers, who seldom fully understand their responsibilities to pedestrians. Speeding vehicles and aggressive driving further compound the risks experienced by pedestrians. In an effort to improve pedestrian safety and meet targeted goals, educational initiatives will need to include both locally targeted promotions conducted as part of a coordinated 3E approach and broader campaigns targeting specific demographic groups and areas of the State that are most at risk. In addition, maintaining a strong enforcement focus on motor vehicle violators in pedestrian areas will continue to be encouraged.

Community Traffic Safety Programs

Funds were provided to support counties in their efforts to develop and implement programs and educate the public of the dangers associated with traffic in their communities. Programs were administered through an established unit in the community and provided for public and private input and participation in an action plan to solve one or more of the county's traffic safety problems. Programs were developed in the following emphasis areas: pedestrian, bicycle and child passenger safety; aggressive, impaired, distracted, and teen driving; and seat belt use. The following counties received funds in 2016: Atlantic; Bergen; Burlington; Camden; Essex; Gloucester; Hudson; Middlesex; Morris; Somerset and Union.

Public Information

DHTS continued to work with an online marketing firm with expertise in social media optimization to produce and promote content that furthers the division's mission to ensure safety on the roads. The campaign aimed to increase awareness of the State's several traffic safety initiatives. Twitter, Facebook, and Pinterest pages have been created that engage and inform the public about the division's campaigns and programs. The division's social media pages are as follows twitter.com/NJTrafficSafety, facebook.com/pages/New-Jersey-DHTS/196911917122852, and pinterest.com/NJTrafficSafety/. The results were: over 4,000 Twitter followers, nearly 11,200 "pages likes" on Facebook and over 1,800 followers on the Pinterest page. In 2017, Instagram will be added to take advantage of this growing platform by reaching out to a new audience.

Community Programs

DHTS partnered with various non-profit organizations that provided outreach and networking with community groups, corporate employers and students. Examples of activities conducted are provided below:

AAA Clubs of New Jersey presented traffic safety programs to over 50,000 youths and adults in 2016. Car seat and booster seat safety as well as bicycle and pedestrian programs were presented to elementary and middle school students. Programs were presented to teens designed to help them during the early driving years and *CarFit* education programs offered senior adults the opportunity to check how well their personal vehicles "fit" them for the safest driving position and settings.

The statewide Transportation Management Associations continued to be valuable partners to the DHTS. They deliver critical traffic safety programming at the grass roots level and assist in delivering DHTS materials and messages to the general public. TransOptions used grant funds to deliver pedestrian safety and distracted walking programs to senior groups, students and private industry employees to reinforce safe walking tips. The agency also delivered pedestrian, bicycle, teen driving and adult safety programs.

Community Child Education Programs

Never Leave Your Child Alone is Safe Kids New Jersey premier program addressing heatstroke prevention. In 2016, Safe Kids New Jersey and its statewide network of coalitions conducted an array of *Children In and Around Cars* safety education programs for over 9,000 people. In addition, nearly 4,000 car seats were inspected and over 5,000 parents participated in car seat inspection and community events.

Put the Brakes on Fatalities Day

On October 10, 2015, the DHTS again participated in the national campaign; *Put the Brakes on Fatalities Day,* which is designed to call attention to motor vehicle fatalities that occur on our nation's roadways. The day of awareness encourages motorists to obey all traffic laws, including: buckling up every ride; driving the posted speed limit; avoiding distractions while driving; and always being safe and sober behind the wheel. The statewide effort included press releases to local media outlets showing community-wide support for the initiative, placing the safety message on variable message boards and issuing proclamations declaring the municipality's commitment to keeping roadways safe for all users.

Teen Initiatives

Champion Schools Program

The Brain Injury Alliance teen initiative, *Champion Schools Program,* provided an opportunity for students and staff to develop and execute campaigns to address teen driving safety. The peer-to-peer program provided teens the opportunity to develop and implement high school and community based teen safe driving education campaigns that were judged by a panel of teen driving experts. Schools from around the State developed teen driving safety programs in an interactive and competitive contest.

