September 2019

Highway Safety Plan
FY 2020
New Jersey

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **Yes**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **Yes**

S. 405(d) Alcohol-Ignition Interlock Law: **Yes**

S. 405(h) Nonmotorized Safety: **Yes**

S. 405(d) 24-7 Sobriety Programs: **Yes**

S. 1906 Racial Profiling Data Collection: **Yes**

Highway safety planning process

Data Sources and Processes

DHTS uses two primary sources of crash data to identify and analyze traffic safety problem areas: the New Jersey Crash Records system maintained by the Department of Transportation (DOT), Bureau of Safety Programs, and the Fatality Analysis Reporting System (FARS), maintained by the Division of State Police. All reportable crashes in the State are submitted to DOT for entry into the statewide crash records system. The data contained in the New Jersey Crash Records System provides for the analysis of crashes within specific categories defined by person (i.e., age and gender), location (i.e. roadway type and geographic location) and vehicle characteristics (i.e. conditions), and the interactions of various components (i.e. time of day, day of week, driver actions, etc.). At both the State and local level, the 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).

Data sources are used to identify problem areas and to analyze the nature of the problem. Members of the program staff begin to meet in February to develop the Highway Safety Plan. An analysis of statewide crash data over a period of several years is conducted to identify the most significant problems and what projects should be funded to address them. Within the crash data, each of the following was reviewed as part of the problem identification process: crash severity, driver age, driver gender, time of day and where the crashes were occurring.

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

Program staff established priorities for types of projects that would have the greatest impact on generating a reduction in traffic crashes, injuries and fatalities in the State. At the end of the planning sessions, it was the consensus of the group that certain types of projects were strategic in reducing the State's mileage death rate and the number of motor vehicle related injuries. Projects in the following areas will receive priority in FFY 2020:

- **Planning and Administration:** The planning, development, administration, and coordination of an integrated framework for traffic safety planning and action among agencies and organizations.

- **Alcohol and Other Drug Countermeasures:** Enforcement and education programs that are necessary to impact impaired driving.

- **Pedestrian and Bicycle Safety:** Development and implementation of education and enforcement programs that will enhance pedestrian and bicycle safety.

- **Occupant Protection:** Development and implementation of programs designed to increase usage of safety belts and proper usage of child restraints for the reduction of fatalities and severity of injuries from vehicular crashes.

- **Police Traffic Services:** Enforcement necessary to directly impact traffic crashes, fatalities and injuries. Comprehensive law enforcement initiatives and training opportunities for law enforcement officers will be pursued.

- **Younger and Older Driver Safety Programs:** Enforcement and education programs that are aimed at enhancing safety of drivers age 20 and younger, and mature drivers over 65.

- **Community Traffic Safety Programs:** Commitment and participation of various groups of individuals working together to solve traffic safety related problems and issues.

- **Public Information and Paid Media:** Designed to heighten traffic safety awareness and support enforcement efforts throughout the State.

- **Motorcycle Safety:** The development of programs that train motorcyclists and remind all motorists to safely "share the road" with motorcyclists and be alert.

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

- **Roadway Safety:** Professional and technical engineering services necessary for the improvement of the roadway system in order to reduce the incidence and severity of crashes.

Planning Cycle

October
1. Begin to close out projects.
2. Reprogram carryover funds from the prior year into the current Highway Safety Plan.
3. Grantees are reminded that final claims are due.

November
1. Receive program reports from DHTS staff and continue to receive final claims 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 close out and submit final voucher to the NHTSA.

2. Carryover funds and reprogram into current Highway Safety Plan.
3. Place notice of grant availability for next fiscal year into the New Jersey Register.
4. Complete the Highway Safety Plan Annual Report and submit to the NHTSA.

January
1. Monitor current project performance.
2. Make adjustment to the Highway Safety Plan as necessary.
3. Receive applications from potential grantees.

February
1. Begin to review grant applications.
2. Set up initial meeting with program staff to begin planning for the Highway Safety Plan.
3. Monitor progress of current grantees.

March
1. Program staff completes the grant application review process.
2. Second meeting is held to discuss Highway Safety Plan development.
3. Monitor progress of current grantees.

April
1. Program staff meets with Director to finalize grant awards for the upcoming Fiscal Year.
2. Highway Safety Plan continues to be developed.
3. Monitor progress of current grantees.

May
1. The draft of the Highway Safety Plan is prepared and submitted to the Director for review.
2. Monitor progress of current grantees.

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

July
1. Notify representatives from selected grant applications and inform them of the intent to award a highway safety grant.
2. Monitor progress of current grantees.

August
1. Grantees are contacted and reminded that no funds can be used for current grant activity after September 30.
2. Monitor progress of current grantees.

September
1. Begin to prepare final reports for current year projects.

Processes Participants

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:

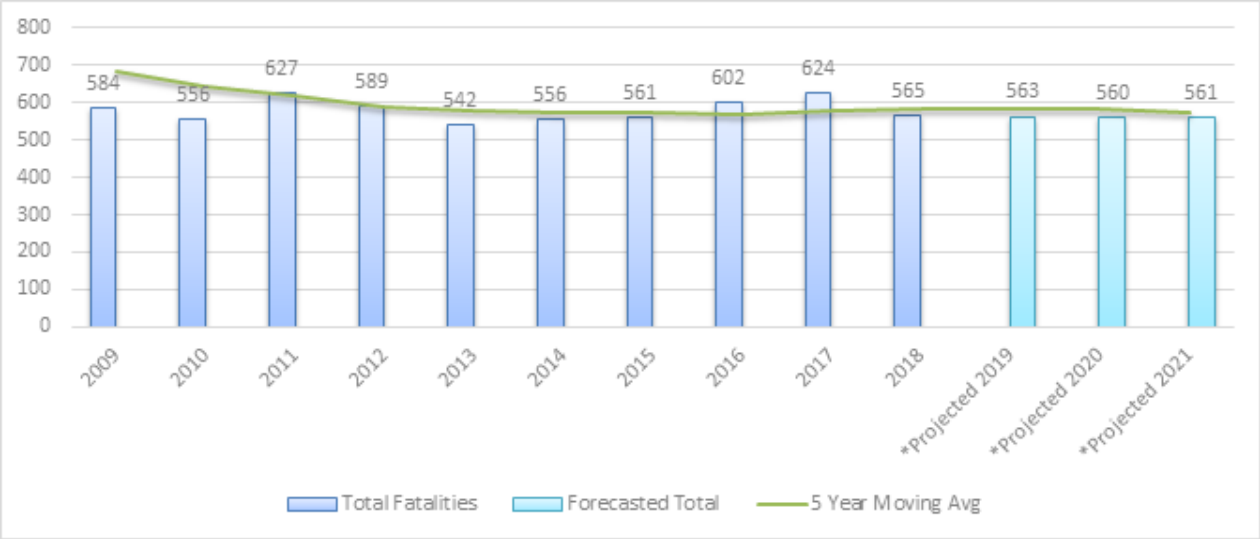
1. **Division of Criminal Justice**
2. **Division of State Police**
3. **Division of Alcoholic Beverage Control**
4. **Department of Community Affairs**
5. **Center for Hispanic Policy and Development**
1. **Department of Transportation**
2. **Motor Vehicle Commission**
3. **Department of Health and Human Services**
4. **Office of Emergency Medical Services**
5. **Federal Highway Administration**
1. **National Highway Traffic Safety Administration**
2. **Metropolitan Planning Organizations**
3. **County and Municipal Traffic Engineer Association**
4. **Association of Chiefs of Police**
5. **Traffic Officers Association**
1. **AAA**
2. **New Jersey State Safety Council**
3. **Administrative Office of the Courts**
4. **MADD**
5. **Transportation Management Associations**
1. **Municipal Excess Liability Joint Insurance Fund**
2. **Partnership for a Drug-Free New Jersey**
3. **New Jersey Licensed Beverage Association**
4. **Rutgers University**
5. **NJ Institute of Technology**
1. **Kean University**

Description of Highway Safety Problems

STATEWIDE OVERVIEW

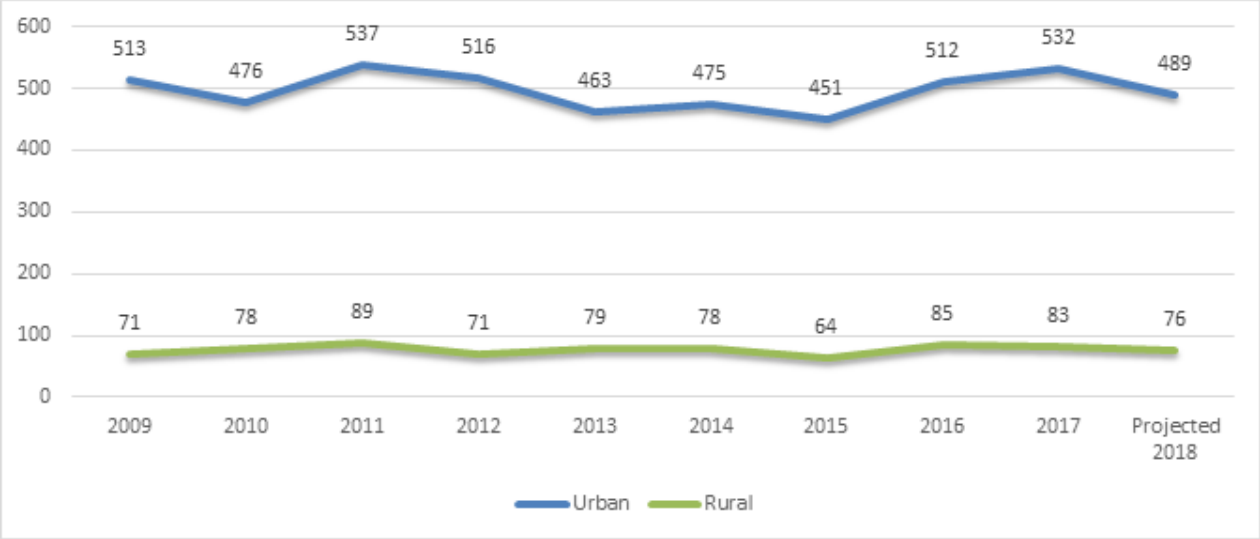
In 2018, the State experienced 565 fatalities on its roadways, the lowest total since 2015. This resulted in a 9.45 percent decrease in overall traffic fatalities from the previous year (2017). The graph depicts overall traffic fatalities in New Jersey as well as the 5-year moving average of those fatalities.

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



Fatalities by roadway function are shown in the chart below. The figures from 2018 are projections based on 2017 figures. Urban roadway fatalities in 2017 increased 3.8 percent from 2016 to 2017, and rural roadway fatalities decreased 2.4 percent from 85 in 2016 to 83 in 2017.

FATALITIES BY ROADWAY FUNCTION* – RURAL AND URBAN



* Excludes undefined Roadway Function.

Comparing fatalities by operator category in 2018, *Driver* (225 or 39.9% of total), *Motorcyclist* (51 or 9.0%) and *Pedestrian* (177 or 31.4%) fatalities decreased compared to the 2017 total fatalities (-13.1%, -37.0% and -3.3% respectively). *Passenger* fatalities (95 or 16.8%) increased by 11.8 percent from 2017. *Bicyclist* (16 or 2.8%) remained the same compared to 2017.

TRAFFIC RELATED FATALITIES BY CATEGORY, 2009 - 2018

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
DRIVER	249	233	270	239	248	235	226	268	259	225
PASSENGER	99	101	105	103	95	80	96	88	85	95
PEDESTRIAN	158	139	142	156	129	168	173	162	183	177
BICYCLIST	13	13	17	14	14	11	17	18	16	16
MOTORCYCLIST	65	70	93	77	56	62	50	66	81	51
NJ STATE TOTALS	584	556	627	589	542	556	562	602	625	564
FATAL CRASHES	550	530	586	553	508	523	521	570	591	526

In 2018, pedestrian fatalities were the most prevalent in Essex County (25) accounting for 14.1 percent of all pedestrians killed in the State, up from 12 percent in 2017. The County with the highest number of motor vehicle fatalities (50) was Middlesex County and was comprised mostly from driver fatalities followed by pedestrians. The most bicycle fatalities (3) occurred in Camden County followed by Essex County with 2 bicycle fatalities. Atlantic and Camden County had the highest number of motorcycle fatalities in 2018 (6).

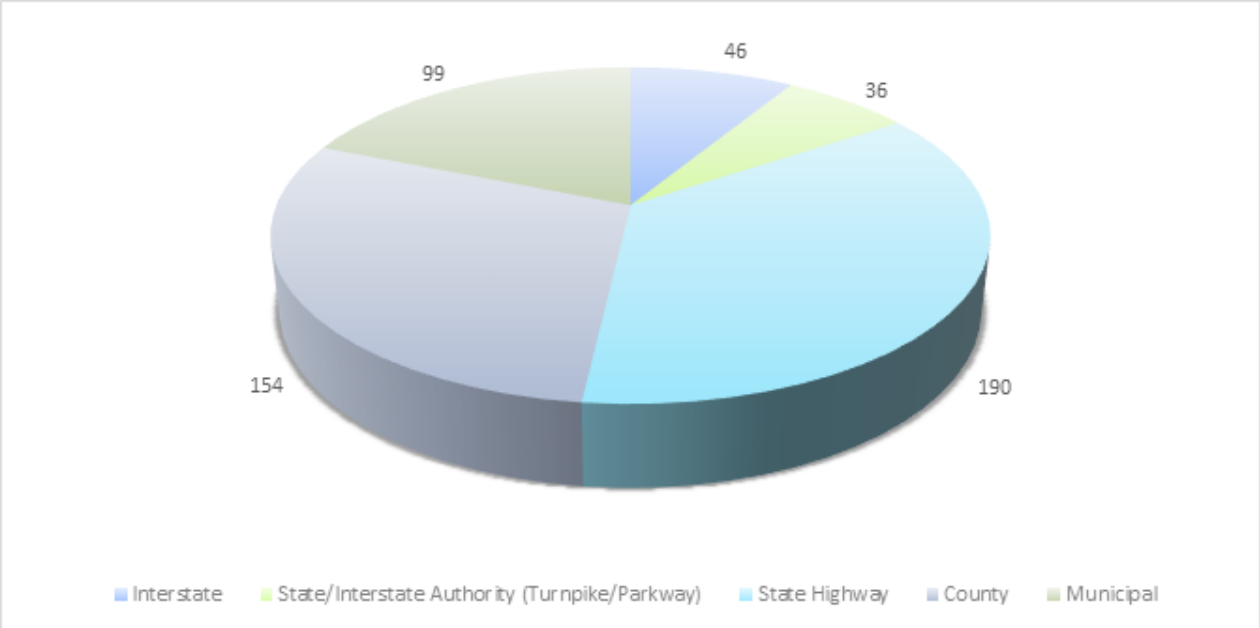
2018 VICTIM CLASSIFICATION BY COUNTY

	DRIVER	PASSENGER	PEDESTRIAN	BICYCLIST	MOTORCYCLIST	TOTAL	% CHANGE from 2017
ATLANTIC	11	7	6	0	6	30	-16.7%
BERGEN	5	3	19	1	4	32	18.5%
BURLINGTON	19	8	13	1	3	44	-8.3%
CAMDEN	22	8	8	3	6	47	6.8%
CAPE MAY	8	0	1	0	1	10	-37.5%
CUMBERLAND	13	2	2	1	1	19	-26.9%
ESSEX	10	5	25	2	3	45	12.5%
GLOUCESTER	17	12	6	1	2	38	-13.6%
HUDSON	3	4	14	1	0	22	-15.4%
HUNTERDON	2	0	1	0	0	3	-62.5%
MERCER	8	3	13	1	4	29	11.5%
MIDDLESEX	21	10	14	0	5	50	6.4%
MONMOUTH	15	3	9	1	1	29	-32.6%
MORRIS	13	7	5	1	2	28	-3.4%
OCEAN	16	12	8	1	2	39	-26.4%
PASSAIC	9	1	9	0	2	21	10.5%

SALEM	7	2	0	0	0	9	-47.1%
SOMERSET	7	4	9	1	2	23	-4.2%
SUSSEX	7	1	1	0	3	12	71.4%
UNION	7	2	14	1	3	27	-20.6%
WARREN	5	1	0	0	1	7	-36.4%
NJ STATE TOTALS	225	95	177	16	51	564	

State Highways experienced the highest total of roadway fatalities (190 or 36%) in the State followed by County roadways (154 or 29%).

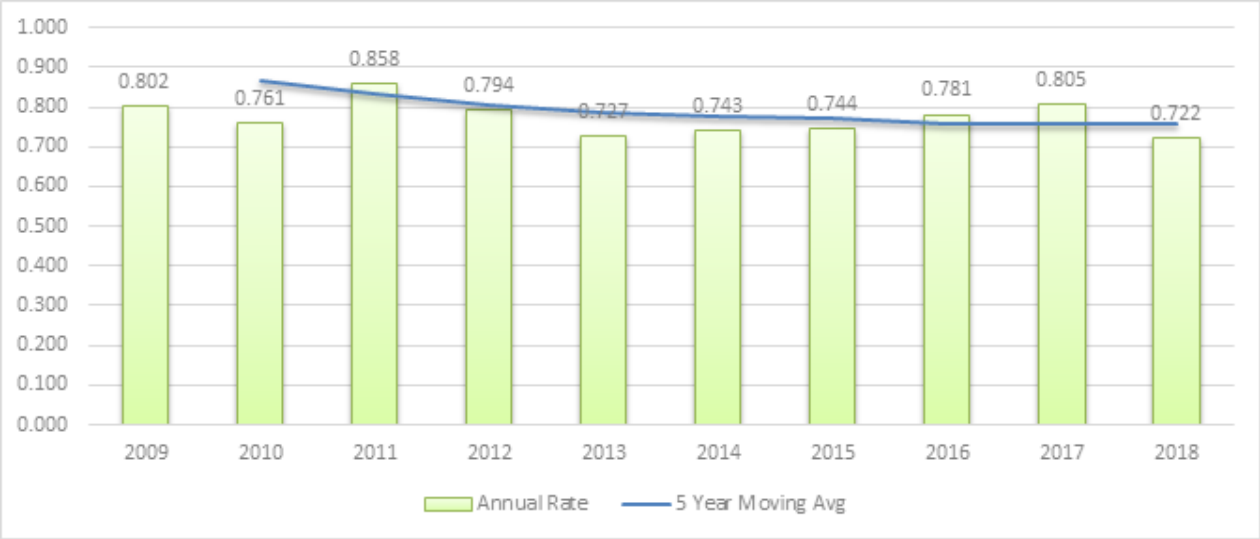
FATALITIES BY ROADWAY SYSTEM*, 2018



* Excludes undefined Roadway Function.

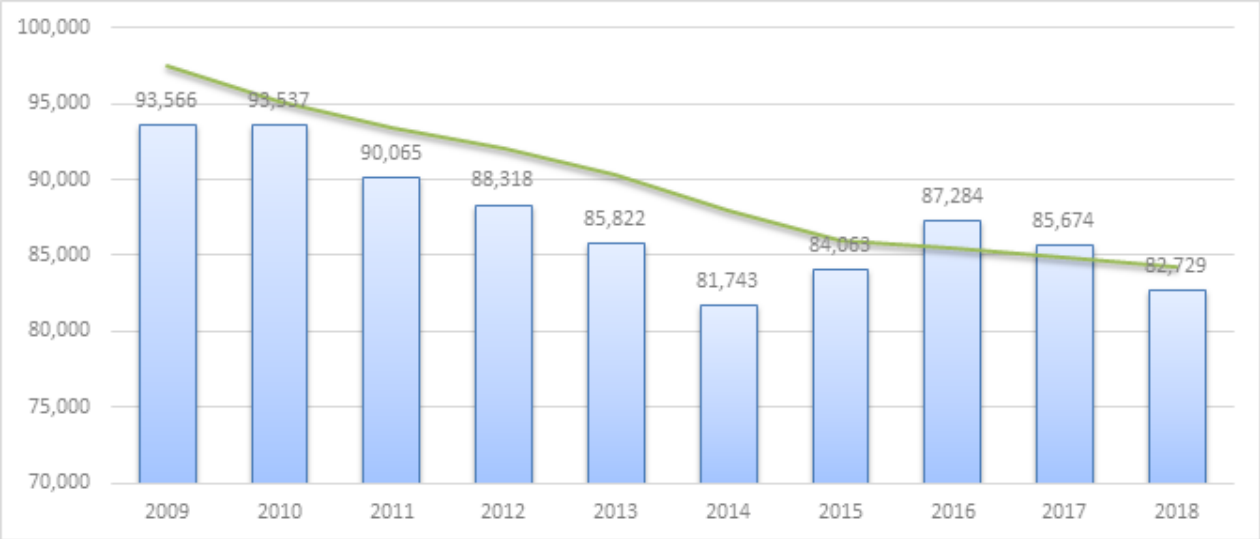
The statewide fatality rate per 100 million vehicle miles traveled decreased from 0.81 in 2017 to 0.72 in 2018. The fatality rate for 2018 was calculated using forecasted VMT totals based on historic trends.

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



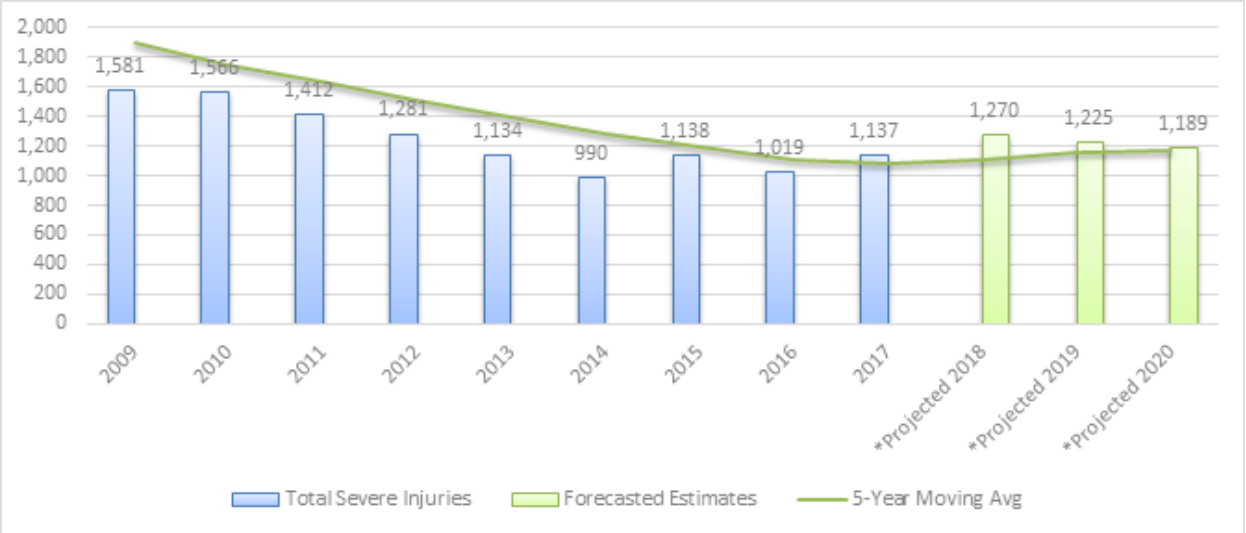
The overall number of motor vehicle injuries sustained in 2017 decreased 1.84 percent from 87,284 in 2016 to 85,729 in 2017. Preliminary numbers for 2018 injuries is showing a 3.44 percent decrease (82,729) at the time of this report.

TOTAL INJURIES SUSTAINED IN MOTOR VEHICLE CRASHES



Serious injuries sustained on New Jersey's roadways in 2017 (1,136) increased 11.5 percent from 1,019 in 2016. Preliminary figures are forecasting an increase in 2018 to 1,270 serious injuries.

SERIOUS INJURIES, ANNUAL AND 5 – YEAR MOVING AVERAGE



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 the types of reasons why crashes occur on the State's roadways. The Tables that follow depict a cumulative breakdown of Driver Actions, Vehicle Factors and Road/Environmental factors that contributed to motor vehicle crashes. The figures shown are the cumulative totals for each cited circumstance. Several additional contributing circumstances were added to New Jerseys Police Accident Report in 2017. The elements *Failed to Obey Stop Sign, Other Distraction Inside Vehicle, Other Distraction Outside Vehicle, Distracted – Hand Held Electronic Device, Distracted – Hands Free Electronic Device, Distracted by Passenger, Separated Load/Spill, Failure to Remove Snow/Ice, Traffic Congestion – Regular Congestion,* and *Traffic Congestion – Prior Incident* were added to the report.

For Driver Actions, *Driver Inattention* is cited as the State's largest contributing circumstance in crashes annually and was a cited reason in 30.2 percent of all vehicles involved in 2017, up from 29.8 percent in 2016. *Driver Inattention* can consist of a number of different factors, such as cell phone use, applying make-up, talking, eating, and attending to children. It remains a serious contributing factor of crashes on New Jersey's roadways and efforts are in place to provide education and outreach to motorists on the importance of reducing distractions while operating their vehicle. Additional distracted driving elements aim to capture the specifics of inattentive driving behavior and education and clarification on the use of these elements will be provided to reporting officials. *Following Too Closely* was the second-most common circumstance in crashes. *Following Too Closely* can also be a factor in aggressive driving behavior as well as *Unsafe Speed* (4th). *Failure to Yield Right-of-Way to Another Vehicle or Pedestrian* was the third-most common circumstance in crashes.

Though Vehicle factors are the least common factors in motor vehicle crashes, they are important indicators to monitor each year. *Brake* and *Tire* failure were the most commonly cited circumstances in crashes, followed by *Steering* and *Wheel* malfunction.

Road and Environmental factors are the second leading factor in motor vehicle crashes statewide. *Animals in Roadway* was the leading Road/Environmental condition in 2017. *Road*

Surface Condition, consisting of snowy, slushy, icy, wet, sandy and oily, was the second most Road/Environmental factor in crashes, and cumulatively (2013-2018) the leading factor.

TOP CONTRIBUTING DRIVER ACTIONS IN CRASHES, 2013 - 2017

CONTRIBUTING DRIVER ACTION	2013	2014	2015	2016	2017	TOTAL
Driver Inattention	164,433	163,956	152,433	158,416	158,258	797,496
Following Too Closely	30,972	32,422	33,497	38,500	36,972	172,363
Failed to Yield Right of Way to Vehicle/Pedestrian	23,041	21,856	22,297	24,541	23,571	115,306
Unsafe Speed	18,556	18,430	18,018	16,252	19,160	90,416
Improper Lane Change	12,671	13,501	14,438	16,078	16,540	73,228
Backing Unsafely	23,099	20,908	10,750	11,277	10,501	76,535
Improper Turning	8,896	9,321	8,605	9,552	8,478	44,852
Other Driver Action	12,835	12,783	11,619	11,714	8,036	56,987
Failed to Obey Traffic Control Device	9,170	9,004	9,461	25,541	7,154	60,330
Improper Passing	5,939	6,055	6,123	6,764	6,726	31,607
Failed to Obey Stop Sign	-	-	-	-	4,372	4,372
Improper Parking	3,734	3,599	2,105	2,291	2,118	13,847
Failure To Keep Right	2,564	2,439	2,265	2,425	1,915	11,608
Other Distraction Inside Vehicle	-	-	-	-	1,787	1,787
Other Distraction Outside Vehicle	-	-	-	-	1,352	1,352
Distracted - Hand Held Electronic Device	-	-	-	-	1,017	1,017
Wrong Way	611	604	608	621	614	3,058
Improper Use/Failed to Use Turn Signal	514	450	433	450	392	2,239
Distracted by Passenger	-	-	-	-	321	321
Distracted - Hands Free Electronic Device	-	-	-	-	283	283

Improper Use/No Lights	128	161	124	141	111	665

TOP CONTRIBUTING VEHICLE FACTORS IN CRASHES, 2013 - 2017

CONTRIBUTING VEHICLE FACTOR	2013	2014	2015	2016	2017	TOTAL
Brakes	1,668	1,749	1,563	1,627	1,341	7,948
Tires	1,257	1,004	1,074	1,122	972	5,429
Steering	486	486	503	511	506	2,492
Wheels	391	332	365	391	353	1,832
Separated Load/Spill	-	-	-	-	346	346
Failure to Remove Snow/Ice	-	-	-	-	222	222
Vehicle Coupling/Hitch/Safety Chains	138	176	134	123	107	678
Windows/Windshield	154	157	112	134	71	628
Defective Lights	89	78	81	67	46	361
Mirrors	32	37	31	30	22	152
Wipers	9	21	11	16	3	60
Other Vehicle Factor	2,547	2,598	2,182	2,201	1,503	11,031

TOP CONTRIBUTING ROAD / ENVIRONMENTAL FACTORS IN CRASHES, 2013 - 2017

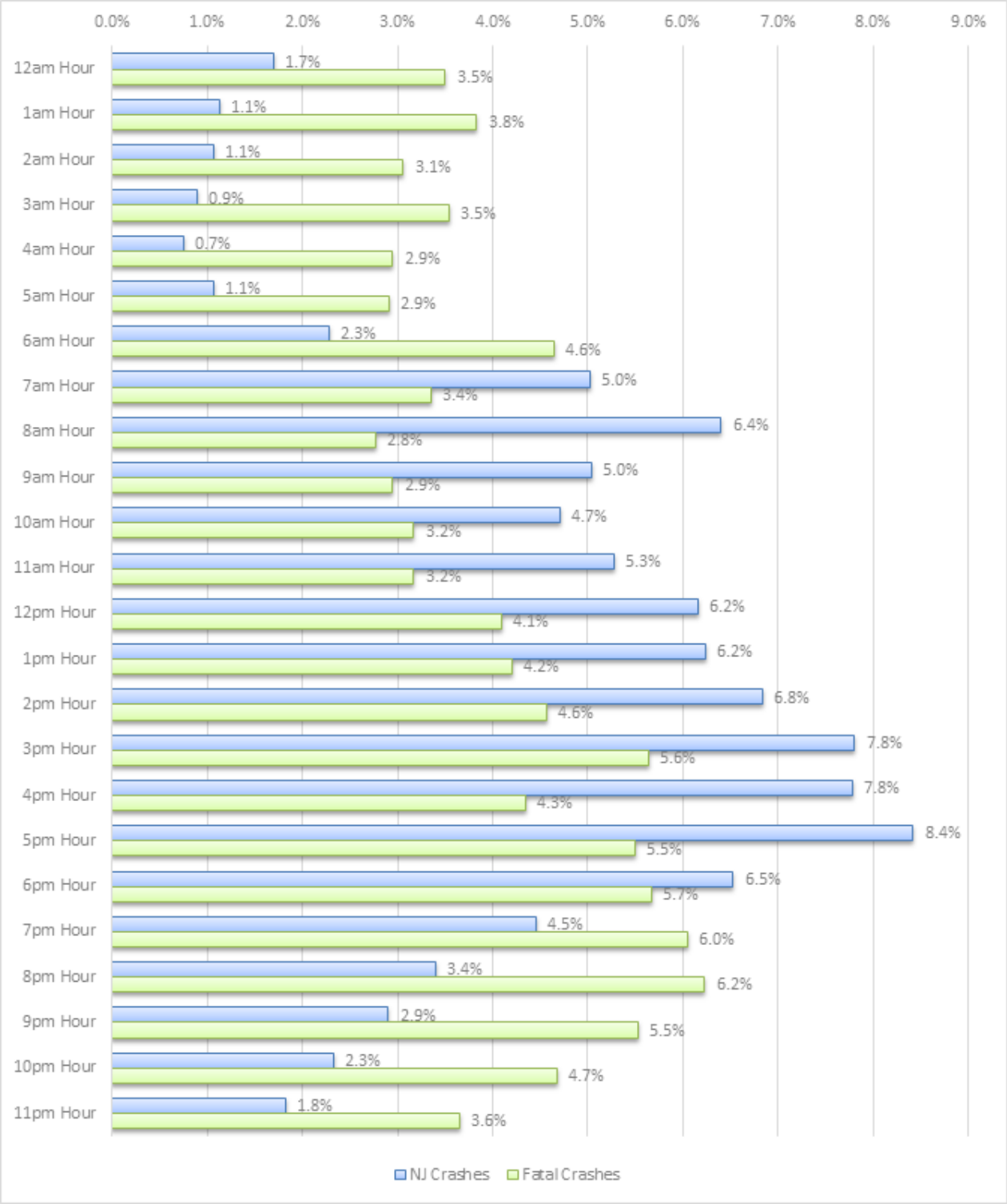
CONTRIBUTING ROAD / ENVIRONMENTAL FACTOR	2013	2014	2015	2016	2017	TOTAL
Animals in Roadway	9,077	9,171	8,955	9,976	10,580	47,759
Road Surface Condition	10,665	14,180	12,101	7,679	5,409	50,034
Obstruction/Debris In Road	2,225	2,454	2,221	2,336	1,893	11,129
Sunglare	1,588	1,558	1,367	1,866	976	7,355

Physical Obstructions (viewing/sight lines)	815	904	706	713	522	3,660
Other Roadway Factors	624	690	536	577	389	2,816
Traffic Congestion - Regular Congestion	-	-	-	-	323	323
Ruts/ Holes/ Bumps	328	747	408	243	260	1,986
Traffic Congestion - Prior Incident	-	-	-	-	244	244
Control Device Defective or Missing	129	137	106	88	79	539
Improper Work Zone	37	40	36	27	50	190
Improper/Inadequate Lane Markings	46	33	56	39	30	204

Note: Contributing Circumstances are sorted on 2017 values.

Most crashes taking place on New Jersey's roadways occur between the hours of 7am and 6pm. Over the last five years, 76.2 percent of all crashes occurred between those hours. Compared to total crashes over the last 5 years, only 49.4 percent of fatal crashes took place between 7am and 6pm, the rest occurring during nighttime hours. Over the past 5 years, the most fatal crashes occurred during the 6pm to 8pm interval (18%).

NJ CRASH % VERSUS FATAL CRASH % BY TIME OF DAY, 2013 – 2017



Statewide motor vehicle crashes by crash type show that *Same Direction – Rear End* crashes remain the most common crash type, which is also most crash types when one is *Following Too Closely* (2nd most cited contributing circumstance).

TOP CRASH TYPES, 2013 - 2017

SAME DIRECTION - REAR END	80,891	80,529	83,986	88,474	86,772	420,652
SAME DIRECTION - SIDE SWIPE	34,724	35,866	38,370	40,769	41,057	190,786
RIGHT ANGLE	37,194	36,292	35,731	37,771	37,109	184,097
STRUCK PARKED VEHICLE	38,681	40,348	31,962	32,269	30,381	173,641
FIXED OBJECT	35,220	34,331	32,085	29,769	30,414	161,819
BACKING	25,490	24,365	11,126	11,797	12,103	84,881
ANIMAL	8,752	9,104	8,958	10,072	10,255	47,141
LEFT TURN / U TURN	6,446	6,098	6,538	6,687	6,938	32,707
PEDESTRIAN	5,250	4,829	4,406	4,528	4,674	23,687
OPPOSITE DIRECTION - HEAD ON/ANGULAR	4,397	4,629	4,450	4,363	4,059	21,898
NON-FIXED OBJECT	2,445	3,209	3,860	3,759	2,246	15,519
OTHER	3,024	3,059	2,997	2,721	2,939	14,740
OPPOSITE DIRECTION - SIDE SWIPE	2,464	2,846	2,526	2,621	2,510	12,967
PEDALCYCLIST	1,849	1,737	1,791	1,813	1,907	9,097
OVERTURNED	1,689	1,610	1,681	1,502	1,418	7,900
ENCROACHMENT	792	869	812	795	980	4,248
RAILCAR-VEHICLE	27	27	17	24	22	117

New Jersey monitors motor vehicle crash trends in several program areas to make assessments on overall crash circumstances on the roadways. Below is a list of areas that DHTS monitors from year-to-year to determine fluctuations within the program areas, which aids in targeting safety programing needed to make New Jersey's roads safer.

MOTOR VEHICLE CRASH TRENDS, 2013 - 2017

CRASH RECORD TOTALS	2013	2014	2015	2016	2017	TOTAL
TOTAL CRASH RECORDS	289,460	289,873	271,445	279,874	275,925	1,406,577

TOTAL VEHICLES INVOLVED IN CRASHES	546,015	546,459	512,773	532,054	523,757	2,661,058
TOTAL DRIVERS INVOLVED IN CRASHES	546,015	546,459	512,773	532,054	523,757	2,661,058
TOTAL OCCUPANTS INVOLVED IN CRASHES	652,909	643,233	624,252	642,800	635,659	3,198,853
TOTAL PEDESTRIANS INVOLVED IN CRASHES	8,358	7,775	7,303	7,334	7,259	38,029

PROGRAM AREA	2013	2014	2015	2016	2017	TOTAL
Distracted Driving Crashes	151,779	151,034	142,107	147,572	141,130	733,622
Single Vehicle Crashes	54,564	54,246	51,844	50,588	50,215	261,457
Older Driver Involved Crashes	47,770	47,779	43,729	46,265	46,305	231,848
Young Driver Involved Crashes	37,959	36,040	35,942	36,352	34,261	180,554
Curve Related Crashes	27,468	26,703	26,004	25,542	26,105	131,822
Run Off Road Crashes	23,420	22,468	23,465	21,837	21,647	112,837
Unsafe Speed Involved Crashes	18,140	17,549	17,610	15,884	16,060	85,243
Live Animal Crashes	10,061	10,274	10,114	11,270	10,793	52,512
Alcohol Involved Crashes	7,849	7,595	7,101	7,007	7,156	36,708
Head-On Collision Crashes	6,861	7,475	6,976	6,984	6,569	34,865

Work Zone Related Crashes	6,561	6,594	5,221	4,454	4,034	26,864
Pedestrian Involved Crashes	5,649	5,214	4,709	4,840	5,008	25,420
Unrestrained Crashes	4,476	4,376	3,741	3,661	3,447	19,701
Drowsy Driving Crashes	2,754	2,740	2,753	2,834	3,360	14,441
Motorcycle Involved Crashes	2,414	2,193	2,300	2,188	2,168	11,263
Bicyclists Involved Crashes	2,010	1,863	1,959	1,923	1,925	9,680
Drugged Driving Crashes	1,016	988	1,119	1,129	1,487	5,739

Methods for Project Selection

Projects are designed to impact problems that are identified through the problem identification process. Decisions on resource allocations are based on the potential for significant improvement in particular problem areas.

The process for funding State and local safety programs begins in December with a notification in the New Jersey Register containing a description of the purpose, eligibility, and qualifications of submitting a grant application for highway safety projects. State agencies and political subdivisions, including counties, municipalities, townships, and nonprofit organizations are eligible and must submit highway safety grant applications by a designated deadline.

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

1. The degree to which the proposal addresses a State identified problem area. Primary consideration is granted to those projects addressing statewide traffic safety problems. Also, projects are considered if they are well substantiated through data analysis and support identified problem areas.
2. The extent to which the proposal meets the published criteria.
3. The degree to which the applicant is able to identify, analyze and comprehend the local or State problem. Applicants who do not demonstrate a traffic safety problem or need are not considered for funding.

4. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
5. The extent to which the estimated cost justifies the anticipated results.
6. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area and the ability of the applicant to become self-sufficient and to continue project efforts once federal funds are no longer available.
7. Past performance by the grantee (such as achievement of stated objectives, meeting deadlines for project reporting and financial claims) is also considered.

The applications are rated for potential traffic safety impact, performance of previous grants received, and seriousness of identified problems. The review also reflects how well the grant application was written. Each individual considering the grant application is provided with a review sheet. The review sheet allows for recommendations and comments on each section of the grant application. Priority for funding is given to grant applications which demonstrate a highway safety problem defined by NHTSA or DHTS.

It should be noted that continued efforts will be made in FFY 2020 to fund and offer resources to the areas most in need based on comprehensive research and empirical data in an effort to persistently migrate toward a truly evidence-based allocation of funding. Historical efforts have proven that some areas with great need may not be receptive to the constraints of funding. Nevertheless, the NJDHTS will continue efforts to work with all potential recipients as we move toward our goal of zero highway deaths.