Driver Education Conference

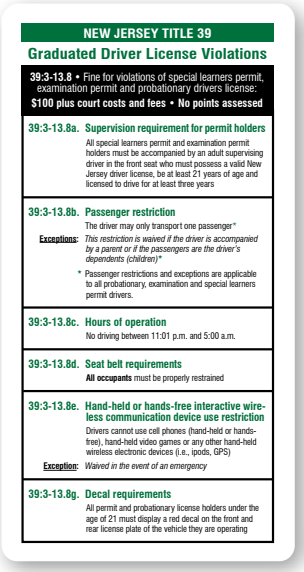
Nearly 100 educators attended the Driver Education Conference on August 17, 2016. The Conference was sponsored by the New Jersey Association for Health, Physical Education, Recreation and Dance and was hosted by New Jersey Manufacturer's Insurance Company. Driver education instructors attending the event received the American Driver and Traffic Safety Education Association's drive education curriculum.

Teen Driver Safety Week

Educational programs were provided during Teen Driver Safety Week from October 18-24, 2015. National Teen Driver Safety Week was dedicated to raising awareness about safety and educating teens and parents on safe driving behavior.

Law Enforcement Training

Law enforcement officers were provided training on the provisions of the Graduated Driver License (GDL) law and the role police officers play in enforcing the GDL law. Materials were distributed to help police understand, promote and enforce the law.



NEW JERSEY TITLE 39

Graduated Driver License Violations

39:3-13.8 • Fine for violations of special learners permit, examination permit and probationary drivers license: **$100 plus court costs and fees • No points assessed**

39:3-13.8a. Supervision requirement for permit holders
All special learners permit and examination permit holders must be accompanied by an adult supervising driver in the front seat who must possess a valid New Jersey driver license, be at least 21 years of age and licensed to drive for at least three years

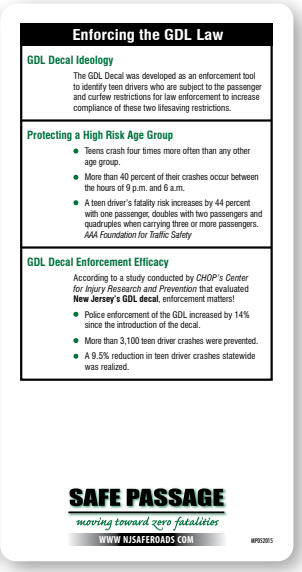
39:3-13.8b. Passenger restriction
The driver may only transport one passenger*
Exceptions: *This restriction is waived if the driver is accompanied by a parent or if the passengers are the driver's dependents (children)**
* Passenger restrictions and exceptions are applicable to all probationary, examination and special learners permit drivers.

39:3-13.8c. Hours of operation
No driving between 11:01 p.m. and 5:00 a.m.

39:3-13.8d. Seat belt requirements
All occupants must be properly restrained

39:3-13.8e. Hand-held or hands-free interactive wireless communication device use restriction
Drivers cannot use cell phones (hand-held or hands-free), hand-held video games or any other hand-held wireless electronic devices (i.e., ipods, GPS)
Exception: *Waived in the event of an emergency*

39:3-13.8g. Decal requirements
All permit and probationary license holders under the age of 21 must display a red decal on the front and rear license plate of the vehicle they are operating



Enforcing the GDL Law

GDL Decal Ideology
The GDL Decal was developed as an enforcement tool to identify teen drivers who are subject to the passenger and curfew restrictions for law enforcement to increase compliance of these two lifesaving restrictions.

Protecting a High Risk Age Group
- Teens crash four times more often than any other age group.
- More than 40 percent of their crashes occur between the hours of 9 p.m. and 6 a.m.
- A teen driver's fatality risk increases by 44 percent with one passenger, doubles with two passengers and quadruples when carrying three or more passengers. *AAA Foundation for Traffic Safety*

GDL Decal Enforcement Efficacy
According to a study conducted by *CHOP's Center for Injury Research and Prevention* that evaluated **New Jersey's GDL decal**, enforcement matters!
- Police enforcement of the GDL increased by 14% since the introduction of the decal.
- More than 3,100 teen driver crashes were prevented.
- A 9.5% reduction in teen driver crashes statewide was realized.