List of Information and Data Sources

At the time of this report, all 2017 motor vehicle crashes were available for a complete analysis. Five percent of 2018 motor vehicle crash records still need to be processed. Therefore, this data was excluded in the Program Area analyses. Preliminary fatality information was used where available, many fatal cases remain under investigation or are pending additional information. Data used for analysis of New Jersey's safety program areas consisted of:

1. 2017 and earlier Motor Vehicle Crash data
2. 2018 and earlier New Jersey State Police fatality information (where applicable)
1. 2017 and earlier NHTSA FARS information
2. 2018 and earlier Citation and Adjudication information
3. 2019 New Jersey Institute of Technology (NJIT) Seat Belt Observational Study

Description of Outcomes

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

Program managers review the statistical information which has been compiled. Program managers then examine the data from the past five years, review projects recommended for funding and how these projects will impact the identified problems. Crash data, vehicle miles travelled, and

population are also used to establish goals for priority areas. In addition, past trends and staff experience are used in setting goals. The ability, willingness, and past performance of agencies seeking funding are also considered.

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

The State has adopted the national vision for highway safety – *Toward Zero Deaths: A National Strategy on Highway Safety (Toward Zero Deaths)*. This calls for a national goal of reducing the number of traffic fatalities by half by the year 2030. New Jersey's crash reduction goal will be achieved with the support of all safety partners. Toward that end, the Strategic Highway Safety Plan is linked to the division's HSP, the Highway Safety Improvement Program and the Comprehensive Statewide Freight Plan, both of which are prepared by the DOT. The DHTS and the DOT, in collaboration with their safety partners, are committed to implementing both the Strategic Highway Safety Plan and the HSP.

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

It is required that both the Highway Safety Plan and the Strategic Highway Safety Plan agree on the core performance goals (number of traffic fatalities, number of serious injuries and fatalities/vehicle miles traveled). Meetings were held with agency representatives during the planning process to ensure that these goals are identical.

Overall fatalities in the State decreased in 2018, following four consecutive years where increases occurred. Though 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, and in some cases, represent increases. New Jersey has seen increases in pedestrian and motorcyclist fatalities, and the predicted values are based on these trends. The law enforcement community has also been collecting additional data-points pertaining to drugged and distracted driving as well as Child Passenger Safety, and because of increased detection, some predicted values reveal increases.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

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

13	Number of PAR Training Events Held	Met
13	Number of Registered Crash Analysis Tool Users	Met

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **Not Met**

Program-Area-Level Report

The State did not meet its goal of reducing total fatalities by 2.5 percent from 553 to 539 by 2017 with a 5-year average of 577 fatalities. Total fatalities have increased in each of the prior four years (2014-2017) with the highest number of fatalities recorded at 624 in 2017. The last decrease in overall fatalities occurred in 2013 when there was an 8 percent decrease from the previous year (2012 to 2013). New Jersey saw a 9.5 percent reduction in roadway fatalities from 2017 to 2018. Driver fatalities accounted for over 39 percent of all fatalities in 2018 and 41.5 percent in 2017. The second largest category of fatalities is represented by pedestrians accounting for approximately 30 percent of all statewide fatalities in 2017.

Programs offered in the 2020 HSP will target enforcement based on data indicating high crash locations and will continue to increase awareness of the negative effects of all traffic violations.

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

Progress: **Met**

Program-Area-Level Report

Serious injuries (Suspected Serious Injuries) saw a slight increase from 2013 to 2017 with 1,134 in 2013 and 1,136 in 2017. Serious injuries are forecasted to be 1,270 in 2018. Though serious injuries have increased, the State met its goal of reducing serious injuries by 2.5 percent from 1,744 to 1,709 by 2017 with an average of 1,083.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: **Not Met**

Program-Area-Level Report

The goal to reduce the fatality rate from 0.76 to 0.73 in 2017 was not met with a rate of 0.76 (2013-2017 average).

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

Progress: **Not Met**

Program-Area-Level Report

The State did not meet its goal of reducing unrestrained fatalities by 2 percent from 128 to 125 by 2017 with a total of 128 fatalities (2013-2017 average). Preliminary numbers for 2018 indicate a decrease in the number of unrestrained fatalities from 118 (2017) to 108 (2018); however, nearly 34 percent of occupants killed in crashes were unbuckled in 2017,

down from 41.6 percent in 2016 and an additional 23 lives could have been saved if every occupant in a motor vehicle was using a belt at the time of the crash in 2017.

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

Progress: **Met**

Program-Area-Level Report

The State met its goal of reducing total alcohol related fatalities by 2.5 percent from 158 to 154 with a total of 135 fatalities (2013-2017 average). A reduction in the number of alcohol impaired driving fatalities from 125 in 2017 to 117 in 2018 is forecasted. The overall percentage of alcohol impaired driving deaths is decreasing; however, 22.1 percent of all fatalities in 2017 still involved alcohol.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **Met**

Program-Area-Level Report

The State met its goal of reducing speed related fatalities by 2.5 percent from 125 to 122 with a total of 119 fatalities (2013-2017 average). The State did not establish a goal for the number of speed related crashes in FFY17, therefore this target is in progress until FFY21.

Speeding is a factor in approximately 6 percent of all traffic crashes and over 21 percent of all fatalities. The 16-30-year-old driver is the most prominent age group involved in speed related crashes. The percentage of deaths involving speeding is generally higher on minor roads than on interstates or other major roadways and occurs about half the time on roads with speed limits lower than 55 miles per hour.

The 2020 HSP will continue to provide funds for enforcement and education programs to police departments in areas of the State that are overrepresented in speed related crashes as well as to NJ State Police for ongoing radar speed enforcement on major highways.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **Not Met**

Program-Area-Level Report

The State did not meet its goal of reducing motorcycle fatalities by 5 percent from 56 to 53 with a total of 64 fatalities (2013-2017 average). Motorcycle deaths accounted for 13 percent of all motor vehicle crash deaths in the State in 2017 with a preliminary estimate of 9 percent of all fatalities in 2018. There was a 42 percent increase in motorcycle fatalities from 50 in 2015 to 71 in 2016, and a 17 percent increase from 2016 to 2017 (83 fatalities) which was higher than anticipated.

In an effort to reduce motorcycle related crashes and fatalities, the 2020 HSP will include efforts to promote the *Share the Road* message to the general public and support the State's motorcycle safety education programs offered by the Motor Vehicle Commission.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **Not Met**

Program-Area-Level Report

The goal of reducing unhelmeted motorcycle fatalities by 25 percent from 4 to 3 was not achieved with a total of 4 fatalities (2013-2017 average). According to preliminary figures, the number of unhelmeted fatalities increased from 3 in 2017 to 7 in 2018.

In an effort to reduce motorcycle related crashes and fatalities, the 2020 HSP will include efforts to promote the *Share the Road* message to the general public and support the State's motorcycle safety education programs offered by the Motor Vehicle Commission.

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

Progress: **Not Met**

Program-Area-Level Report

The State did not meet its goal of reducing young driver fatalities by 2.5 percent from 54 to 53 with total of 60 fatalities (2013-2017 average). Motor vehicle fatalities remain the leading cause of death among teenage males and females in the State. Young drivers were involved in 9 percent of total motor vehicle fatalities in 2018, down from 11 percent in 2017. Fatalities involving younger drivers increased from 59 in 2015 to 69 in 2016. The five-year moving average has declined each year from 2008 from 110 in 2008 to 60 in 2018.

New Jersey's strong Graduated Driver Licensing laws will be reinforced in FFY2020 through dedicated social media outreach, special programs on high school and college campuses, ongoing Parent/Teen Driver Orientation programs, and backed up by GDL enforcement efforts by NJ State Police.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **Not Met**

Program-Area-Level Report

The State did not meet its goal of reducing pedestrian fatalities by 2.5 percent from 157 to 153 with a total of 162 fatalities (2013-2017 average). 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. The overall number of pedestrian fatalities decreased in 2016 from 170 in 2015 to 163, however, New Jersey saw a 13 percent increase in pedestrian fatalities in 2017 (183). Preliminary figures are showing a 3 percent reduction in pedestrian fatalities in 2018 (177).

Enforcement grants from both State and Federal funding sources that target high pedestrian crash locations will continue to be funded in 2020 to increase the exercise of due care on the roadway and compliance with appropriate traffic laws by motorists, pedestrians, and cyclists. As per the Evidenced Based Enforcement section of this HSP, pedestrian crash weighting factors will be considered to target pedestrian safety enforcement and educational grant programs. Also, the Crash Analysis Tool will assist in new targeted pedestrian safety programs in locations including the City of Trenton. The DHTS will continue to partner with the New Jersey Bicycle and Pedestrian Advisory Council to advance bicycling and walking as safe and viable forms of transportation and will promote the NJTPA safety awareness Street Smart campaign.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: **Not Met**

Program-Area-Level Report

The State did not meet its goal of reducing bicyclist fatalities by 15 percent from 14 to 12 with a total of 15.6 (2013-2017 average). The overall number of bicycle fatalities decreased 17 in 2017 to 16 in 2018.

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

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

Progress: **Not Met**

Program-Area-Level Report

The State did not meet its goal of increasing seat belt usage rates from 89.98 percent to 91.98 percent by 2017 with a rate of 91.59 percent (2013-2017 average). The usage rate for front seat occupants in passenger motor vehicles was 94.47 percent in 2018, an increase of 0.4 percent from the previous year. Back seat occupant rates for adults decreased to 39 percent in 2018, and the overall rear-seat passenger usage rates declined 25 percent from 79 to 54 percent in 2018. The highest rear-seat usage rate observed was of children between 0-8 years of age at 77 percent, a decline from 93 percent in 2017. Passengers between the ages of 8-18 show a usage rate increase from 70 percent in 2017 to 60 percent in 2018.

Performance Measure: Number of Drug Involved Fatalities

Progress: **In Progress**

Program-Area-Level Report

New Jersey did not establish a goal for the Number of Drug Involved fatalities in motor vehicle crashes in FY17, therefore this target is in progress.

Drug related fatalities account for approximately 20 percent of fatal crashes. Drivers from 16-35 years of age account for nearly 50 percent of all alcohol involved crashes and 51 percent of all drug related crashes (2013-2017).

High visibility enforcement campaigns will be conducted during national impaired driving mobilization periods to address these problem areas. Underage drinking initiatives will also be implemented by bringing undercover law enforcement establishments together in partnership to deter the sale of alcohol to underage individuals. Drug recognition and standardized training in the detection and apprehension of DWI offenders will also be provided to the law enforcement community. As per the Evidenced Based Enforcement section of this HSP, New Jersey has a robust DRE Call-Out Program, which will be expanded in FFY2020. The criminal justice system plays a critical role in deterring unsafe driving behaviors and assigning appropriate consequences for impaired driving and other traffic offenses. From arrest to prosecution to adjudication, it is important that all facets of the criminal justice system are aware of the efforts being made to reduce

traffic fatalities. Programmatic efforts in FFY2020 will also include supporting the roll out of a new Alcotest breath test instrument in New Jersey.

Performance Measure: Number of Drug Involved Crashes

Progress: **Not Met**

Program-Area-Level Report

New Jersey did meet its goal of reducing drug related crashes by 3 percent from 1,043 to 1,022 with a total of 1,147 (2013-2017 average)

There was an average of 1,147 drug related crashes during the five-year period from 2013-2017. New Jersey added an additional *Driver Physical Status* element to the NJTR-1 in 2017 which enable the reporting officer to indicate more than one status at the time of the crash. As a result of this addition, New Jersey saw a 31 percent increase in drugged driving cases in 2017 compared to 2016**.**

High visibility enforcement campaigns will be conducted during national impaired driving mobilization periods to address these problem areas. Underage drinking initiatives will also be implemented by bringing undercover law enforcement establishments together in partnership to deter the sale of alcohol to underage individuals. Drug recognition and standardized training in the detection and apprehension of DWI offenders will also be provided to the law enforcement community. As per the Evidenced Based Enforcement section of this HSP, New Jersey has a robust DRE Call-Out Program, which will be expanded in FFY2020. The criminal justice system plays a critical role in deterring unsafe driving behaviors and assigning appropriate consequences for impaired driving and other traffic offenses. From arrest to prosecution to adjudication, it is important that all facets of the criminal justice system are aware of the efforts being made to reduce traffic fatalities. Programmatic efforts in FFY2020 will also include supporting the roll out of a new Alcotest breath test instrument in New Jersey.

Performance Measure: Number of Distracted Driving Related Fatalities

Progress: **Not Met**

Program-Area-Level Report

The State did not meet its goal of reducing distracted driving related fatalities by 2.5 percent from 87 to 85 by 2017 with a total of 156 (2013-2017 average). The previous figures being used to determine distracted driving fatalities was only counting motor vehicle occupants and has been updated for the FFY20 plan to include all motorists as well as non-motorists. Goals set in the FFY18 and FFY19 Plans are also only counting motorists, therefore are not comparable to goals set from FFY20 forward.

Programmatic efforts in FFY2020 will include a major enforcement blitz during the April national mobilization and beyond, in several high crash counties. In 2017, the State's #77 alert system, previously used for reporting aggressive driving, was expanded to allow for reporting all forms of dangerous driving, including drivers on a cell phone. Warning letters addressing the dangers of driving distracted are sent to drivers spotted talking or texting while driving. This initiative will continue to be implemented in 2020. and will include enforcement by State and local police and public awareness to promote the program.

Performance Measure: Number of Distracted Driving Related Crashes

Progress: **Not Met**

Program-Area-Level Report

The State did not meet its goal of reducing distracted driving related crashes 3 percent from 150,655 to 146,135 by 2017 with a total of 146,724 (2013-2017).

Programmatic efforts in FFY2020 will include a major enforcement blitz during the April national mobilization and beyond, in several high crash counties. In 2017, the State's #77 alert system, previously used for reporting aggressive driving, was expanded to allow for reporting all forms of dangerous driving, including drivers on a cell phone. Warning letters addressing the dangers of driving distracted are sent to drivers spotted talking or texting while driving. This initiative will continue to be implemented in 2020. and will include enforcement by State and local police and public awareness to promote the program.

Performance Measure: Number of Speed Related Crashes

Progress: **In Progress**

Program-Area-Level Report

New Jersey did not establish a goal for the Number of Speed GMSS Crashes in motor vehicle crashes in FY17, therefore this target is in progress.

Speeding is a factor in approximately 6 percent of all traffic crashes and over 21 percent of all fatalities. The 16-30-year-old driver is the most prominent age group involved in speed related crashes. The percentage of deaths involving speeding is generally higher on minor roads than on interstates or other major roadways and occurs about half the time on roads with speed limits lower than 55 miles per hour.

The 2020 HSP will continue to provide funds for enforcement and education programs to police departments in areas of the State that are overrepresented in speed related crashes as well as to NJ State Police for ongoing radar speed enforcement on major highways.

Performance Measure: Number of Older Driver Fatalities

Progress: **Not Met**

Program-Area-Level Report

The State did not meet its goal of reducing older driver fatalities by 2.5 percent from 66 to 65 with a total of 67 fatalities (2013-2017 average).

Older drivers accounted for over 21 percent of all driver fatalities in the State in 2017 and preliminary estimates are showing nearly 26 percent of all driver fatalities in 2018. Older driver fatalities in 2017 increased 15 percent to 72 from 63 in 2016, preliminary estimates for 2018 are showing 71, a 1 percent decline. As the licensed driver population is likely to grow for this age group, the challenge will be to balance mobility for older drivers with safety for all road users while the goal is to enable older drivers to retain as much mobility through driving as is consistent with safety on the road for themselves, their passengers and other road users.

Programs in the 2020 HSP will include partnering with the Motor Vehicle Commission to provide educational materials in understanding how aging effects driving, the effects of medications and health conditions and guiding them in restricting their driving in more risky situations. Other efforts will include providing support for the AAA *Car Fit* Program.

Performance Measure: Number of Work Zone Related Crashes

Progress: **Met**

Program-Area-Level Report

The State met its goal of reducing work zone related crashes by 3 percent from 6,372 to 6,181 with a total of 5,372 (2013-2017 average).

Work zone safety continues to be a priority for traffic engineering professionals and highway agencies. With as many as 200 highway and bridge projects under way at any given time in the State, motorists are likely to travel through work zones on a regular basis. Roadway construction and maintenance activities result in significant safety and mobility issues for both workers and motorists. Awareness of proper work zone setup, maintenance, personal protection, and driver negotiation are all factors to be considered in establishing a safe work zone.

Work zone related crashes decreased by 9.4 percent from 2016 to 2017.

Performance Measure: Number of Social Media Engagements

Progress: **Met**

Program-Area-Level Report

The State met its goal of having at least 50 social media engagements in FY19. At the time of this report, preliminary figures indicate over 200 social media posts via Twitter, Facebook and Instagram. Each post receives hundreds of interactions and shares and reaches a sizable audience of over 20,000 followers.

Public information is the cornerstone of the work in highway safety. The primary function is to educate the public about traffic safety and to induce the public to change their attitudes and behaviors in a way that leads to greater safety on the roads. DHTS has active social media accounts that engage the public on traffic safety topics, safety awareness around holidays and special events, as well as safety related tips and tricks for our users of the roadways. These efforts have led to monthly increases in the audience base, thus broadening the exposure of targeted safety messages.

DHTS will look to expand its social media presence in FFY2020 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.

Performance Measure: Number of Counties Supported in CTSPs

Progress: **Met**

Program-Area-Level Report

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

Performance Measure: Number of PAR Training Events Held

Progress: **Met**

Program-Area-Level Report

The State met its goal of conducting 12 Police Accident Report training events in FY19. Additional class are scheduled for FY20. The State PAR (NJTR-1) collects a large volume of data for all reportable crashes (270K+/Year). Needed training and education is provided to law enforcement agencies on the proper methods of collecting data to ensure the most accurate and complete reports are submitted. Police officers a 5 hour training session on how to properly complete the NJTR-1 Crash Report.

Performance Measure: Number of Registered Crash Analysis Tool Users

Progress: **Met**

Program-Area-Level Report

The State met its goal of reaching 250 Unique users within the Crash Analysis Tool. 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.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	582.8
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	1167.9
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	0.744
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	115.1
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	120.8
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	129.1
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	61.1
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	5.1
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	53.8
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	177.5
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	16.5
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	94.44
13	Number of Drug Involved Fatalities	5 Year	2016	2020	83.8
14	Number of Drug Involved Crashes	5 Year	2016	2020	1,477.2
15	Number of Distracted Driving Related Fatalities	5 Year	2016	2020	169

16	Number of Distracted Driving Related Crashes	5 Year	2016	2020	141,186
17	Number of Speed Related Crashes	5 Year	2016	2020	15,137.9
18	Number of Older Driver Fatalities	5 Year	2016	2020	70.1
19	Number of Work Zone Related Crashes	5 Year	2016	2020	3,881.9
20	Number of Social Media Engagements	Annual	2020	2020	100.00
21	Number of Counties Supported in CTSPs	Annual	2020	2020	21.00
22	Number of PAR Training Events Held	Annual	2020	2020	12.00
23	Number of Registered Crash Analysis Tool Users	Annual	2020	2020	250.00

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	582.8	5 Year	2016

Performance Target Justification

The difference in fatalities from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2019 and 2020 were calculated using this reduction rate to determine 5-year rolling averages for the target years. With these forecasts, New Jersey expects a decrease in overall annual fatalities by 2.5 (from 2018 to 2019) and a decrease of 2.15 (from 2019 to 2020)

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	1167.9	5 Year	2016

Performance Target Justification

The difference in serious injuries from year-to-year was evaluated and a 10-year average of the annual fluctuations were calculated leading up to the base period. Using this method, the predicted figures for 2018, 2019 and 2020 were calculated using this reduction rate to determine 5-year rolling averages for the target years. A -52.00 decrease is forecasted from 2018-2019, a -42.60 decrease is forecasted from 2019-2020.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	0.744	5 Year	2016

Performance Target Justification

VMTs for 2019 and 2020 were forecasted based on calculating the difference from year to year for the past 5 years and averaging those figures to determine a future rate. 2018 VMTs were used as a base for calculation purposes involving these years. The years 2008, 2012 + 2016 are adjusted for Leap Years (366 days).

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	115.1	5 Year	2016

Performance Target 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 2018, 2019 and 2020 were calculated using this reduction rate to determine 5-year rolling averages for the target years. A -10 decrease is forecasted from 2017-2018, -6 decrease is forecasted for 2018-2019, and a -4 decrease is forecasted for 2019-2020.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	120.8	5 Year	2016

Performance Target 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 2018, 2019 and 2020 were calculated using this reduction rate to determine 5-year rolling averages for the target years. A -8 reduction is forecasted from 2017-2018, -3 reduction is forecasted for 2018-2019, and a -3 reduction is forecasted for 2019-2020.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	129.1	5 Year	2016

Performance Target 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 2018, 2019 and 2020 were calculated using this reduction rate to determine rolling averages for the target years. A +5.9 increase is forecasted for 2017-2018, a +5.99 increase is forecasted for 2018-2019, and a +3.69 increase is forecasted for 2019-2020. Large increases were seen from 2008-2011 and these large increases overshadow the smaller year-to-year decreases, thus deriving a negative decrease for future years. New Jersey expects the number of speed related fatalities to remain consistent, however the moving average is expected to increase over the next 3 years.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	61.1	5 Year	2016

Performance Target 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 2019 and 2020 were calculated using this reduction rate to determine rolling averages for the target years. Preliminary figures were used in 2018. A -2.8 decrease is forecasted for 2018-2019, and a -1.38 decrease is forecasted for 2019-2020. New Jersey experienced an increase in motorcycle fatalities over the last 2 years.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	5.1	5 Year	2016

Performance Target 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 2019 and 2020 were calculated using this reduction rate to determine rolling averages for the target years. Preliminary figures were used in 2018. A -0.4 decrease is forecasted for 2018-2019, and a -0.74 decrease is forecasted for 2019-2020. New Jersey forecasts the number of unhelmeted motorcycle fatalities to decline over the next two year, however the moving average is forecasted to increase.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	53.8	5 Year	2016

Performance Target 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 2019 and 2020 were calculated using this reduction rate to determine rolling averages for the target years. A -5.70 decrease is forecasted for 2018-2019, and a -3.37 decrease is forecasted for 2019-2020. New Jersey has made great progress in the area of young driver education and safety. Young drivers are mandated to participate in a Graduated Driver's License period (probationary) that limits the number of occupants riding in the vehicle and the hours in which they can operate the vehicle. These efforts have led to the reduction in the number of younger drivers involved fatalities, a trend that is forecasted to continue. Please note, the figures previously used were counting the number of fatal crashes involving younger drivers. New figures represent the total number of motorists and non-motorists fatally injured in crashes involving one or more younger drivers.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	177.5	5 Year	2016

Performance Target 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 2019 and 2020 were calculated using this reduction rate to determine rolling averages for the target years. Preliminary figures were used for 2018. A +4 increase is forecasted for 2018-2019, and a +2 increase is forecasted for 2018-2019. New Jersey experienced a 30% increase in pedestrian fatalities in 2013 to 2014 and a 12.27% increase from 2016 to 2017. These large increases overshadow the smaller year-to-year decreases, thus deriving a negative decrease for future years.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	16.5	5 Year	2016

Performance Target 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 2019 and 2020 were calculated using this reduction rate to determine rolling averages for the target years. Preliminary figures were used for 2018. No changes are forecasted from 2018 through 2020. New Jersey experienced a +7 increase in bicyclist fatalities in 2015 from 2014. These large increases overshadow the smaller year-to-year decreases, thus deriving a negative decrease for future years.

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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Numeric	94.44	5 Year	2016

Performance Target 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 2018 and 2019 were calculated using this reduction rate to determine 5-year rolling averages for the target years. A +0.0027 increase is forecasted for 2018-2019, and a +0.0021 increase is forecasted for 2019-2020.

Performance Measure: Number of Drug Involved Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Drug Involved Fatalities-2020	Numeric	83.8	5 Year	2016

Performance Target 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 2018, 2019 and 2020 were calculated using this reduction rate to determine 5-year rolling averages for the target years. A +6 increase is forecasted for 2017-2018, and a +4 increase is forecasted for 2018-2019 and a -2 decrease is forecasted for 2019-2020. 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. Please note, previously reported figures were calculating the number of persons that were suspected of being under the influence of drugs in fatal crashes. The updated figures include only drivers that were suspected of drug use and the total fatalities contributing to the phenomena..

Performance Measure: Number of Drug Involved Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Drug Involved Crashes-2020	Numeric	1,477.2	5 Year	2016

Performance Target 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 2018, 2019 and 2020 were calculated using this reduction rate to determine 5-year rolling averages for the target years. A +48.8 increase is forecasted from 2017-2018, +52.08 increase is forecasted from 2018-2019, and a +58.59 increase is forecasted from 2019-2020. 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. 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.

Performance Measure: Number of Distracted Driving Related Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Distracted Driving Related Fatalities-2020	Numeric	169	5 Year	2016

Performance Target 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 2018, 2019 and 2020 were calculated using this reduction rate to determine rolling averages for the target years. A +7 increase is forecasted for 2017-2018, a +12 increase is forecasted for 2018-2019 and a -4 decrease is forecasted for 2019-2020. Tracking distracted driving as a contributing circumstance in fatal crashes began in 2010. There have been large fluctuations in year-to-year trends, making the regression model difficult to predict. Distracted Driving data collection and detection has improved the past few years, deriving higher totals of occurrence. New Jersey expects the number of distracted driving related fatalities to remain consistent to trends seen since 2014, however the moving average is expected to increase over the next 3 years. Please note, previously reported figures were only calculating the number of motor vehicle occupants fatally injured in a crash where one or more drivers were distracted. The updated figures include motorists and non-motorists and will be used moving forward.

Performance Measure: Number of Distracted Driving Related Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Distracted Driving Related Crashes-2020	Numeric	141,186	5 Year	2016

Performance Target 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 2018, 2019 and 2020 were calculated using this reduction rate to determine rolling averages for the target years. A 752.1 decrease is forecasted for 2017-2018, a 1,297.3 decrease is forecasted for 2018-2019, and a 1,308.94 decrease is forecasted for 2019-2020.

Performance Measure: Number of Speed Related Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Speed Related Crashes-2020	Numeric	15,137.9	5 Year	2016

Performance Target 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 2018, 2019 and 2020 were calculated using this reduction rate to determine rolling averages for the target years. A 749.4 decrease is forecasted for 2017-2018, a 685.5 decrease is forecasted for 2018-2019, and a 815.3 decrease is forecasted for 2019-2020.

Performance Measure: Number of Older Driver Fatalities

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Older Driver Fatalities-2020	Numeric	70.1	5 Year	2016

Performance Target 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 2019 and 2020 were calculated using this reduction rate to determine rolling averages for the target years. Preliminary figures were used in 2018. A 1.39 increase is forecasted for 2018-2019, and a 0.17 decrease is forecasted for 2018-2019. New Jersey experienced an increase in older driver fatalities over the last 3 years with the largest occurring from 2016 to 2017. New Jersey expects the number of older driver fatalities to remain consistent, however the moving average is expected to increase over the next 3 years.

Performance Measure: Number of Work Zone Related Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Work Zone Related Crashes-2020	Numeric	3,881.9	5 Year	2016

Performance Target 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 2018, 2019 and 2020 were calculated using this reduction rate to determine 5-year rolling averages for the target years. A -216.2 decrease is forecasted from 2017-2018, -158.02 decrease is forecasted for 2018-2019, and a -216.02 decrease is forecasted for 2019-2020.

Performance Measure: Number of Social Media Engagements

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Social Media Engagements-2020	Numeric	100.00	Annual	2020

Performance Target Justification

Public information is the cornerstone of the work in highway safety. The primary function is to educate the public about traffic safety and to induce the public to change their attitudes and behaviors in a way that leads to greater safety on the roads. DHTS has active social media accounts that engage the public on traffic safety topics, safety awareness around holidays and special events, as well as safety related tips and tricks four our users of the roadways. These efforts have led to monthly increases in the audience base, thus broadening the exposure of targeted safety messages. DHTS will continue to work with an online marketing firm with expertise in social media optimization to produce and promote content that furthers the division's mission. The campaign will continue to increase awareness of the State's traffic safety initiatives, including National sponsored events such as Click it or Ticket, U Text You Drive You Pay, and Drive Sober or Get Pulled Over campaigns. Twitter, Facebook and Instagram pages will be created that engage and inform the public about the division's campaigns and programs. DHTS aims to engage its audience no less than 100 times in the upcoming year with relevant and informative messaging on traffic safety.

Performance Measure: Number of Counties Supported in CTSPs

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Counties Supported in CTSPs-2020	Numeric	21.00	Annual	2020

Performance Target Justification

Click or tap here to enter text.

Performance Measure: Number of PAR Training Events Held

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of PAR Training Events Held-2020	Numeric	12.00	Annual	2020

Performance Target Justification

Click or tap here to enter text.

Performance Measure: Number of Registered Crash Analysis Tool Users

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Number of Registered Crash Analysis Tool Users-2020	Numeric	250.00	Annual	2020

Performance Target Justification

Click or tap here to enter text.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: **32,878**

Fiscal Year A-1: **2019**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: **4,178**

Fiscal Year A-2: **2019**

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: **20,921**

Fiscal Year A-3: **2019**

Program areas

Program Area: Planning & Administration

Description of Highway Safety Problems

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 plans to add staffing in FFY2020 in the Fiscal and Program sections of the office as the result of recent attrition, in order to properly manage grant funds and office operations.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
P&A	P&A	

Planned Activity: P&A

Planned activity number: **P&A**

Primary Countermeasure Strategy ID:

Planned Activity 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 plans to add staffing in FFY2020 in the Fiscal and Program sections of the office as the result of recent attrition, in order to properly manage grant funds and office operations.

Intended Subrecipients

In-house grant to the DHTS.

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$598,000.00	$598,000.00	$0.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

ALCOHOL AND OTHER DRUG COUNTERMEASURES

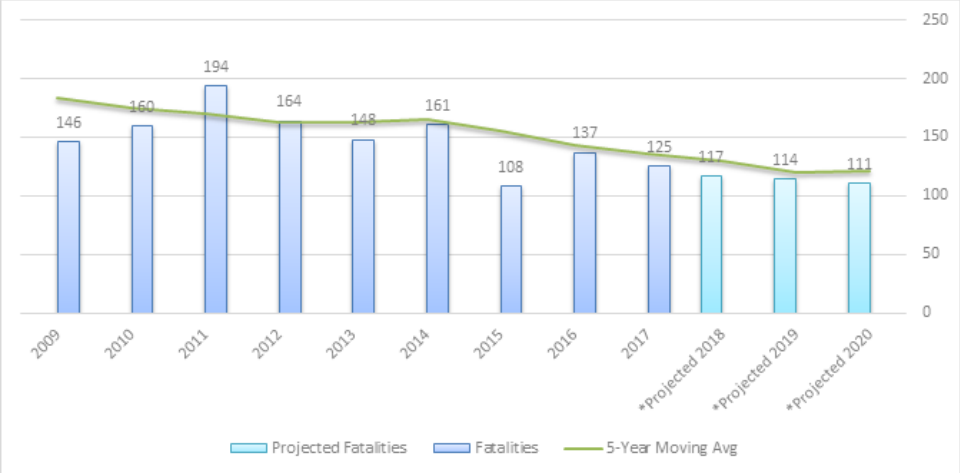
Alcohol Impaired • General Overview

Due to the large volume of alcohol related pending cases that remain open in 2018, the numbers analyzed in this area are based on 2017 fatal records and preliminary data from 2018. 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 (2017). Using this method, the predicted figures for 2018, 2019 and 2020 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, New Jersey's roadways have experienced 36,778 alcohol involved crashes, resulting in 679 fatalities (2013-2017). Driving while intoxicated remains a major factor in contributing to fatalities, crashes and injuries on the State's roadways. Projected figures in 2018 show a decline in alcohol related fatalities statewide. In terms of alcohol related crashes overall, there was a 1.1 percent increase from 2016 to 2017 and a 8.8 percent reduction from 2013 to 2017, although alcohol impaired driving accounts for a large portion of fatalities occurring on the roadways (20% in 2017 and 20.7% in 2018 based on projected numbers).

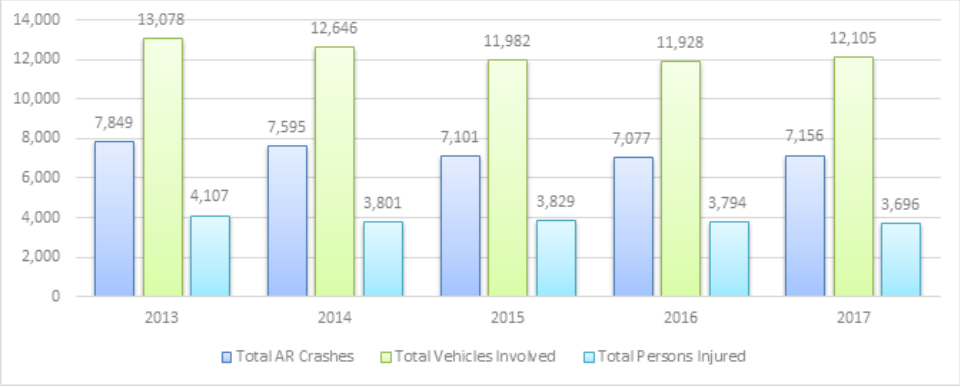
ALCOHOL IMPAIRED DRIVING FATALITIES (BAC OF .08 AND ABOVE), ANNUAL AND 5–YEAR MOVING AVERAGE



PROPORTION OF ALCOHOL RELATED FATALITIES VERSUS TOTAL NEW JERSEY MV FATALITIES

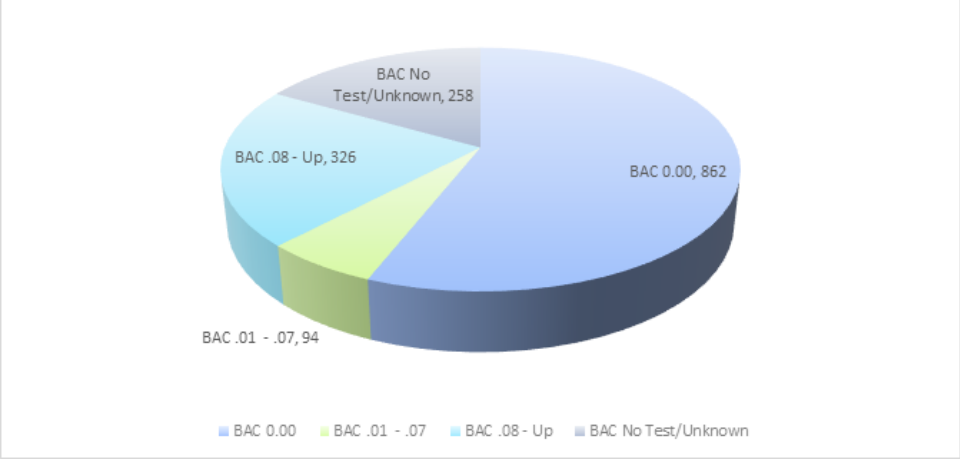
Over 44 percent of all crashes involving alcohol during the past five years (2013-2017) were single-vehicle crashes involving only one driver.

GENERAL OUTCOME OF ALCOHOL RELATED CRASHES, 2013 – 2017



One thousand five hundred twenty-two (1,551) drivers died in motor vehicle crashes on New Jersey's roadways between 2013 and 2017. Fifty-six percent (862) had no alcohol in their system. Just over six percent (94) had a BAC between .01 - .07, below the legal limit, and approximately 21.2 percent (326) had a blood alcohol concentration of .08 or higher. Almost eighteen percent (269) of drivers fatally injured were not tested for alcohol.

BLOOD ALCOHOL CONCENTRATIONS OF FATALLY INJURED DRIVERS, 2013 - 2017



There are many other circumstances present in alcohol involved crashes. Many of these circumstances are overlapping and aid in New Jersey's understanding of crash occurrences that have multiple causation factors. Below is a representation of crashes involving alcohol and how they combine with other performance areas. From 2013-2017, 15.4 percent of crashes involving alcohol also involved drug impairment. About 17 percent of crashes involving alcohol also involved speed, 6.6 percent involved a younger driver and 7percent involved an older driver.

ALCOHOL INVOLVED CRASHES AND OTHER PERFORMANCE AREAS, 2013 - 2017

ALCOHOL INVOLVEMENT AND...	2013	2014	2015	2016	2017	TOTAL	5 YR AVG	% OF 5 YR TOT
DRUG INVOLVEMENT	992	972	1,101	1,115	1,480	**5,660**	1,132	15.4%
DISTRACTED DRIVING	5,208	5,004	4,741	4,732	4,645	**24,330**	4,866	66.2%
UNSAFE SPEED	1,443	1,330	1,263	1,117	1,079	**6,232**	1,246	16.9%

YOUNG DRIVERS	540	526	504	457	393	**2,420**	484	6.6%
OLDER DRIVERS	517	518	505	480	540	**2,560**	512	7.0%
MOTORCYCLES	101	79	83	73	87	**423**	85	1.2%
PEDESTRIANS	291	302	260	273	303	**1,429**	286	3.9%
UNRESTRAINED PASSENGER	503	449	372	379	340	**2,043**	409	5.6%
TOTAL ALCOHOL INVOLVED CRASHES	**7,849**	**7,595**	**7,101**	**7,077**	**7,156**	**36,778**	**7,356**	**100.0%**

Alcohol Impaired • Analysis of Age/Gender

The difference in age and gender was a factor in the likelihood of an individual being involved in alcohol involved crashes. Notably, these demographic groups with elevated crash likelihoods are commonly referred to as "high-risk" drivers. In New Jersey, the particular age group that is the most susceptible to being involved in drug and alcohol related crashes are the 21-35-year-old drivers. This group represents 43.5 percent of drivers involved in alcohol related crashes for both male and female drivers from 2013-2017. Male drivers account for over 60 percent of all alcohol related crashes that occurred from 2013-2017.

% OF ALCOHOL RELATED CRASHES BY AGE GROUP AND GENDER, 2013 - 2017

% OF ALL AGE GROUPS	AGE GROUP	AGE % OF TOTAL GENDER		GENDER % OF AGE GROUP	
		MALE	FEMALE	MALE	FEMALE
0.01%	**0-15**	0.02%	0.01%	83.3%	16.7%
4.92%	**16-20**	4.84%	5.05%	60.7%	39.3%
16.13%	**21-25**	16.18%	16.05%	61.9%	38.1%
15.15%	**26-30**	15.32%	14.89%	62.4%	37.6%
12.19%	**31-35**	12.38%	11.86%	62.7%	37.3%
10.23%	**36-40**	10.14%	10.37%	61.2%	38.8%
9.02%	**41-45**	8.96%	9.10%	61.4%	38.6%
9.17%	**46-50**	8.91%	9.59%	60.0%	40.0%
8.30%	**51-55**	8.28%	8.33%	61.6%	38.4%
6.27%	**56-60**	6.32%	6.19%	62.2%	37.8%
3.91%	**61-65**	3.98%	3.79%	62.9%	37.1%
4.70%	**66+**	4.66%	4.77%	61.2%	38.8%
100.00%	**TOTALS***	**-**	**-**	**61.72%**	**38.28%**

* Excludes undefined driver age or gender type.

Essential characteristics of fatally injured drivers and their corresponding crash information are depicted in the table below. A total of 420 drivers with a blood alcohol concentration level of .01 or greater died on New Jersey's roadways from 2013-2017. The "high-risk" drivers, age 21-34,

accounted 50 percent of all fatally injured drivers over the past five years. Of all fatally injured drivers in alcohol-involved crashes, the overwhelming majority, 85 percent, were male. More than half of alcohol involved driver fatalities were single-vehicle occurrences (64%). Over eight out of ten fatally injured drivers with a BAC of .01 or greater were New Jersey residents.