SAFE PASSAGE
moving toward zero fatalities
WWW.NJSAFEROADS.COM

Speed Detection Program

Speeding was a contributing factor in approximately 14 percent of all fatal and injury crashes on State Police patrolled roadways. Both radar and laser speed detection devices have been effective tools used by State Troopers assigned to patrol on both highway and rural roadways. Radar and laser team details used by the State Police for saturation enforcement resulted in over 40,000 speeding summonses during the fiscal year. Additionally, the Division's patrol fleet was retrofitted with radar speed detection units and speed detection laser units.

Comprehensive Law Enforcement Programs

Pedestrian safety, seatbelt enforcement, aggressive driver, and driving while intoxicated were the core components of the comprehensive traffic safety programs conducted in Bergen County, Brick Township and Jersey City. Pedestrian decoy enforcement details were held at specific problem locations. Educational efforts included the dissemination of materials at schools, parks, stores and transportation hubs to minimize the risk of pedestrian crashes. Various enforcement and education programs were conducted to encourage seat belt use. Materials were also distributed at community meetings, city and county events, and at colleges and high schools on the risks of aggressive and distracted driving. Overtime patrols were used by police to deter aggressive and distracted driving incidents and apprehend drunk drivers.

Distracted Driving Crackdown

The DHTS carried out a statewide distracted driving enforcement crackdown from April 1-21, 2016 using the slogan *UDrive. UText. UPay*. National Distracted Driving Awareness Month held in April was also a time to remind motorists of the State's distracted driving laws. Seventy-

two percent of the State's police agencies participated in the effort. The crackdown resulted in over 6,500 summonses for cell phone use/texting and 6,250 careless driving citations. In addition, participating agencies issued nearly 13,000 seat belt and speeding summonses during the crackdown.

In an effort to further combat the incidence of talking and texting, the Motor Vehicle Commission promoted its JustDrive.com campaign. Developed and managed by the Commission, the web, television, print, radio and billboard campaign highlights the dangers and penalties for distracted driving and features an interactive website that includes a forum for citizens to share their own experiences and thoughts about the irresponsible behavior. The website also serves as a repository of information on the subject from federal, state and local entities.

Training

State and local police personnel attended numerous highway traffic safety and crash investigation training courses funded by the DHTS. Crash Investigation I, which instructs officers on the proper techniques for recognizing and recording damages as a result of collisions on roadways, was attended by 275 police officers at eleven classes. Crash Investigation II, completed by 175 officers at seven classes, placed an emphasis on vehicle damage analysis and vehicle behavior during collisions. Three

Traffic Crash Reconstruction classes were also offered and attended by 90 police officers. Specialized training classes in pedestrian/bicycle crash investigation and digital photography for traffic crash investigations were attended by 60 police officers. A course was also held for 30 police officers on the use of event data recording and vehicle crash data retrieval.

Traffic Safety Resource Prosecutor

The Traffic Safety Resource Prosecutor continued to act as a liaison between the municipal and county assistant prosecutors, as well as members of the Division of State Police and municipal police departments.

A program of ongoing training for municipal and county assistant prosecutors relating to traffic safety enforcement and prosecution continues to be conducted. Classes and instruction were presented with the goal of keeping municipal and county assistant prosecutors updated on current issues and law.

Additionally, networking between various levels of prosecution and law enforcement agencies was used to ensure accurate sharing of information and consistent efforts. The Resource Prosecutor has super-ceded and litigated cases in the Appellate Division that have had statewide importance and continued to provide ongoing support as needed. The Resource Prosecutor has also provided legal advice in replacing the chemical breath testing instrument currently used in the State.

Fatal Crash Units

Fatal Crash Units were operational in Camden County and at the Division of State Police. Importance was placed on the need to create clear policies and procedures when dealing with serious injury and death-by-auto investigations. The program provided for the purchase of computer hardware and software programs which have proven to be indispensable tools for timely and accurate reconstruction of fatal and serious injury crashes.