Approximately seven percent of fatally injured drivers with a BAC of 0.01 or greater from 2013 to 2017 had a previous DWI. In 2017, 21.2 percent of fatally injured drivers with a BAC of 0.01 or greater had no valid license (not licensed 5%, suspended 11.3%, or revoked license 2.5%).

CHARACTERISTICS OF FATALLY INJURED DRIVERS BY%, BAC > 0.00

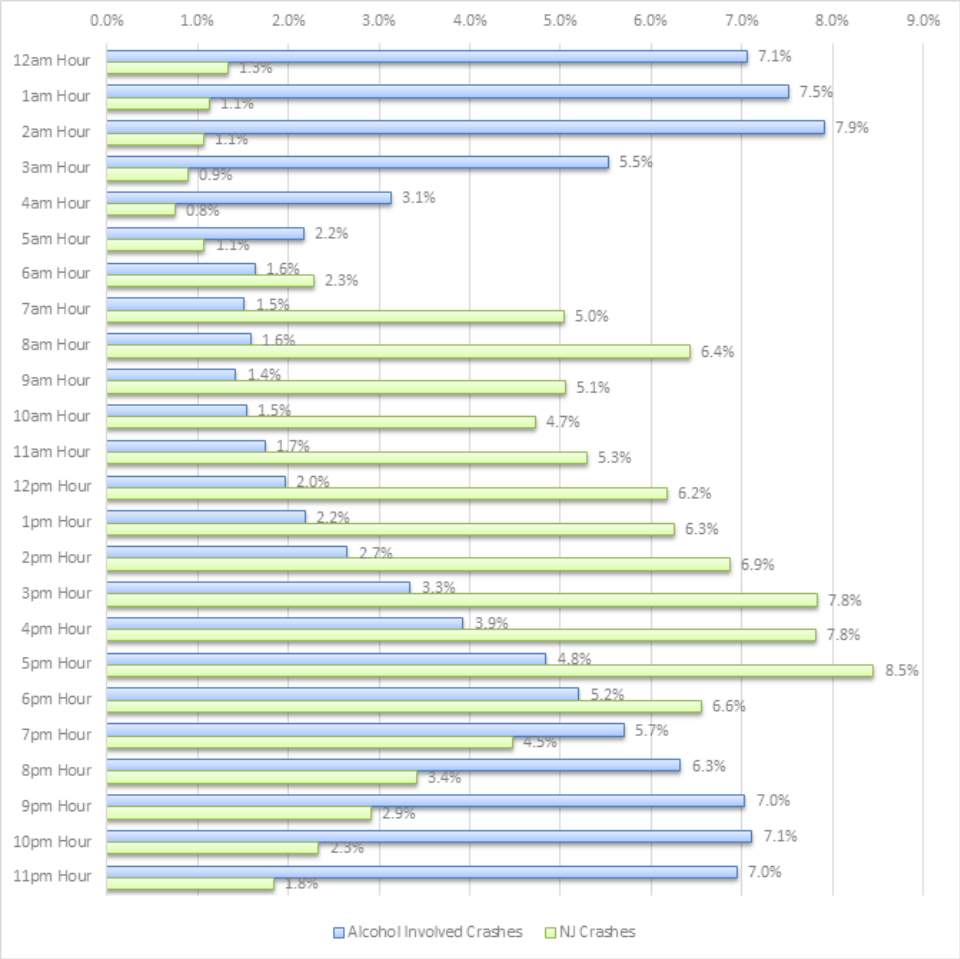
		2013	2014	2015	2016	2017	TOTAL
AGE	**<21**	2.3%	7.6%	6.3%	5.2%	3.8%	**5.0%**
	21-34	51.1%	40.2%	50.8%	59.8%	47.5%	**50.0%**
	35-49	23.9%	26.1%	27.0%	23.7%	26.3%	**25.2%**
	50+	22.7%	26.1%	15.9%	11.3%	22.5%	**19.8%**
SEX	**MALE**	86.4%	80.4%	88.9%	84.5%	85.0%	**84.8%**
	FEMALE	13.6%	19.6%	11.1%	15.5%	15.0%	**15.2%**
VEHICLE NUMBER	**SINGLE VEHICLE**	62.5%	62.0%	73.0%	63.5%	50.0%	**63.6%**
	MULTIPLE VEHICLES	37.5%	38.0%	27.0%	36.5%	33.3%	**36.2%**
LICENSE AND RESIDENCE	**VALID LICENSE**	96.6%	94.6%	76.2%	74.2%	78.8%	**84.5%**
	PREVIOUS DWI	4.5%	8.7%	3.2%	10.3%	10.0%	**7.6%**

	NJ RESIDENT	95.5%	96.7%	92.1%	91.8%	87.5%	**92.9%**
SPEED RELATED	**NO**	39.8%	51.1%	50.8%	54.3%	34.8%	**46.7%**
	YES	51.1%	38.0%	49.2%	45.7%	31.5%	**43.3%**
TOTAL FATALLY INJURED DRIVERS		**88**	**92**	**63**	**97**	**80**	**420**

Alcohol Impaired • Analysis of Occurrence

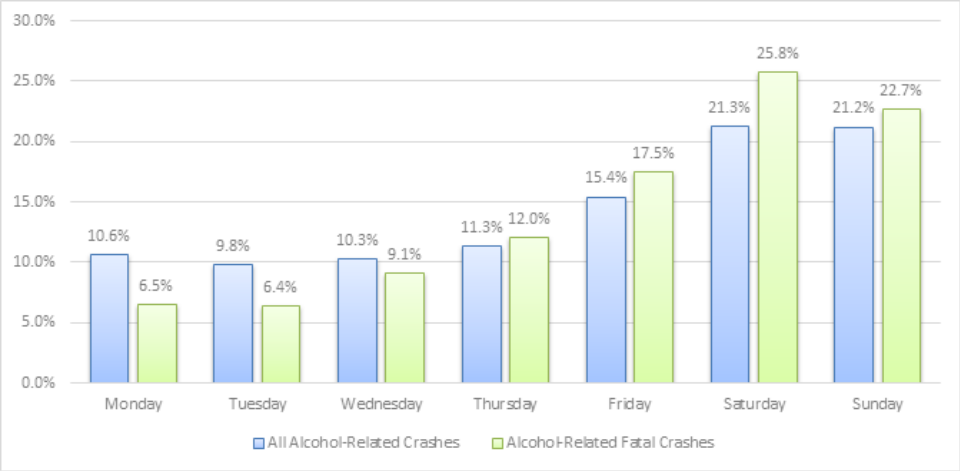
To assist in targeting the enforcement of drivers driving under the influence of alcohol, it is important to observe when alcohol involved crashes are most likely to occur. Not surprisingly, most alcohol involved crashes take place during the evening hours on weekends. Compared to when all crashes in the State are occurring, an overrepresentation of alcohol involved crashes can be seen starting at 7pm and ending at 5am. Sixty-six percent of all alcohol involved crashes take place during this ten-hour interval.

NJ CRASH % VERSUS ALCOHOL RELATED CRASH % BY TIME OF DAY, 2013 – 2017



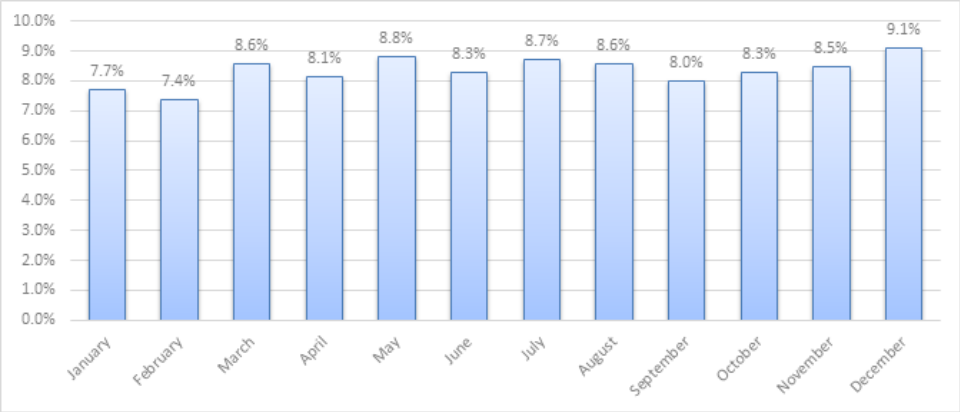
Times of day occurrences are one of the more important indicators to help shed light on the issue of alcohol impaired driving. There is little difference between the day of week that alcohol involved crashes are taking place compared to all crashes. Similarly, there is little deviation among the day of week distribution of fatal versus non-fatal alcohol-involved crashes. It is important to note that elevated levels of alcohol involved crashes and fatal alcohol involved crashes (58% and 66%, respectively) occur on Friday through Sunday, typically between the hours of 12am and 5am.

ALCOHOL RELATED CRASH % VERSUS ALCOHOL RELATED FATAL CRASH % BY DAY OF WEEK, 2013 – 2017



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

ALCOHOL RELATED CRASH % BY MONTH OF YEAR, 2013 - 2017



Alcohol Impaired • Analysis of Location

A breakdown of the year-to-year changes of total number of alcohol involved crashes by County reflects the percent change of alcohol involved crashes from the previous year, as well as a five-year cumulative trend. Most counties have experienced a slight decrease in the total number of alcohol involved crashes over the past five years. Cape May, Cumberland and Camden Counties experienced the highest increase in alcohol related crashes from 2016-2017 (28%, 24.4% and 20.6% respectively). It is important to note that the total number of alcohol involved crashes has reduced over the last five years.

COUNTY	2013	2014	2015	2016	2017	2013 - 2017

							CHANGE
REGION I	**ATLANTIC**	-3.4%	-4.2%	-12.8%	-2.9%	14.0%	**-1.6%**
	BURLINGTON	-3.5%	-3.4%	-1.5%	-3.5%	-1.6%	**-2.0%**
	CAMDEN	4.5%	-8.5%	-12.9%	-7.6%	20.6%	**-2.3%**
	CAPE MAY	1.1%	-25.1%	-9.0%	-3.3%	28.0%	**-3.3%**
	CUMBERLAND	8.5%	-3.5%	4.5%	-22.4%	24.4%	**-0.5%**
	GLOUCESTER	-19.1%	10.8%	-1.4%	0.0%	5.5%	**2.9%**
	SALEM	-7.6%	10.6%	-22.3%	0.0%	16.4%	**0.0%**
REGION II	**HUNTERDON**	-12.5%	0.8%	1.7%	0.8%	-4.1%	**-0.2%**
	MERCER	-13.5%	2.2%	-14.5%	13.7%	-13.1%	**-2.9%**
	MIDDLESEX	-7.1%	-2.9%	-5.8%	13.4%	-9.5%	**-1.3%**
	MONMOUTH	-0.3%	-8.9%	-6.2%	10.6%	-9.1%	**-3.0%**
	OCEAN	-8.1%	-8.5%	-3.6%	-5.5%	1.7%	**-3.3%**
	SOMERSET	-5.9%	-0.8%	2.5%	-21.3%	5.2%	**-3.4%**
	UNION	-9.0%	12.0%	-7.5%	-1.4%	-14.6%	**-2.7%**
REGION III	**BERGEN**	-5.6%	0.4%	-15.7%	5.3%	-5.7%	**-3.4%**
	ESSEX	-14.8%	3.5%	1.8%	-0.4%	3.1%	**1.6%**

	HUDSON	-12.2%	-1.4%	-7.6%	11.9%	8.2%	**2.0%**
	MORRIS	-6.8%	-4.9%	-0.7%	-9.0%	9.6%	**-1.2%**
	PASSAIC	-12.1%	-0.7%	-14.1%	-1.1%	-7.8%	**-4.9%**
	SUSSEX	3.2%	-11.1%	-5.6%	1.5%	11.6%	**-1.0%**
	WARREN	17.7%	-30.1%	25.8%	-6.0%	-3.6%	**-4.4%**
TOTAL PERCENTAGE CHANGE		**-6.0%**	**-3.1%**	**-6.5%**	**-0.3%**	**1.1%**	**-1.8%**

From 2013-2017, Monmouth (8.4%) and Bergen (8.4%) Counties had the most alcohol involved crashes. Camden accounted for 7.6 percent of crashes, Middlesex accounted for 7.2 percent of crashes, and Ocean accounted for 7 percent of alcohol related crashes.

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

ALCOHOL INVOLVED CRASHES (BAC > 0.00), TOP 3 MUNICIPALITIES BY COUNTY	**ALCOHOL-RELATED CRASHES 2013 - 2017**	**PERCENT OF COUNTY TOTAL**	**% CHANGE FROM 2012 - 2016**
Atlantic County	**2029**		**-2.4%**

Egg Harbor Township	359	17.7%	-0.6%
Atlantic City	353	17.4%	-3.3%
Hamilton Township (Atlantic Co)	265	13.1%	-8.6%
Bergen County	**3075**		**-4.6%**
Teaneck Township	172	5.6%	-8.0%
Hackensack City	152	4.9%	-3.2%
Garfield City	140	4.6%	-6.7%
Burlington County	**2247**		**-2.7%**
Mount Laurel Township	217	9.7%	-4.8%
Evesham Township	185	8.2%	-9.3%
Pemberton Township	157	7.0%	-4.3%
Camden County	**2797**		**-1.5%**
Camden City	618	22.1%	4.7%
Pennsauken Township	342	12.2%	-7.1%
Cherry Hill Township	318	11.4%	5.3%
Cape May County	**706**		**-3.6%**
Middle Township	146	20.7%	0.0%
Lower Township	140	19.8%	0.0%
Upper Township	107	15.2%	2.9%
Cumberland County	**1089**		**1.1%**
Vineland City	389	35.7%	-3.7%
Bridgeton City	196	18.0%	16.0%
Millville City	195	17.9%	-3.0%
Essex County	**2532**		**-1.7%**
Newark City	866	34.2%	-1.3%

East Orange City	263	10.4%	-3.7%
Bloomfield Township	252	10.0%	1.2%
Gloucester County	**1361**		**-1.5%**
Washington Township (Gloucester Co)	223	16.4%	-9.0%
Deptford Township	202	14.8%	21.0%
Monroe Township (Gloucester Co)	154	11.3%	-1.9%

	ALCOHOL-RELATED CRASHES 2013 - 2017	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2012 - 2016
Hudson County	**1812**		**-0.7%**
Jersey City	549	30.3%	3.8%
Union City	195	10.8%	-8.5%
Kearny Town	193	10.7%	1.6%
Hunterdon County	**603**		**-2.9%**
Readington Township	83	13.8%	-8.8%
Clinton Township	77	12.8%	-8.3%
Raritan Township	77	12.8%	1.3%
Mercer County	**1313**		**-5.8%**
Hamilton Township (Mercer Co)	368	28.0%	-11.1%
Trenton City	267	20.3%	-6.0%
Ewing Township	125	9.5%	12.6%
Middlesex County	**2664**		**-2.8%**

Old Bridge Township	270	10.1%	1.5%
Woodbridge Township	259	9.7%	-3.0%
Edison Township	245	9.2%	-8.6%
Monmouth County	**3075**		**-3.1%**
Middletown Township	309	10.0%	-5.5%
Wall Township	295	9.6%	3.1%
Howell Township	276	9.0%	4.2%
Morris County	**2000**		**-2.7%**
Parsippany-Troy Hills Township	264	13.2%	-2.2%
Rockaway Township	155	7.8%	5.4%
Morristown Town	135	6.8%	-11.2%
Ocean County	**2584**		**-5.1%**
Toms River Township	565	21.9%	-7.2%
Brick Township	376	14.6%	-8.7%
Lakewood Township	344	13.3%	6.2%
Passaic County	**1975**		**-7.5%**
Paterson City	475	24.1%	-7.9%
Clifton City	429	21.7%	-11.7%
Passaic City	320	16.2%	-1.5%
Salem County	**410**		**-1.7%**
Pittsgrove Township	79	19.3%	8.2%
Carneys Point Township	78	19.0%	-12.4%
Mannington Township	49	12.0%	-21.0%

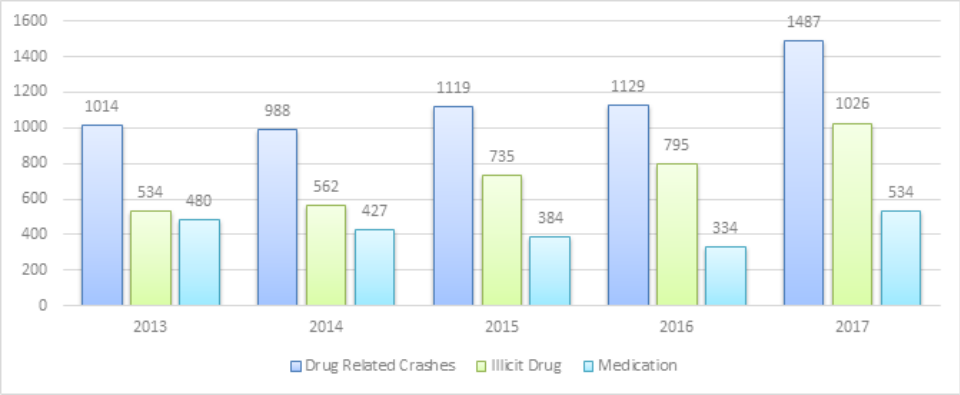
Somerset County	**1116**		**-4.5%**
Bridgewater Township	177	15.9%	-2.2%
Franklin Township (Somerset Co)	159	14.2%	-9.1%
North Plainfield Borough	100	9.0%	-13.8%
Sussex County	**734**		**-0.4%**
Vernon Township	123	16.8%	3.4%
Sparta Township	78	10.6%	-22.0%
Wantage Township	78	10.6%	-1.3%
Union County	**2096**		**-4.3%**
Union Township (Union Co)	338	16.1%	-4.8%
Elizabeth City	309	14.7%	-2.5%
Linden City	269	12.8%	-2.9%
Warren County	**560**		**-1.2%**
Phillipsburg Town	71	12.7%	-6.6%
Washington Township (Warren Co)	46	8.2%	9.5%
Allamuchy Township	44	7.9%	-17.0%

Drugged Driving • General Overview

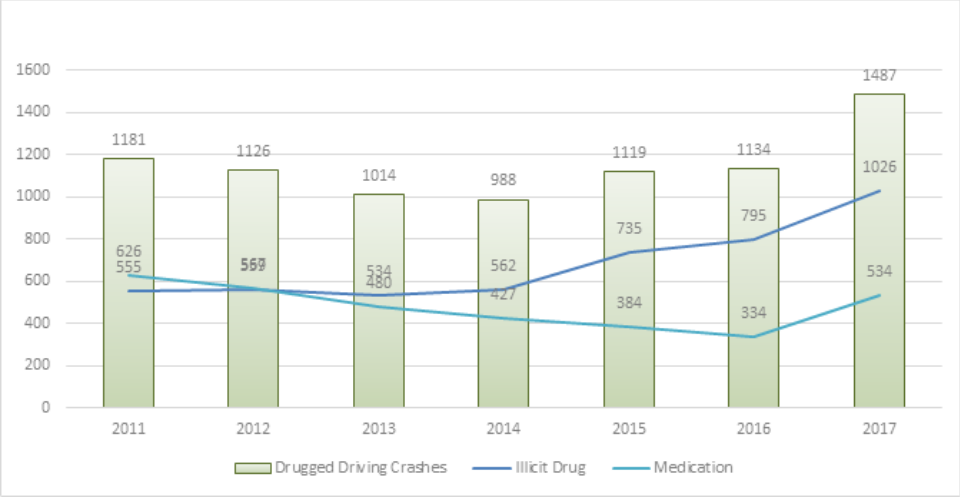
It is important to recognize and address the increase of dangers imposed by drivers under the influence of illicit drugs and prescription medications. The number of illegal drug and medication related crashes increased in 2017, from 795 in 2016 to 1026 and from 334 in 2016 to 534, respectively. The State is continuing to experience a surge in the number of illicit drug related crashes, accounting for nearly 70 percent of all drug impaired crashes (medication vs. illicit).

Drugged driving involved (illicit or medication) crashes overall comprised 11.4 percent of motor vehicle fatalities in 2017, respectively. One of the reasons for the large increase in drugged driving in New Jersey is due to the addition of a secondary Driver Physical Status field. This enables reporting officers to indicate more than one physical status for each driver at the time of the crash.

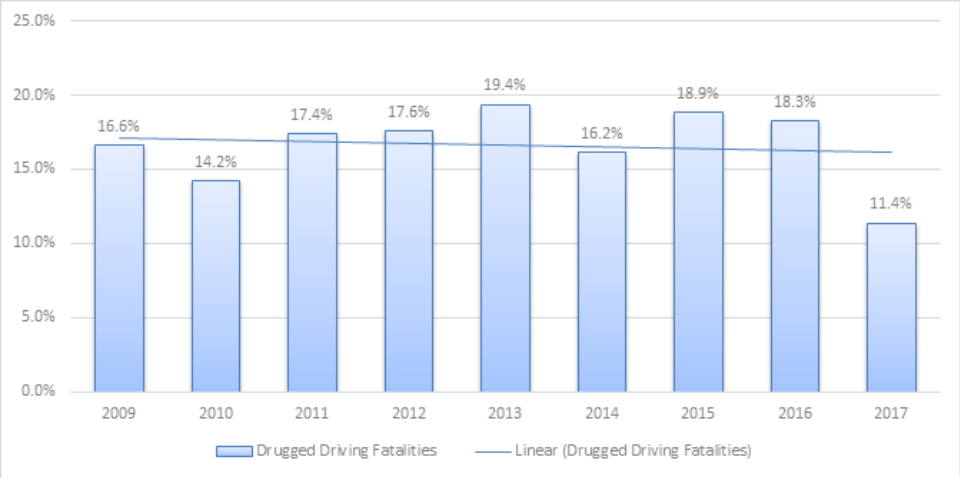
DRUG RELATED (ILLICIT & MEDICATION) CRASHES, 2013 - 2017



DRUG RELATED (ILLICIT & MEDICATION) CRASHES, 2013 - 2017



DRUGGED DRIVING FATALITIES AS A % OF TOTAL FATALITIES, 2009 - 2017



There are many other circumstances present in drug involved crashes. Many of these circumstances are overlapping and aid in New Jersey's understanding of crash occurrences that have multiple causation factors. Below is a representation of crashes involving drugs and how they combine with other performance areas. From 2013-2017, 98.7 percent of crashes involving drugs also involved alcohol impairment. About 12 percent of crashes involving drugs also involved speed, 9.9 percent involved an older driver and 7.6 percent involved an younger driver.

DRUGGED DRIVING CRASHES AND OTHER PERFORMANCE AREAS, 2013 - 2017

DRUGGED DRIVING AND...	2013	2014	2015	2016	2017	TOTAL	5 YR AVG	% OF 5 YR TOT
Alcohol Involvement	992	972	1,101	1,115	1,480	**5,660**	1,132	98.7%
Distracted Driving	677	674	744	761	982	**3,838**	768	66.9%
Unsafe Speed	139	97	144	132	183	**695**	139	12.1%
Older Drivers	110	98	107	87	167	**569**	114	9.9%

Young Drivers	69	87	91	94	96	**437**	87	7.6%
Unrestrained Passenger	79	73	51	78	87	**368**	74	6.4%
Pedestrians	7	13	20	10	19	**69**	14	1.2%
Motorcycles	3	8	8	6	13	**38**	8	0.7%
TOTAL DRUG INVOLVED CRASHES	**1,014**	**988**	**1,119**	**1,129**	**1,487**	**5,737**	**1,147**	**100.0%**

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 32 percent of total drug-related crashes that occurred from 2013-2017, and male drivers overall accounted for 68.1 percent of all drugged driver involved crashes.

% OF DRUG INVOLVED CRASHES BY AGE GROUP AND GENDER, 2013 - 2017

% OF ALL AGE GROUPS	AGE GROUP	AGE % OF GENDER		GENDER % OF AGE GROUP	
		MALE	FEMALE	MALE	FEMALE
0.02%	**0-15**	0.02%	0.00%	100.0%	0.0%
5.53%	**16-20**	5.55%	5.47%	68.5%	31.5%

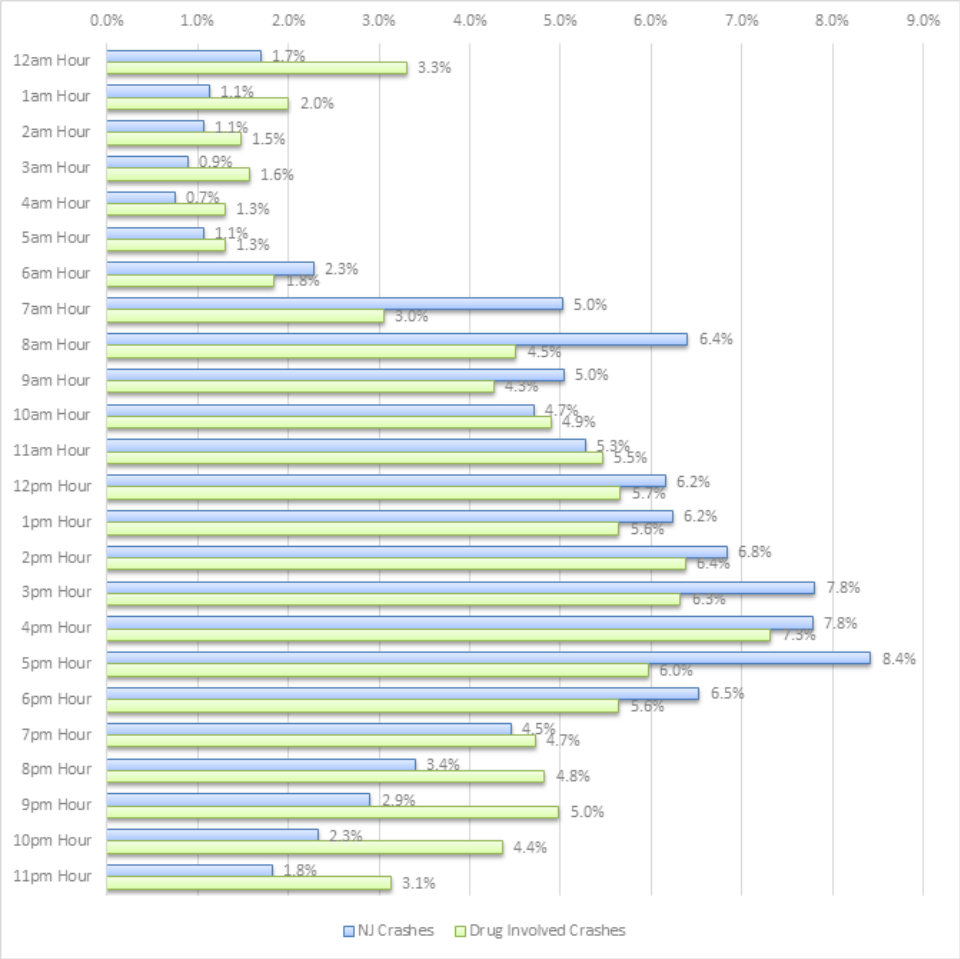
14.65%	**21-25**	15.45%	12.92%	71.9%	28.1%
16.07%	**26-30**	17.03%	14.02%	72.2%	27.8%
14.41%	**31-35**	14.85%	13.47%	70.2%	29.8%
10.93%	**36-40**	10.95%	10.88%	68.3%	31.7%
8.11%	**41-45**	7.99%	8.35%	67.2%	32.8%
7.51%	**46-50**	7.04%	8.50%	63.9%	36.1%
7.70%	**51-55**	7.04%	9.10%	62.3%	37.7%
5.51%	**56-60**	5.16%	6.26%	63.8%	36.2%
4.02%	**61-65**	3.72%	4.67%	63.0%	37.0%
5.40%	**66+**	5.04%	6.16%	63.6%	36.4%
100.00%	**TOTALS***	**100.00%**	**100.00%**	**68.1%**	**31.9%**

* Excludes undefined driver age or gender type.

Drugged Driving • Analysis of Occurrence

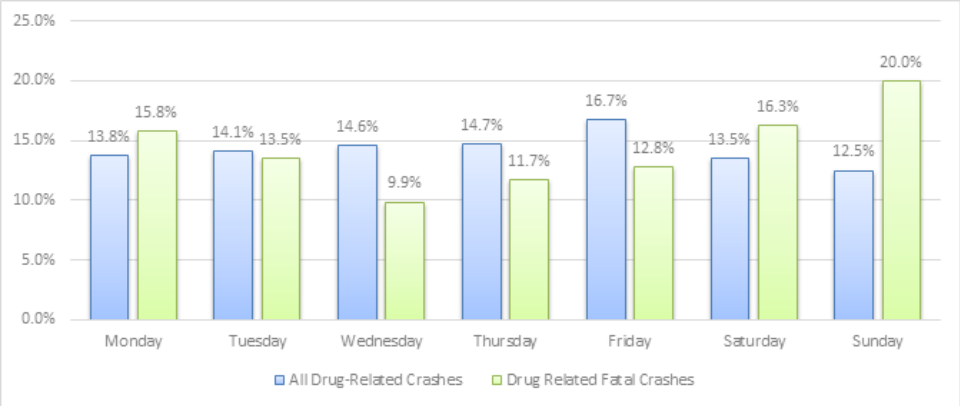
To assist in targeting the enforcement of drivers driving under the influence of drugs, it is important to observe when drug involved crashes are most likely to occur. Most drug involved crashes occur during the evening hours. Similar to trends seen in alcohol involvement, there is an overrepresentation of drug involved crashes beginning at 7pm and ending at 5am. However, only 33 percent of drug involved crashes take place during that time interval compared to 66 percent of alcohol involved crashes during the same interval. The data shows how drugged driving is mirrored in crash occurrences and is an inherent factor for crashes on the State's roadways. This creates a challenge for law enforcement in targeting likely intervals of drugged driving, similar to alcohol use.

NJ CRASH % VERSUS DRUG INVOLVED CRASH % BY TIME OF DAY, 2013 - 2017



Day-of-week occurrences are one of the more important indicators to help shed light on the issue of drug impaired driving. As seen in the graph, there is an overrepresentation of drug involved crashes and drug involved fatal crashes throughout the weekend. It is important to note that over 36 percent of all drug involved fatalities occur on Saturday and Sunday, typically between the hours of 7pm and 5am.

DRUG INVOLVED CRASH % VERSUS DRUG INVOLVED FATAL CRASH % BY DAY OF WEEK, 2013 – 2017



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

% OF DRUG INVOLVED CRASHES AS ANNUAL TOTAL BY MONTH, 2013 - 2017

MONTH	2013	2014	2015	2016	2017
JANUARY	9.0%	8.1%	5.6%	5.9%	6.5%
FEBRUARY	8.7%	7.1%	5.7%	7.3%	7.3%
MARCH	9.4%	7.2%	6.6%	9.7%	8.7%
APRIL	10.2%	9.5%	7.4%	9.0%	9.0%
MAY	10.2%	9.9%	7.5%	7.4%	9.5%
JUNE	8.9%	7.6%	8.9%	10.7%	10.2%
JULY	7.6%	8.8%	9.1%	9.4%	9.2%
AUGUST	7.3%	8.7%	8.9%	9.7%	7.6%
SEPTEMBER	9.2%	10.0%	9.2%	7.8%	8.9%
OCTOBER	7.6%	8.3%	9.7%	9.0%	7.7%
NOVEMBER	6.5%	7.8%	9.7%	7.2%	7.7%
DECEMBER	5.6%	7.0%	11.5%	6.9%	7.5%

TOTAL DRUG INVOLVED CRASHES	**1,014**	**988**	**1,119**	**1,129**	**1,487**

Drugged Driving • Analysis of Location

Over the past 5 years (2013-2017), almost 13 percent of all drugged driving crashes took place in Camden county followed by Monmouth County (7.9%). The table represents the top three municipalities in each county that have the highest number of drug involved crashes.

DRUG INVOLVED CRASHES, TOP 3 MUNICIPALITIES BY COUNTY

	DRUG-RELATED CRASHES 2013 - 2017	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2012- 2016
Atlantic	**330**		**13.8%**
Hamilton Township (Atlantic Co)	57	17.3%	9.6%
Egg Harbor Township	56	17.0%	16.7%
Galloway Township	55	16.7%	34.1%
Bergen	**365**		**2.2%**
Saddle Brook Township	20	5.5%	33.3%
Teaneck Township	18	4.9%	0.0%
East Rutherford Borough	16	4.4%	33.3%
Burlington	**431**		**7.5%**
Evesham Township	49	11.4%	8.9%
Mount Laurel Township	47	10.9%	14.6%
Maple Shade Township	30	7.0%	36.4%

Camden	**670**		**12.6%**
Camden City	171	25.5%	1.8%
Gloucester Township	75	11.2%	17.2%
Cherry Hill Township	69	10.3%	11.3%
Cape May	**99**		**22.2%**
Middle Township	33	33.3%	6.5%
Lower Township	20	20.2%	53.8%
Upper Township	12	12.1%	71.4%
Cumberland	**92**		**35.3%**
Middle Township	33	35.9%	6.5%
Vineland City	28	30.4%	3.7%
Lower Township	20	21.7%	53.8%
Essex	**362**		**0.6%**
Newark City	132	36.5%	-1.5%
Bloomfield Township	34	9.4%	-5.6%
Fairfield Township	33	9.1%	3.1%
Gloucester	**284**		**6.8%**
Deptford Township	73	25.7%	28.1%
Washington Township (Gloucester Co)	50	17.6%	19.0%
Monroe Township (Gloucester Co)	30	10.6%	7.1%

	DRUG-RELATED CRASHES 2013 - 2017	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2012 - 2016
Hudson	**230**		**-0.9%**
Jersey City	101	43.9%	0.0%
Bayonne City	41	17.8%	10.8%

Kearny Town	23	10.0%	21.1%
Hunterdon	**114**		**7.5%**
Raritan Township	23	20.2%	4.5%
Clinton Township	20	17.5%	5.3%
Readington Township	15	13.2%	7.1%
Mercer	**205**		**2.5%**
Hamilton Township (Mercer Co)	53	25.9%	3.9%
Trenton City	46	22.4%	-4.2%
Hopewell Township (Mercer Co)	20	9.8%	-4.8%
Middlesex	**354**		**0.0%**
Woodbridge Township	47	13.3%	-7.8%
Old Bridge Township	45	12.7%	18.4%
Edison Township	33	9.3%	-8.3%
Monmouth	**444**		**8.0%**
Wall Township	59	13.3%	18.0%
Middletown Township	55	12.4%	-1.8%
Howell Township	44	9.9%	2.3%
Morris	**340**		**11.8%**
Parsippany-Troy Hills Township	55	16.2%	14.6%
Rockaway Township	35	10.3%	20.7%
Roxbury Township	26	7.6%	4.0%
Ocean	**460**		**0.7%**
Toms River Township	127	27.6%	-2.3%

Brick Township	66	14.3%	6.5%
Lakewood Township	47	10.2%	17.5%
Passaic	**257**		**4.0%**
Paterson City	80	31.1%	5.3%
Clifton City	42	16.3%	-6.7%
Wayne Township	28	10.9%	0.0%
Salem	**72**		**7.5%**
Mannington Township	17	23.6%	-10.5%
Pennsville Township	9	12.5%	80.0%
Carneys Point Township	8	11.1%	-27.3%
	DRUG-RELATED CRASHES 2013 - 2017	**PERCENT OF COUNTY TOTAL**	**% CHANGE FROM 2012 - 2016**
Somerset	**133**		**9.0%**
Warren Township	20	15.0%	33.3%
Bridgewater Township	16	12.0%	-5.9%
Franklin Township (Somerset Co)	12	9.0%	-7.7%
Sussex	**100**		**7.5%**
Vernon Township	17	17.0%	54.5%
Frankford Township	11	11.0%	0.0%
Andover Township	7	7.0%	40.0%
Union	**295**		**10.9%**
Union Township (Union Co)	67	22.7%	9.8%
Elizabeth City	43	14.6%	19.4%
Clark Township	31	10.5%	29.2%

Warren	**102**		**1.0%**
Phillipsburg Town	14	13.7%	40.0%
Allamuchy Township	12	11.8%	-7.7%
Hackettstown Town	11	10.8%	0.0%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Number of Drug Involved Fatalities	2020	5 Year	83.8
2020	Number of Drug Involved Crashes	2020	5 Year	1,477.2
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	120.8

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: High Visibility Saturation Patrols

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

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

Linkage Between Program Area

A review of alcohol related crashes by county over a five-year period (2013-2017) reveals an overall decrease in crashes. However, over a one-year period, there has been an increase in alcohol involved crashes in 12 of New Jersey's 21 counties, with the greatest annual increase (2016-2017) occurring in Cape May, Cumberland and Camden Counties (28%, 24.4% and 20.6% respectively). The primary focus of the alcohol enforcement activities will be on increasing the overall level of surveillance particularly in those towns and counties that are identified as high-risk areas.

Rationale

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

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

A saturation patrol (also called a blanket patrol or dedicated DWI patrol) consists of a large number of law enforcement officers patrolling a specific area to look for drivers who may be impaired. These patrols usually take place at times and locations where impaired driving crashes commonly occur.

A demonstration program in Michigan, where sobriety checkpoints are prohibited by State law, revealed that saturation patrols can be effective in reducing alcohol-related fatal crashes when accompanied by extensive publicity (Fell, Langston, Lacey, & Tippetts, 2008).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DWI Enforcement	DWI Enforcement Mobilization

Planned Activity: DWI Enforcement Mobilization

Planned activity number: **DWI Enforcement**

Primary Countermeasure Strategy ID:

Planned Activity Description

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 6, 2019 – January 1, 2020 and from August 21 - September 7, 2020.

County-wide enforcement grants will be offered to conduct sustained year-long DWI enforcement efforts separate from the two crackdowns mentioned above. Funds will be provided for overtime enforcement. In addition to Federal funds being used for the enforcement efforts, the Alcohol Education, Rehabilitation and Enforcement Fund 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. Of the balances in the Fund, 75 percent is spent on alcohol rehabilitation initiatives, 15 percent on enforcement initiatives, and 10 percent on education initiatives.

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

The primary focus of the alcohol enforcement activities will be on respectively increasing the overall level of surveillance in the towns and counties that are identified as high-risk areas as identified in the above tables.

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

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

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

It is anticipated that (as in FY2019) approximately $1.2 million in Sec. 405e funding will be flexed into this Alcohol Enforcement program area for FY2020 to support the national enforcement mobilizations.

Within this planned activity, the approximate breakdown for FY2020 funding will be:

$1.1 million for the two DSOGPO crackdowns (Municipalities will be offered funding based upon the above data).
$900,000 for sustained enforcement ($275,000 to New Jersey State Police, $625,000 to municipal agencies).

Intended Subrecipients

State, County and Municipal Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Saturation Patrols

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$2,010,000.00	$1,709,616.00	$1,860,000.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

NA

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Alcohol/Other Drug Mgt.	Program Management

Planned Activity: Program Management

Planned activity number: **Alcohol/Other Drug Mgt.**

Primary Countermeasure Strategy ID:

Planned Activity 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 force initiatives and providing technical assistance to project directors. Funds will be used for salaries, fringe benefits, travel and other administrative costs that may arise for program supervisors and their respective staff.

Salary distributions are calculated by determining the percentage of grants program staff are responsible for administering in each program area. This is accomplished by comparing the total number of grants by program area to the total number of all approved grants. This percentage is then used to determine the distribution of salaries for each supervisor and their staff both in this program management area and those that follow.

Salaries and fringe benefits account for $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.