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

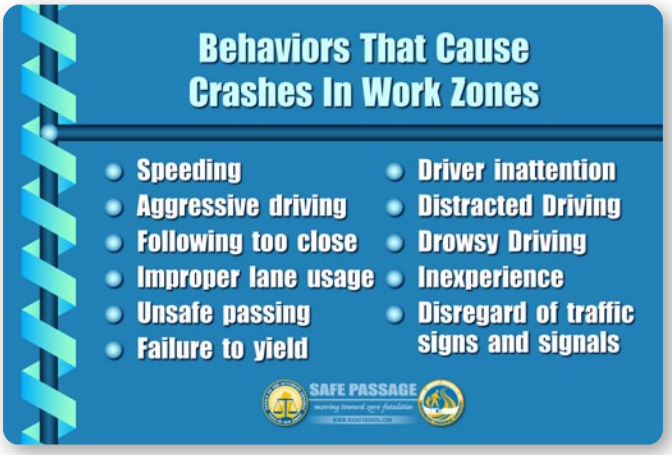
To help law enforcement agencies operate with a higher degree of efficiency, the NHTSA, in cooperation with many local law enforcement leaders around the country, developed a law enforcement operational model that addresses competing demands for increased services. The DDACTS model places focus on traffic law enforcement as a tool in reducing crime, crashes, and traffic violations in a community. The DDACTS relies on seven principles for its implementation: data collection, data analysis, community partnerships, strategic operations, information sharing and outreach, program monitoring, and measuring outcomes. The DHTS funded DDACTS projects in the following three communities: Egg Harbor Township, Monmouth County Sheriff and Toms River. The Monmouth County's Sheriff Office agreed to a shared services agreement with Middletown Township, Howell Township, and Tinton Falls to implement the DDACTS initiative.

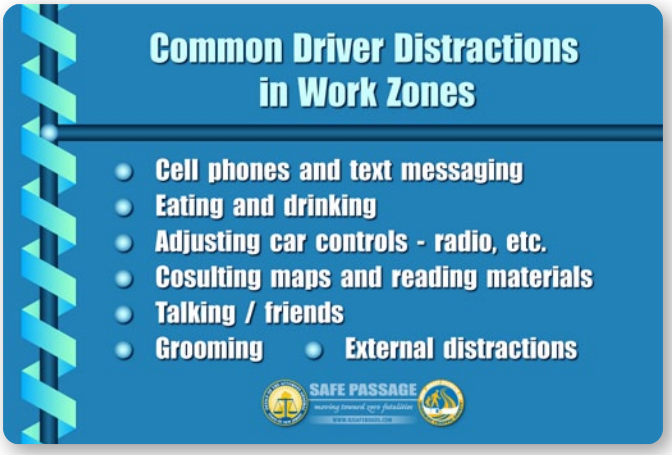
Law Enforcement Liaison

A grant was provided to the New Jersey Association of Chiefs of Police to fund the Law Enforcement Liaison (LEL) position. The role of the LEL was to encourage law enforcement officers and leaders to support the enforcement of traffic safety laws, particularly those dealing with impaired driving, occupant protection, distracted driving, and speed management. Additional activities included collaboration with other highway safety partners and stakeholders. The LEL also coordinated the *Buckle Up in the Park* initiative.

Work Zone Safety

Roadway construction and maintenance activities result in safety and mobility issues for both workers and motorists. Awareness of proper work zone set up, personal protection and driver negotiation are all factors to be considered in establishing a safe work zone culture. Courses on work zone safety awareness, work zone safety refresher courses and train-the-trainer programs were held for local law enforcement officers. Work zone safety training for municipal and county public works personnel was also held. Attendees received course handbooks, work zone set up guides, flagger handbooks and traffic control guideline manuals. Workshops were presented to over 1,200 participants who learned about traffic control, as well as work zone and roadway safety.





The 17th Annual Work Zone Safety Conference was held on April 27, 2016 at Rutgers University. The conference was hosted by the New Jersey Local Technical Assistance Program at Rutgers Center for Advanced Infrastructure and Transportation and the New Jersey Work Zone Safety Partnership. Work zone safety awareness was promoted through presentations and panel discussions with labor, industry, and law enforcement perspectives, as well as new technologies and best practices. The New Jersey Work Zone Safety Excellence Awards were also presented in recognition of those that have demonstrated effective temporary traffic control in planned work zones on the State's roadways. These awards showcased the efforts of individuals, companies, and roadway agencies to inspire all in the area of work zone safety.

Traffic Engineering Interns

The Warren County road system experiences approximately 900 reported traffic crashes annually. In order to minimize these crashes, high crash locations are identified and analyzed for appropriate improvements. A project was funded during the summer months with the Warren County Engineers Office that used the services of engineering students to collect traffic crash data and assist in performing safety studies at high crash locations. Under the supervision of the Assistant County Engineer, the students gathered crash data, created a computerized crash database, and performed field investigations as needed. High crash locations were identified and studied for possible improvements. Two reports were prepared during the grant year: *Warren County Road System Year 2015 Traffic Crash Data and Safety Assessment* and *"Warren County Road System 2015 Traffic Study Locations Report"*.

Traffic record projects are funded in an effort to expand statewide-integrated data collection and transmission systems that improve the timeliness, completeness, accessibility, accuracy, and linkage of safety information that will allow for an analysis of all traffic crashes for use in policy and program development. DHTS funded the following crash data-related initiatives:

NJTR-1 Training

The NJTR-1 crash record form is completed by law enforcement for any incident resulting in injury, death or damage in access of $500.00. Workshops were held for law enforcement that addressed proper form completion and discussed the importance of crash data, its role in data driven decisions and how data is used to improve the safety of the roadways. Ten workshops were held for 286 State, county and local law enforcement officers representing 102 police departments.

Statewide Traffic Records Coordination

The Statewide Traffic Records Coordinating Committee (STRCC) exists to facilitate the integration and exchange of traffic records data between federal, state and local traffic-related agencies and organizations in an effort to reduce fatalities, crashes and injuries. The STRCC includes agency representatives involved in highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor vehicle and driver licensing. The Committee provides a forum for the discussion of highway safety data and traffic records issues, represents the interests of the agencies and organizations within the traffic records system and develops a traffic records strategic plan.

Committee members completed the revision of the NJTR-1 crash record form that will be deployed on January 1, 2017 for use by all police agencies. It is anticipated a vendor will also be selected in early January, 2017 to begin the process of implementing a statewide automated data system that will allow for the electronic submission of police crash reports, electronic crash diagramming and integration with other data systems for enhanced analysis and reporting. The automated data system centralizes all crash data and related information for use in improving highway safety.

Electronic Patient Care Reporting

The Department of Health, Office of Emergency Medical Services continued to implement electronic patient care reporting (ePCR) for mobile intensive care programs. Prior to the ePCR program, all patient data was collected individually by multiple organizations either manually or through unlinked desktops and servers. With the ePCR program, patient and circumstantial data is collected through tablet personal computer devices by the Advanced and Basic Life Support providers who are the first responders. As the data fields are completed, the information is transferred via modem, in real-time, to the closest hospital so all relative data to the patient and their injuries are available upon arrival. Simultaneously, data is also transmitted to the Office of Information Technology data warehouse where EMS providers as well as the Division of State Police, Department of Transportation, 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 facility, updated to those facilities and used by multiple State and federal agencies to produce their required reports.

The State also utilized the National Emergency Management Information System data dictionary to define elements

contained in the EMS patient care record. To increase the quality and quantity of the records collected, the Office of Information Technology implemented a new data bridge that has been linked to the Crash Data Warehouse in partnership with the Department of Health. The transitioning to the bridge system has allowed for more accurate and detailed analysis of EMS data. The total number of records transmitted to the data bridge prior to the new system totaled 755,000 records. After the system was updated, the total number of cases transmitted increased by nearly 50 percent to 1,129,000. Additionally, the average number of days for the data to be entered decreased from 206 days to 15 days.