Intended Subrecipients
In-house DHTS grant

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Alcohol (FAST)	$600,000.00	$0.00	$0.00

Countermeasure Strategy: Law Enforcement Training
Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts
Providing training to members of the law enforcement community in detecting alcohol and drug impairment will ensure that officers possess the skills necessary to identify and apprehend impaired drivers and increase drunk driving arrests. 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 can assist in prosecuting cases of suspected drugged driving, due to the fact that there are limits in the availability and reliability of toxicology testing. Driving under the influence of alcohol has been known to cause thousands of crashes, injuries and fatalities each year. Recently the magnitude of this problem has been complicated by drug impaired drivers. The increase of cases involving drug impaired drivers has created serious issues in several counties. Furthermore, the issue of drug impaired driving in NJ is likely to become even more prevalent in FFY20 and beyond as the state considers the legalization of recreational marijuana use. In light of these developments there is a 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 Program Area

Standardized field sobriety testing (SFST) 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 (2013-2017) for drugged driving related crashes was 1,147. In 2017, approximately 16 percent of all fatalities were drug related. There was a 32 percent increase in drug related crashes in 2017 from 1,129 in 2016 to 1,487 in 2017. The DRE call-out program will assist in helping to identify impairment in drivers under the influence of drugs other than alcohol. Increases in drug related crashes and the use of drugs while driving has resulted in the need to have additional law enforcement officers trained and made available for assistance to local police agencies.

Rationale

Officers have used Standardized Field Sobriety Tests (SFST) for more than 20 years to identify impaired drivers. The SFST is a test battery that includes the horizontal gaze nystagmus test, the walk-and-turn test, and the one leg stand test. Research shows the combined components of the SFST are 91 percent accurate in identifying drivers with BACs above the legal limit of .08 (Stuster & Burns, 1998).

As of August 2014, all 50 States and the District of Columbia had Drug Recognition and Classification programs, which are designed to train officers to become DREs. These programs have prepared approximately 1,500 instructors and trained more than 7,000 officers (National Sobriety Testing Resource Center, 2014). Several studies have shown DRE judgments of drug impairment are corroborated by toxicological analysis in 85 percent or more of cases (NHTSA, 1996).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DRE Program	DRE Call-Out Program
Training	DWI Training, Drug Recognition Expert Program, ARIDE

Planned Activity: DRE Call-Out Program

Planned activity number: **DRE Program**

Primary Countermeasure Strategy ID: **Law Enforcement Training**

Planned Activity Description

Intended Subrecipients

County Prosecutor Offices

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$750,000.00	$0.00	$750,000.00

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

Planned activity number: **Training**

Primary Countermeasure Strategy ID: **Law Enforcement Training**

Planned Activity Description

The Alcohol Drug Testing Unit (A/DTU) at the Division of State Police is the lead agency in the State that oversees the coordination and administration of the Drug Recognition Expert training program, along with issuing field certifications and validations to officers. 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. Thirty DWI/SFST classes and forty DWI/SFST refresher courses are anticipated in FFY2020. Additionally, three DRE regional courses and one DRE Instructor course is 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. These DRE program efforts come with the realization that recreational marijuana use might be legalized in New Jersey in FFY2020 or beyond.

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 anticipated that 1,500 officers will be trained in ARIDE in

FFY2020. The New Jersey Association of Drug Recognition Experts will also receive funds for training purposes.

Funds will also be used to obtain training in the latest trends in drug use and abuse, litigation and new resources. Under the authority of the Attorney General, the A/DTU also spearheads the on-going training and re-certification of police officers to operate approved chemical breath test instruments that recognize alcohol indicators present in suspects. Funds will be used to maintain breathalyzer related instruments used for training and testing. It is expected that a major focus and expense in this area in FFY2020 will be the statewide roll out of a new version of the Alcotest breathalyzer unit.

Intended Subrecipients

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

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$1,100,000.00	$0.00	$700,000.00

Countermeasure Strategy: Underage Drinking Enforcement

Program Area: **Impaired Driving (Drug and Alcohol)**

Project 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.

Linkage Between Program Area

Underage alcohol use remains a persistent problem with serious health and safety consequences. In addition to the age 21 minimum legal drinking age, zero-tolerance laws make it illegal for

individuals under age 21 to drive after drinking with any alcohol in their system. Despite underage drinking laws and prevention programs, underage alcohol consumption remains at elevated levels. Drivers in New Jersey under the age of 21 are involved in 5 percent of all alcohol-involved crashes while drivers under age 25 account for 16 percent of the crashes.

Rationale

Several 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).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Underage Compliance Check	Underage Enforcement

Planned Activity: Underage Enforcement

Planned activity number: **Underage Compliance Check**

Primary Countermeasure Strategy ID:

Planned Activity 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 will undertake efforts intended to result in administrative disciplinary charges against the offending license-holders as well as criminal charges against those who purchase and/or provide alcoholic beverages to underage persons.

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

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

key ingredient for success of the program is public awareness. Signage and brochures are provided to promote the program.

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

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

Intended Subrecipients

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

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Underage Drinking Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$450,000.00	$0.00	$350,000.00

Countermeasure Strategy: Youth Programs

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

General alcohol awareness programs are a good starting point to remind students about the risks of driving after drinking, 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 behavior change and enhanced enforcement.

Linkage Between Program Area

The 16-25-year-old age group in the State represents 21 percent of drivers involved in alcohol related 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.

Rationale

Alcohol use on college campuses has an impact on virtually all of the students at the particular 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 1,700 college student deaths each year are linked to alcohol, with a majority due to automobile crashes.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Youth Programs	College Campus Initiative

Planned Activity: College Campus Initiative

Planned activity number: **Youth Programs**

Primary Countermeasure Strategy ID:

Planned Activity Description

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. 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.

Sussex County Community College will continue its grant program through which interactive online alcohol and substance abuse educational programs are offered to students. Periodic on campus special events and programs are also offered throughout the school year focusing on the dangers of alcohol abuse and driving.

Stockton University will sponsor alcohol/drug education workshops on campus emphasizing the risks associated with alcohol/drug abuse and driving. Personnel from local taverns and restaurants will be trained on how to prevent drunk driving by student customers. The prevention program will include an intensive, three-hour training session leading to certification from Stockton University and regular communication with local restaurants and taverns to offer confidential counseling programs to students who are experiencing problems with drinking and driving. In

addition, peer educators from the university will present alcohol and drunk driving awareness programs to local high school juniors and seniors emphasizing the consequences of intoxicated driving, peer pressure and decision making.

New Jersey City University will focus on training peer educators to present interactively on campus on various issues including alcohol use and abuse. Specialized workshops and information tables are also utilized on a regular basis. Skills and innovative ideas will be developed at two annual retreats for Peer Educators.

William Paterson University will provide creative and innovative ways to educate students about the negative consequences of drinking and driving and encourage the use of designated drivers. A multi-dimensional health educational program will promote positive, safe and healthy choices for William Paterson University students. The use of innovative technology, such as social media, will be used to promote and guide these educational awareness programs throughout the grant period. Funds will be used to strengthen partnerships with existing university Clubs, Greeks, Peer Health Advocates, Residence Life, Athletics, Administration, Faculty and Staff to continue to help promote the campaign.

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

Intended Subrecipients

College and Universities

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Youth Programs

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$190,000.00	$0.00	$190,000.00

Program Area: Non-motorized (Pedestrians and Bicyclist)

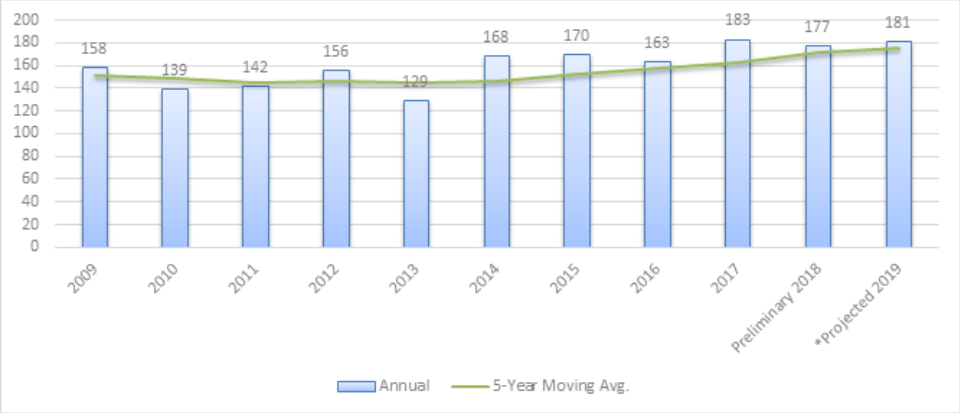
Description of Highway Safety Problems

PEDESTRIAN AND BICYCLE SAFETY

Pedestrian Safety • General Overview

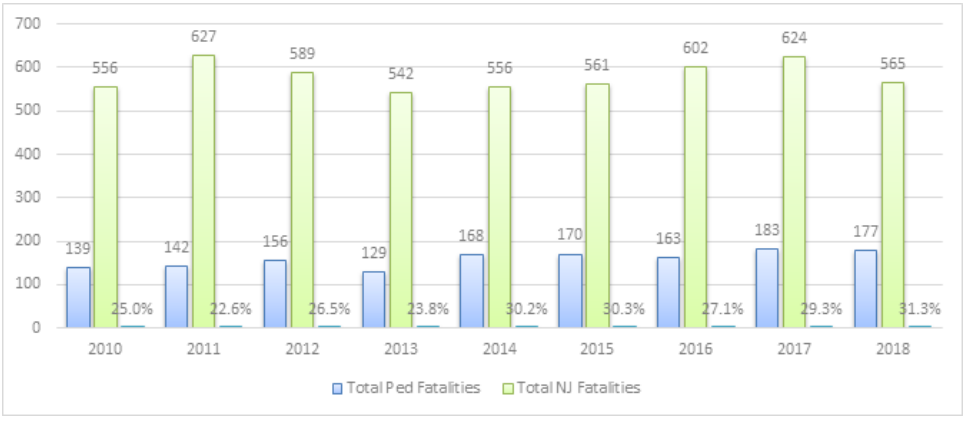
Over the past ten years, from 2009-2018, there have been a total of 1,585 pedestrian fatalities in the State. In 2017, 183 pedestrian fatalities occurred, representing a 12.3 percent increase from the previous year. However, in 2018, a preliminary total of 177 pedestrians were killed on New Jersey's roadways, resulting in a 3.3 percent decrease from 2017. Projected estimates are expected to increase in both 2019 and 2020.

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 27 percent of total roadway fatalities in 2016, 29 percent in 2017, and 31 percent in 2018.

PROPORTION OF PEDESTRIAN FATALITIES VERSUS TOTAL NEW JERSEY FATALITIES, 2010 - 2018



The number of crashes between motor vehicles and pedestrians have increased over the past two years (2016 and 2017). 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. Despite an emphasized effort in outreach and education, New Jersey saw an increase in the non-fatal injury rate and fatal injury rates for pedestrians in 2017.

PEDESTRIAN INJURIES BY SEVERITY, 2013 - 2017

	2013	2014	2015	2016	2017
KILLED	129	168	170	162	183
TOTAL INJURED	4,208	3,842	3,948	4,090	4,115
SUSPECTED SERIOUS INJURY (A)	195	173	175	171	186
SUSPECTED MINOR INJURY (B)	1,199	1,064	1,214	1,220	1,155
POSSIBLE INJURY (C)	2,814	2,605	2,559	2,699	2,774
FATALITY RATE PER 100,000 POPULATION	1.45	1.88	1.90	1.80	2.05
NON-FATAL INJURY RATE PER 100,000 POPULATION	47.22	42.98	44.07	45.56	46.19
TOTAL PEDESTRI	**5.649**	**5.214**	**4.709**	**4.840**	**5.008**

AN
CRASHES

Most pedestrians involved in crashes had one or more contributing factors reported. Forty-five percent of crashes with pedestrians occurred at an intersection. The most common factor for pedestrians was “Crossing Where Prohibited” (2,260 or 12.8%), followed by “Running/Darting Across Traffic” (2,090 or 11.8%).

PEDESTRIAN CRASH CONTRIBUTING CIRCUMSTANCES BY INTERSECTION INVOLVEMENT, 2013 - 2017

CRASH CONTRIBUTING CIRCUMSTANCE	AT INTERSECTION	AT OR NEAR RAILROAD CROSSING	NOT AT INTERSECTION	TOTAL
Failed To Obey Traffic Control Device	957	249	1	**1,207**
Crossing Where Prohibited	460	1,800	0	**2,260**
Dark Clothing/Low Visibility to Driver	744	974	0	**1,718**
Pedestrian Inattentive	589	1,117	3	**1,709**
Failure to Yield ROW	133	236	0	**369**
Walking on Wrong Side of Road	17	98	0	**115**
Walking in Road When Sidewalk Present	96	390	0	**486**

Running/Darting Across Traffic	601	1,488	1	**2,090**
None	2,927	2,048	4	**4,979**
Other Pedestrian Factors	947	1,837	1	**2,785**

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 2013-2017, 5.6 percent of crashes involved drugs or alcohol impairment. About 11 percent of crashes involving pedestrians also involved older drivers, 4.5 percent involved a younger driver and 2.9 percent involved unsafe speed.

PEDESTRIAN CRASHES AND OTHER PERFORMANCE AREAS, 2013 - 2017

PEDESTRIANS AND...	2013	2014	2015	2016	2017	TOTAL	5 YR AVG	% OF 5 YR TOT
ALCOHOL INVOLVEMENT	291	302	260	273	303	**1,429**	286	5.6%
DRUG INVOLVEMENT	7	13	20	10	19	**69**	14	0.3%
DISTRACTED DRIVING	2,523	2,378	2,018	2,107	2,216	**11,242**	2,248	44.2%

UNSAFE SPEED	153	149	141	122	178	**743**	149	2.9%
YOUNG DRIVERS	261	257	201	186	229	**1,134**	227	4.5%
OLDER DRIVERS	76	756	643	705	691	**2,871**	574	11.3%
MOTORCYCLES	16	15	23	18	13	**85**	17	0.3%
TOTAL PEDESTRIAN INVOLVED CRASHES	**5,649**	**5,214**	**4,709**	**4,840**	**5,008**	**25,420**	**5,084**	**100.0%**

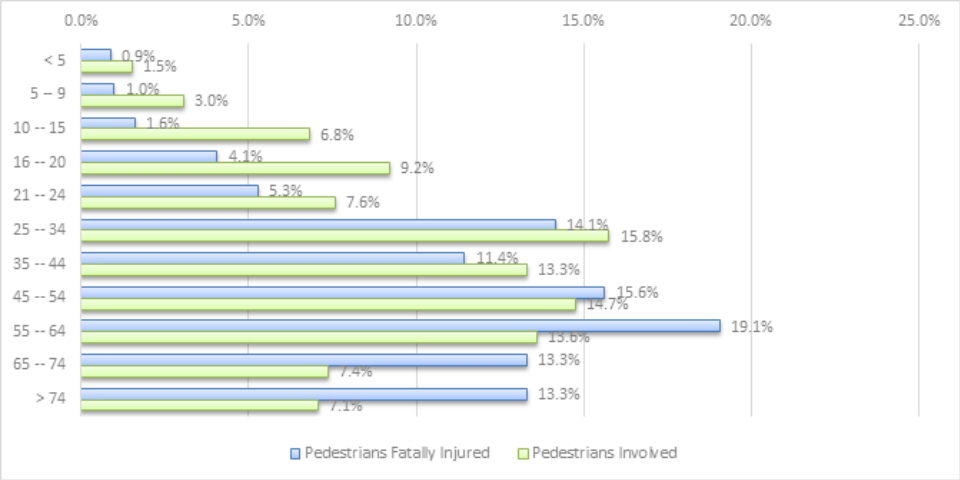
Pedestrian Safety • Analysis of Age

Pedestrian related crashes continue to be a concern for younger travelers, specifically the 0-15-year-old age group, representing 11.4 percent of total pedestrians involved in motor vehicle crashes up from 9.3 percent (2012-2016). The age group of 16–20 represented 9.2 percent of total pedestrians involved in crashes over the past five years (2013-2017). 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.

Over the past five years (2013-2017), the 55-64-year-old age group has represented the largest proportion of pedestrians being struck and killed (19.1%) in the State, followed by 45-54 years old

(15.6%). The younger populations, 0-15 years old, represent 3.4 percent of total pedestrians being killed even though they are involved in 11.4 percent of pedestrian involved crashes.

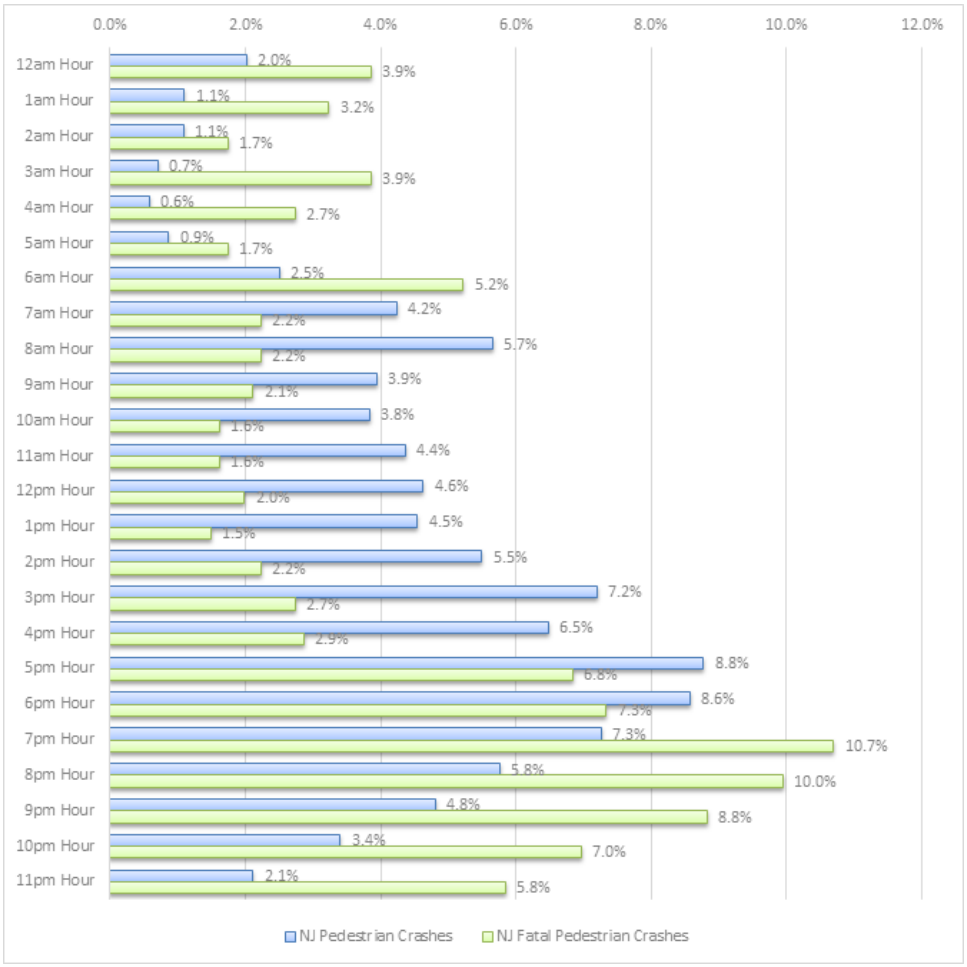
PEDESTRIAN CRASH % VERSUS FATAL PEDESTRIAN CRASH % BY AGE GROUP, 2013 - 2017



Pedestrian Safety • Analysis of Occurrence

The time-of-day occurrence of pedestrian related crashes provides insight as to when crashes between motor vehicles and pedestrians occur. The graph below indicates that from 2013-2017 there was an overrepresentation of fatal pedestrian crashes from 7pm until 6am, consisting of 64.7 percent of all pedestrian fatalities. The highest volume of pedestrian fatalities over the last five years occurred during the 7pm hour, (10.7% of all pedestrian fatalities). During the early commute times of 7-9 am, 13.8 percent of crashes involving pedestrians occurred and 6.6 percent of pedestrian fatalities occur. Twenty-four percent (24.6%) of crashes involving pedestrians and 24.9 percent of fatal pedestrian crashes occurred during the afternoon commute times of 5pm until 8pm.