Crash Data Integration

The Office of Information Technology, Enterprise Data Service Unit, provided project management, data modeling, technical coordination, and access to the enterprise database. The New Jersey Common Information Architecture also provided design patterns, methodologies, technologies, reference data, and data facilities to achieve data integration.

The Crash Data Warehouse compiled data from the State Police, Department of Transportation, Motor Vehicle Commission and the Department of Health for longitudinal crash analysis. This has allowed for full reporting capabilities across all relevant crash data supplied by the four agencies.

The enhancements to the NJTR-1 crash record form have required an update to the data dictionary definitions and additional data elements have been included in mappings. Additionally, the process in data warehousing responsible for pulling data out of source systems and placing it into the data warehouse has required revisions.

The benefits of the data warehouse have included improvements to data quality and accessibility and allowed for better decision making.

Crash Data Geocoding

Of the hundreds of thousands of NJTR-1 crash records that are generated each year, a large percentage of them are missing the exact location of the crash. Procedures are in place at the Department of Transportation to geocode these records programmatically, but not all attempts have been successful due to other incomplete information on the records. An unacceptable number of records are excluded from information needed by statewide agencies to determine problem locations and crash clusters (hot spots) that can be ameliorated by applying crash countermeasures.

Over the past three years Rutgers' students have geocoded over 105,000 records and cleared a backlog of crashes from 2003. Until the time comes when crash reports are generated and submitted electronically, with precise GIS information automatically entered at the site of the crash, there will always be records that need to have the crash location pinpointed. The nearly 30,000 crash records geocoded in 2016 were shared with the Bureau of Safety Programs at the Department of Transportation who then uploaded the enhanced records to the Crash Database, impacting the completeness and quality of crash data available in the State repository.

Increasing awareness of the vulnerability of motorcycles on the road and promoting ways drivers of other vehicles are informed about safely sharing the road with motorcyclists was an initiative undertaken by the Brain Injury Alliance of New Jersey. The Alliance promoted the *Share the Road* message that targeted automobile drivers and the general public in an effort to increase awareness of motorcycles on the road and how they can contribute to keeping motorcyclist safe. Raising awareness was supported by increased messaging through traditional and social media. Programs for motorcyclists provided information on proper helmet use, safe riding gear and exhibiting sound judgment when riding.

The Brain Injury Alliance continued to maintain the *NJSmartDrivers* website to educate the general public about the importance of sharing the road. The total number of visitors to the site on a quarterly basis totaled nearly 2,000. *Share the Road* materials were also provided to high school students with the goal of increasing awareness among new drivers of the importance of sharing the road with motorcycles.

PAID AND EARNED MEDIA

Latino Traffic Safety Awareness

Motor vehicle related crashes remain the leading cause of death for Latinos ages 1 to 34. Latinos have lower seatbelt and child passenger restraint usage rates when compared to other populations and are overrepresented in alcohol related crashes. Forty-seven percent of Latino fatal crashes are alcohol-related. The disproportionate risk is compounded by the growth of this population. New Jersey's Latino population has increased by 39 percent in the last 10 years and is projected to continue growing at record levels. The Latino population is further diversified by the numerous countries of origin. The largest Latino origin groups are Mexican, Puerto Rican, Columbian, Cuban, Salvadorian, Dominican, Guatemalan, Ecuadoran, Honduran and Peruvian.

Reaching this underserved population remains a priority for the DHTS, one which is accomplished through public outreach and education. Effectively messaging and educating this high risk population is complicated by language and cultural barriers as well as the New Jersey media market which is split between two of the largest US markets, Philadelphia and New York. Advertising is costly in these markets and must be duplicated in both media markets to effectively reach New Jersey's Latino population.

The DHTS works with Spanish language media partners through year-round paid and earned media by promoting all areas of traffic safety and complimenting NHTSA's national communications plan with a specific emphasis on occupant restraint and impaired driving. The DHTS has worked over the last six years to identify quality media partners and cultivate relationships that have resulted in deeply discounted rates for advertising. Print media was the primary outlet used based on cost and research. According to the National Association of Hispanic Publications, 82 percent of Hispanics surveyed indicated they read a Spanish language publication at least once a week. Hispanic publications are also a trusted source of advertising and information.

The Division expended a total of $74,900 in 2016 with the following media partners:

Hechos Positivos Newspaper

($36,900 full page ad and Director's message) - monthly publication with circulation of 5,000 throughout Bergen, Morris, Hudson and Passaic Counties.

Reporte Hispano Newspaper

($38,000 full page ad) - weekly publication of 55,000, which is distributed throughout the State.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

Evidence based enforcement begins with an analysis of relevant data to identify the problem. Countermeasures are then targeted at the problems identified during the analysis. Correctly identifying roadways, jurisdictions and their law enforcement agencies to participate in enforcement initiatives required a data-driven approach and resource analysis.

In 2016, enforcement efforts were conducted in Bergen County to address alcohol related crashes and unrestrained occupant crashes in the ten municipalities having the highest number of crashes and injuries. Additional enforcement efforts were conducted in Essex County in the ten municipalities where there was an overrepresentation of speed related crashes and injuries. In Burlington County, enforcement details were conducted to address the overrepresentation of pedestrian crashes and injuries in ten municipalities.

High visibility saturation patrols consisting of law enforcement officers patrolling a specific area to look for drivers who may be impaired or unbuckled were conducted. Efforts also included targeting selected high-crash areas using either expanded regular patrols or designated speed enforcement details. Targeted enforcement was used to increase compliance with appropriate traffic laws by both pedestrians and motorists. Pedestrian decoy efforts were

also conducted. Police officers in plain clothes posed as pedestrians in marked crosswalks, while officers watched for violations. Drivers failing to stop were issued citations.

The results of the enforcement details are addressed below in the evidence based enforcement performance review.

EVIDENCE BASED ENFORCEMENT PERFORMANCE REVIEW

ALCOHOL RELATED CRASHES

MUNICIPALITY	2015		2016			
	CRASHES	INJURIES	CRASHES	% CHANGE	INJURIES	% CHANGE
TEANECK	42	22	24	-42.86%	14	-36.36%
LODI	30	15	22	-26.67%	10	-33.33%
HACKENSACK	25	5	19	-24.00%	12	140.00%
GARFIELD	24	9	27	12.50%	7	-22.22%
RIDGEFIELD PARK	24	11	14	-41.67%	11	0.00%
ELMWOOD PARK	22	9	25	13.64%	6	-33.33%
LYNDHURST	19	14	8	-57.89%	1	-92.86%
NORTH ARLINGTON	18	9	8	-55.56%	2	-77.78%
RIDGEWOOD	18	5	12	-33.33%	4	-20.00%
ENGLEWOOD	17	8	10	-41.18%	5	-37.50%

EVIDENCE BASED ENFORCEMENT PERFORMANCE REVIEW (continued)

UNRESTRAINED OCCUPANT CRASHES

MUNICIPALITY	2015		2016			
	CRASHES	INJURIES	CRASHES	% CHANGE	INJURIES	% CHANGE
HACKENSACK	55	20	42	-23.64%	12	-40.00%
FORT LEE	22	25	14	-33.36%	6	-76.00%
GARFIELD	22	6	20	-9.09%	5	-16.67%
PARAMUS	19	22	11	-42.11%	7	-68.18%
TEANECK	19	11	7	-63.16%	8	-27.27%
NORTH ARLINGTON	17	3	9	-47.06%	5	66.67%
RAMSEY	16	8	3	-81.25%	4	-50.00%
TENAFLY	15	5	2	-86.67%	0	-100.00%
RIVER EDGE	14	0	2	-85.71%	2	200.00%
ENGLEWOOD CLIFFS	13	5	16	23.08%	5	0.00%

SPEED RELATED CRASHES

MUNICIPALITY	2015		2016			
	CRASHES	INJURIES	CRASHES	% CHANGE	INJURIES	% CHANGE
NEWARK	912	495	776	-14.91%	461	-6.87%
EAST ORANGE	170	95	136	-20.00%	66	-30.53%
IRVINGTON	138	70	159	15.22%	87	24.29%
WEST ORANGE	137	50	30	-78.10%	10	-80.00%
ORANGE	84	23	73	-13.10%	33	43.48%
MILLBURN	73	22	54	-26.03%	25	13.64%
BLOOMFIELD	61	39	47	-22.95%	11	-71.79%
BELLEVILLE	58	22	47	-18.97%	16	-27.27%
MONTCLAIR	49	8	54	10.20%	15	87.50%
LIVINGSTON	37	15	49	32.43%	22	46.67%

PEDESTRIAN RELATED CRASHES

MUNICIPALITY	2015			2016					
	CRASHES	INJURIES	PED INJURIES	CRASHES	% CHANGE	INJURIES	% CHANGE	PED INJURIES	% CHANGE
MOUNT LAUREL	21	16	13	12	-42.86%	9	-43.75%	7	-46.15%
MAPLE SHADE	10	8	8	3	-70.00%	3	-62.50%	3	-62.50%
MEDFORD	10	8	7	2	-80.00%	1	-87.50%	0	-100.00%
PEMBERTON TWP	10	9	6	6	-40.00%	8	-11.11%	4	-33.33%
CINNAMINSON	9	8	6	4	-55.56%	4	-50.00%	4	-33.33%
DELRAN	9	9	7	3	-66.67%	3	-66.67%	3	-57.14%
WILLINGBORO	9	3	2	6	-33.33%	2	-33.33%	2	0.00%
BURLLINGTON TWP	8	7	7	7	-12.50%	7	0.00%	7	0.00%
EVESHAM	7	8	7	7	0.00%	6	-25.00%	6	-14.29%
MOORESTOWN	6	5	5	6	0.00%	6	20.00%	6	20.00%

RECENT LEGISLATIVE ENACTMENTS

The following highway safety legislation was approved during calendar year 2016.

P.L. 2015, c.292

This act updates agriculture-related motor vehicle laws to reflect current industry practices. The act requires the Chief of the Motor Vehicle Commission to design a slow moving vehicle emblem to be affixed to the rear of any motor vehicle, not for hire, used exclusively as or to draw a farm tractor, traction equipment, farm machinery, or farm implement. The driver of a motor vehicle traveling in the same direction as and approaching a vehicle with a slow moving vehicle emblem is required to, prior to overtaking the slow moving vehicle, reduce the speed of the motor vehicle to that of the slow moving vehicle. The provision does not apply in areas where there are two or more lanes of traffic flowing in the same direction as the slow moving vehicle. Violators are subject to a fine between $100 and $500. The Chief Administrator, in consultation with the Division of Highway Traffic Safety, is required to establish a statewide educational campaign to promote roadway safety in rural areas of the State. The educational campaign will include educating people on the laws concerning vehicles with slow moving vehicle emblems. Approved on January 19, 2016, the act becomes effective on January 1, 2017.

P.L. 2016, c. 35

This act permits licensed drivers to operate autocycles on State roads. An autocycle is defined as a three-wheeled motorcycle designed to be controlled with a steering wheel and pedals in which the operator and passenger may ride in a completely or partially enclosed seating area that is equipped with a roll cage or roll hoops, safety seat belts for each occupant and anti-lock brakes. Under the act, an autocycle is required to be registered as a motorcycle. The act, however, does not require a person holding a basic driver's license to hold a motorcycle license or a motorcycle endorsement to operate an autocycle. The act prohibits a person from driving, operating, or riding as a passenger in an autocycle without sitting in a seat, properly using a safety belt, and wearing a helmet unless the autocycle is completely enclosed. The act requires that a person operating an autocycle be subject to existing insurance requirements for motor vehicles, including liability insurance coverage, personal injury protection coverage and uninsured motorist coverage. Approved on August 31, 2016, this act become effective immediately, except that subsection a. of section 2 of P.L.2016, c.35 (C.39:3-10.34 – an autocycle shall be registered as a motorcycle) shall remain inoperative until six months following the date of enactment, provided, however, that the Chief Administrator of the Motor Vehicle Commission may take such anticipatory actions as may be necessary for the timely implementation of the provisions of that subsection.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