PEDESTRIAN CRASH % VERSUS FATAL PEDESTRIAN CRASH % BY TIME OF DAY, 2013 - 2017



During the colder months of the year, the amount of daylight dwindles. The months of October, November and December see the highest incidents of pedestrian fatalities, consisting of 35.6 percent of all fatal pedestrian crashes over the past five years (2013-2017). With primary and secondary schools resuming in September and October, the number of pedestrians walking increases and with less daylight the number of crashes tend to increase during these months.

PEDESTRIAN INVOLVED CRASHES BY MONTH, 2013 - 2017

MONTH	FATAL PEDESTRIAN CRASHES		PEDESTRIAN CRASHES	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE

JANUARY	68	8.5%	2,321	9.1%
FEBRUARY	48	6.0%	1,784	7.0%
MARCH	86	10.7%	2,004	7.9%
APRIL	46	5.7%	1,833	7.2%
MAY	50	6.2%	2,062	8.1%
JUNE	47	5.8%	1,965	7.7%
JULY	54	6.7%	1,738	6.8%
AUGUST	63	7.8%	1,857	7.3%
SEPTEMBER	56	7.0%	2,041	8.0%
OCTOBER	88	10.9%	2,538	10.0%
NOVEMBER	85	10.6%	2,576	10.1%
DECEMBER	113	14.1%	2,701	10.6%
TOTALS	**804**	**100.0%**	**25,420**	**100%**

PEDESTRIAN INVOLVED CRASHES BY DAY OF WEEK, 2013 - 2017

DAY	---------- FATAL PEDESTRIAN CRASHES ----- ---------		---------- PEDESTRIAN CRASHES ----- ----------	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
MONDAY	107	13.3%	3,668	14.4%
TUESDAY	114	14.2%	3,947	15.5%
WEDNESDAY	105	13.1%	3,894	15.3%
THURSDAY	115	14.3%	3,891	15.3%
FRIDAY	127	15.8%	4,246	16.7%
SATURDAY	126	15.7%	3,299	13.0%

SUNDAY	110	13.7%	2,475	9.7%
TOTALS	**107**	**13.3%**	**3,668**	**14.4%**

Although improvements have been made and concerted efforts to educate all users of the roadways on pedestrian safety and awareness continue, more work is required. Education on behalf of motorists and pedestrians needs to be provided to all age groups and regularly conditioned in our young and impressionable populations.

Through education, enforcement and outreach, the DHTS will continue to strive towards reducing pedestrian injuries and fatalities in FFY 2020.

Pedestrian Safety • Analysis of Location

A table that represents the Top 15 municipalities and counties where pedestrian crashes have occurred over the last five years is seen below. The municipalities in which pedestrian crashes are the highest are some of the heaviest populated areas in New Jersey. These municipalities typically experience the highest annual totals of pedestrian crashes and injuries, mostly due to their urban environs, traffic volumes, volume of transient populations commuting, and abundance of high-volume intersections. Over the last five years; 9.48 percent of all pedestrian crashes in the State occurred in Newark, followed by Jersey City (6.08%) and Paterson (4.26%).

PEDESTRIAN INVOLVED CRASHES, TOP 15 MUNICIPALITIES AND TOP 15 COUNTIES, 2013 - 2017

RANK	MUNICIPALITY	CRASHES	% OF TOTAL	COUNTY	CRASHES	% OF TOTAL
1	**Newark City**	2,411	9.48%	**Essex**	4,835	19.02%
2	**Jersey City**	1,546	6.08%	**Hudson**	3,731	14.68%
3	**Paterson City**	1,082	4.26%	**Bergen**	3,150	12.39%
4	**Elizabeth City**	509	2.00%	**Passaic**	2,295	9.03%
5	**Irvington Township**	486	1.91%	**Middlesex**	1,743	6.86%
6	**Camden City**	464	1.83%	**Union**	1,664	6.55%

7	**Passaic City**	417	1.64%	**Camden**	1,259	4.95%
8	**East Orange City**	401	1.58%	**Monmouth**	1,073	4.22%
9	**Union City**	430	1.69%	**Ocean**	992	3.90%
10	**Lakewood Township**	388	1.53%	**Mercer**	916	3.60%
11	**Trenton City**	369	1.45%	**Atlantic**	769	3.03%
12	**Bayonne City**	363	1.43%	**Burlington**	617	2.43%
13	**Clifton City**	344	1.35%	**Morris**	612	2.41%
14	**North Bergen Township**	319	1.25%	**Somerset**	478	1.88%
15	**Hackensack City**	317	1.25%	**Cumberland**	357	1.40%

The number of pedestrian crashes that have occurred over the past five years by county and the top three municipalities for each county that had the highest volume of pedestrian crashes as well as the percent of the county total is found on the next page. Essex County (4,835 crashes) had the highest 5-year total (2013-2017) of pedestrian crashes in the State consisting of 19 percent of all pedestrian crashes up from 18.7 percent in 2012-2016. Over 50 percent of all pedestrian crashes in Essex County over the past five years occurred in Newark, followed by Irvington with 11.3 percent.

Hudson County had the second highest number of pedestrian crashes over the past five years (2013-2017) with 3,731) consisting of 14.68 percent of all pedestrian crashes. Over 40 percent of all pedestrian crashes in Hudson County over the past five years occurred in Jersey City, followed by Union City with 10.8 percent.

Though a municipality or county may not have the highest, or even second-to-highest occurrence, it may be experiencing a pedestrian crash problem. For example, Lambertville City in Hunterdon County had a 33 percent increase in pedestrian crashes in 2013-2017 compared to 2012-2016. Elizabeth City in Union County experienced a 29.6 percent increase, and Princeton in Mercer County experienced a 20 percent increase from between the 2012–2016 and 2013–2017 five-year

periods. Overall, most counties in New Jersey experienced a decrease in pedestrian crashes from 2012-2016 to 2013-2017 with the exceptions of Monmouth, Passaic and Union County. Further education and pedestrian awareness efforts should be enhanced to improve pedestrian safety, continue the decrease in pedestrian crashes overall, and avert future pedestrian fatalities.

PEDESTRIAN CRASHES, TOP 3 MUNICIPALITIES BY COUNTY

	PEDESTRIAN CRASHES 2013 - 2017	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2012 - 2016
Atlantic County	**769**		**-7.3%**
Atlantic City	345	44.9%	-10.2%
Egg Harbor Township	79	10.3%	-7.1%
Galloway Township	65	8.5%	-9.7%
Bergen County	**3,150**		**-2.7%**
Hackensack City	348	11.0%	1.2%
Fort Lee Borough	217	6.9%	-3.6%
Teaneck Township	194	6.2%	1.6%
Burlington County	**617**		**-5.2%**
Mount Laurel Township	57	9.2%	-13.6%
Willingboro Township	57	9.2%	-9.5%
Maple Shade Township	42	6.8%	0.0%
Camden County	**1,259**		**-4.0%**
Camden City	504	40.0%	-2.7%
Pennsauken Township	119	9.5%	-4.8%
Cherry Hill Township	113	9.0%	-5.8%
Cape May County	**240**		**-6.6%**
Middle Township	56	23.3%	-8.2%

Ocean City	37	15.4%	-2.6%
Lower Township	34	14.2%	0.0%
Cumberland County	**357**		**-5.6%**
Vineland City	146	40.9%	-9.9%
Millville City	92	25.8%	0.0%
Bridgeton City	87	24.4%	-5.4%
Essex County	**4,835**		**-1.3%**
Newark City	2,517	52.1%	-0.4%
Irvington Township	548	11.3%	0.2%
East Orange City	437	9.0%	0.9%
Gloucester County	**341**		**-7.6%**
Glassboro Borough	55	16.1%	3.8%
Monroe Township (Gloucester Co)	55	16.1%	-3.5%
Washington Township (Gloucester Co)	48	14.1%	-17.2%
Hudson County	**3,731**		**-3.7%**
Jersey City	1,661	44.5%	-3.7%
Union City	403	10.8%	-6.3%
Bayonne City	374	10.0%	-5.1%
	PEDESTRIAN CRASHES 2013 - 2017	**PERCENT OF COUNTY TOTAL**	**% CHANGE FROM 2012 - 2016**
Hunterdon County	**90**		**-8.2%**
Flemington Borough	20	22.2%	-4.8%
Raritan Township	17	18.9%	-19.0%
Lambertville City	12	13.3%	33.3%
Mercer County	**916**		**-6.1%**

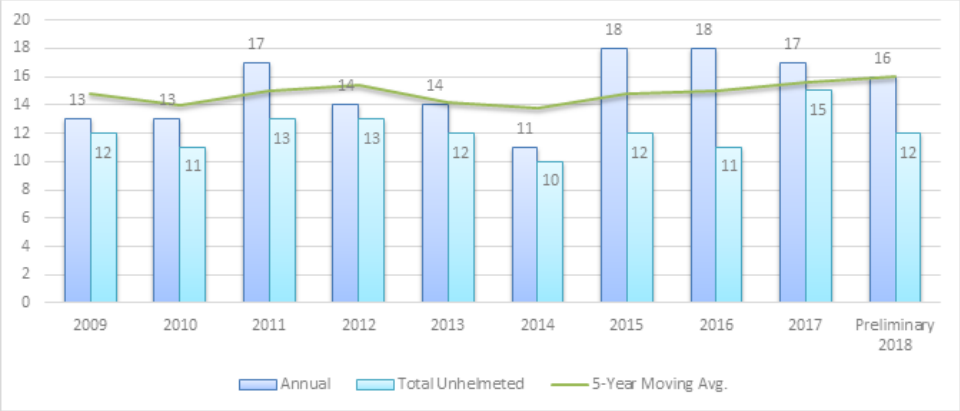
Trenton City	450	49.1%	-6.4%
Hamilton Township (Mercer Co)	156	17.0%	-9.8%
Princeton Township	96	10.5%	20.0%
Middlesex County	**1,743**		**-5.0%**
New Brunswick City	323	18.5%	-1.8%
Perth Amboy City	262	15.0%	1.9%
Woodbridge Township	243	13.9%	-5.1%
Monmouth County	**1,073**		**4.4%**
Neptune Township	110	10.3%	3.8%
Asbury Park City	108	10.1%	11.3%
Middletown Township	82	7.6%	-16.3%
Morris County	**612**		**-7.0%**
Morristown Town	124	20.3%	3.3%
Dover Township (Morris Co)	73	11.9%	-1.4%
Parsippany-Troy Hills Township	59	9.6%	-7.8%
Ocean County	**992**		**-2.3%**
Lakewood Township	392	39.5%	17.0%
Toms River Township	186	18.8%	-8.4%
Brick Township	86	8.7%	-18.9%
Passaic County	**2,295**		**0.8%**
Paterson City	1,169	50.9%	5.4%
Passaic City	479	20.9%	3.2%
Clifton City	354	15.4%	-5.9%
Salem County	**60**		**-6.3%**

Carneys Point Township	13	21.7%	-7.1%
Salem City	13	21.7%	8.3%
Mannington Township	6	10.0%	-33.3%
Somerset County	**478**		**-9.3%**
North Plainfield Borough	86	18.0%	-2.3%
Franklin Township (Somerset Co)	85	17.8%	-19.0%
Bridgewater Township	51	10.7%	-3.8%

	PEDESTRIAN CRASHES 2013 - 2017	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2012 - 2016
Sussex County	**83**		**-26.5%**
Newton Town	26	31.3%	-13.3%
Franklin Borough	8	9.6%	-27.3%
Sparta Township	8	9.6%	-42.9%
Union County	**1,664**		**2.3%**
Elizabeth City	451	27.1%	29.6%
Plainfield City	206	12.4%	-9.6%
Union Township (Union Co)	191	11.5%	-12.8%
Warren County	**115**		**-5.7%**
Phillipsburg Town	39	33.9%	18.2%
Hackettstown Town	26	22.6%	-10.3%
Washington Borough	13	11.3%	-13.3%

Bicycling activity has increased in New Jersey in recent years, including for purposes of commuting to work, running errands, riding for leisure and fitness. Over the ten-year period from 2009-2018, there have been a total of 151 bicyclist fatalities in the State, 16 occurring in 2018 alone, one fewer than 2017. Bicycle fatalities represented 2.8 percent of total roadway fatalities in 2018. As indicated in the chart, the number of bicyclist fatalities has remained rather consistent over the 10-year period, despite there being a concerted effort throughout New Jersey to enhance bicycle safety and awareness. New Jersey identifies an area of cyclist education in the area of helmet use, as 75 percent of fatally injured bicyclists were not wearing a helmet in 2018, down from 88.2 percent in 2017.

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



In 2017, bicycles were involved in 0.7 percent of all crashes in the State. Outreach and education efforts have been made throughout the state to enhance the awareness of cyclists riding in roadways. However, the non-fatal injury rate in 2017 is higher than the 5-year average (16.83 non-fatal injuries per 100,000 population in 2017 vs 15.14 5-year average) The fatal injury rate in 2017 is also higher than the 5-year average (0.19 fatal injuries per 100,000 population vs 0.17).

BICYCLIST INJURIES BY SEVERITY, 2013 - 2017

	2013	2014	2015	2016	2017	AVERAGE
KILLED	14	11	18	18	17	**16**
TOTAL INJURED	1,277	1,148	1,372	1,469	1,503	**1,354**
SUSPECTED	29	26	33	38	37	**33**

SERIOUS INJURY (A)						
SUSPECTED MINOR INJURY (B)	483	437	499	554	508	**496**
POSSIBLE INJURY (C)	765	685	840	877	958	**825**
NO APPARENT INJURY	704	741	565	483	489	**596**
FATALITY RATE PER 100,000 POPULATION	0.16	0.12	0.20	0.20	0.19	**0.17**
NON-FATAL INJURY RATE PER 100,000 POPULATION	14.33	12.84	15.32	16.36	16.83	**15.14**
TOTAL BICYCLE CRASHES	**2,010**	**1,863**	**1,959**	**1,923**	**1,925**	**1,936**

Most crashes with bicyclists had one or more factors reported. The most common factor for cyclists involved in crashes from 2013-2017 was "None (Driver/Pedalcyclist)" (3,632 or 36%) followed by "Driver Inattention" (1,790 or 17.7%). "Other Driver/Pedalcyclist Action" was cited next most frequently (1,468 or 14.5%), followed by "Failure to Yield the Right of Way to Vehicle/Pedestrian" (699 or 6.9%).

BICYCLIST CONTRIBUTING CIRCUMSTANCES, 2013 - 2017

CONTRIBUTING CIRCUMSTANCE	BICYCLISTS CITED	% OF BICYCLISTS IN CRASHES
Driver Inattention	1,790	17.7%
Failed to Yield Right of Way to Cyclist	699	6.9%
Wrong Way	574	5.7%
Failed to Obey Traffic Control Device	494	4.9%
Failure To Keep Right (Cyclist)	341	3.4%
Brakes	116	1.1%
Improper Use/No Lights	110	1.1%
Failed to Obey Traffic Signal	104	1.0%
Unsafe Speed	102	1.0%
Improper Passing	100	1.0%
Improper Turning	83	0.8%
None	3,632	36.0%
Other Driver/Pedalcyclist Action	1,468	14.5%
Unknown	540	5.3%
TOTAL BICYCLISTS INVOLVED IN CRASHES	**10,096**	**100.00%**

There are many other circumstances present in bicyclist involved crashes. Many of these circumstances are overlapping and aid in New Jersey's understanding of crash occurrences that have multiple causation factors. A representation of crashes involving bicyclists and how they combine with other performance areas can be found below. From 2013-2017, 3.6 percent of crashes involved drugs or alcohol impairment. About 14 percent of crashes involving bicyclists also involved older drivers, 5.1 percent involved a younger driver and 35 percent involved a distracted driver.

BICYCLE CRASHES BY PERFORMANCE AREA, 2013 – 2017

BICYCLES AND...	2013	2014	2015	2016	2017	TOTAL	5 YR AVG	% OF 5 YR TOT
ALCOHOL INVOLVEMENT	72	69	73	67	69	**350**	70	3.6%
DRUG INVOLVEMENT	3	2	3	1	2	**11**	2	0.1%
DISTRACTED DRIVING	738	641	706	650	662	**3,397**	679	35.3%
UNSAFE SPEED	8	20	13	22	14	**77**	15	0.8%
YOUNG DRIVERS	114	88	90	90	110	**492**	98	5.1%
OLDER	283	265	273	273	252	**1,346**	269	14.0%

DRIVERS								
MOTORCYCLES	8	11	9	8	6	**42**	8	0.4%
TOTAL BICYCLE INVOLVED CRASHES	**1,980**	**1,843**	**1,959**	**1,923**	**1,925**	**9,630**	**1,926**	**100.0%**

Bicycle Safety • Analysis of Age/Gender

Crashes involving bicycles continue to be a concern for younger travelers. Riders in the age group 0-15 years of age accounted for 13.2 percent of all bicycle related crashes from 2013-2017, the largest percentage of all age groups. Meanwhile, the 16-20-year-old rider accounted for the second largest age group, at 11.7 percent. A breakdown of age group and gender of bicyclists injured in crashes is depicted below. Male riders heavily outweigh the number of female riders in every age group and accounted for at least 81 percent of all cyclists involved in crashes over the last five years. As seen in the table, younger cyclists experience the highest numbers of crashes with motor vehicles, mostly due to their lack of access to other modes of personal conveyance (i.e. driving), and the fact that younger people are still gaining experience bicycling in and around roadways and developing motor skills.

The younger the cyclist the more prone they are to have a conflict with a motor vehicle. According to the data, as the age of the bicyclist increases, there is a decrease in the number of crashes experienced. Overall, in 2018 bicycle fatalities represented roughly 2.8 percent of annual roadway fatalities in the State.

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

% OF BICYCLISTS INVOLVED IN CRASHES BY AGE GROUP AND GENDER, 2013 - 2017

AGE GROUP	% OF BICYCLISTS IN CRASHES	MALE	FEMALE	UNKNOWN
0-15	13.2%	10.9%	2.0%	5.1%
16-20	11.7%	9.7%	1.8%	5.3%
21-25	7.9%	6.5%	1.3%	4.3%
26-30	5.9%	4.9%	0.9%	1.9%
31-35	5.6%	4.6%	0.9%	2.4%
36-40	4.7%	4.0%	0.7%	1.9%
41-45	5.0%	4.2%	0.7%	3.1%
46-50	5.7%	4.8%	0.9%	2.2%
51-55	7.0%	5.9%	0.9%	2.7%
56-60	5.3%	4.5%	0.8%	1.4%
61-65	3.1%	2.8%	0.3%	0.7%
66+	6.0%	5.0%	1.0%	1.0%
UNKNOWN	18.9%	13.9%	2.2%	2.8%
TOTALS	**100.0%**	**81.7%**	**14.2%**	**4.1%**

Bicycle Safety • Analysis of Occurrence

The occurrence of crashes involving bicycles by month and by day of week provides insight as to why crashes between motor vehicles and bicyclists occur. During the period from 2013-2017, the months that experienced the highest volume of bicycle crashes were July and August with 1,364 and 1,401 crashes, respectively. July and August each accounted for 14.1 and 14.5 percent, respectively of all crashes involving bicycles over the past five years. As expected, the warmer months accounted for the highest rates of occurrence, with May through September making up 63 percent of all crashes that occurred. According to the data, the Day of Week occurrence does not vary greatly from day-to-day, although Fridays have higher occurrences.

BICYCLE INVOLVED CRASHES BY MONTH, 2013 - 2017

MONTH	---------- FATAL BICYCLE CRASHES ----- ----------		---------- -- BICYCLE CRASHES ----- ----------	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
JANUARY	5	6.5%	268	2.8%
FEBRUARY	3	3.9%	245	2.5%
MARCH	6	7.8%	375	3.9%
APRIL	2	2.6%	648	6.7%
MAY	6	7.8%	965	10.0%
JUNE	10	13.0%	1,203	12.4%
JULY	3	3.9%	1,364	14.1%
AUGUST	9	11.7%	1,401	14.5%
SEPTEMBER	11	14.3%	1,194	12.3%
OCTOBER	12	15.6%	940	9.7%
NOVEMBER	5	6.5%	607	6.3%
DECEMBER	5	6.5%	470	4.9%
TOTALS	**77**	**100.0%**	**9,680**	**100.0%**

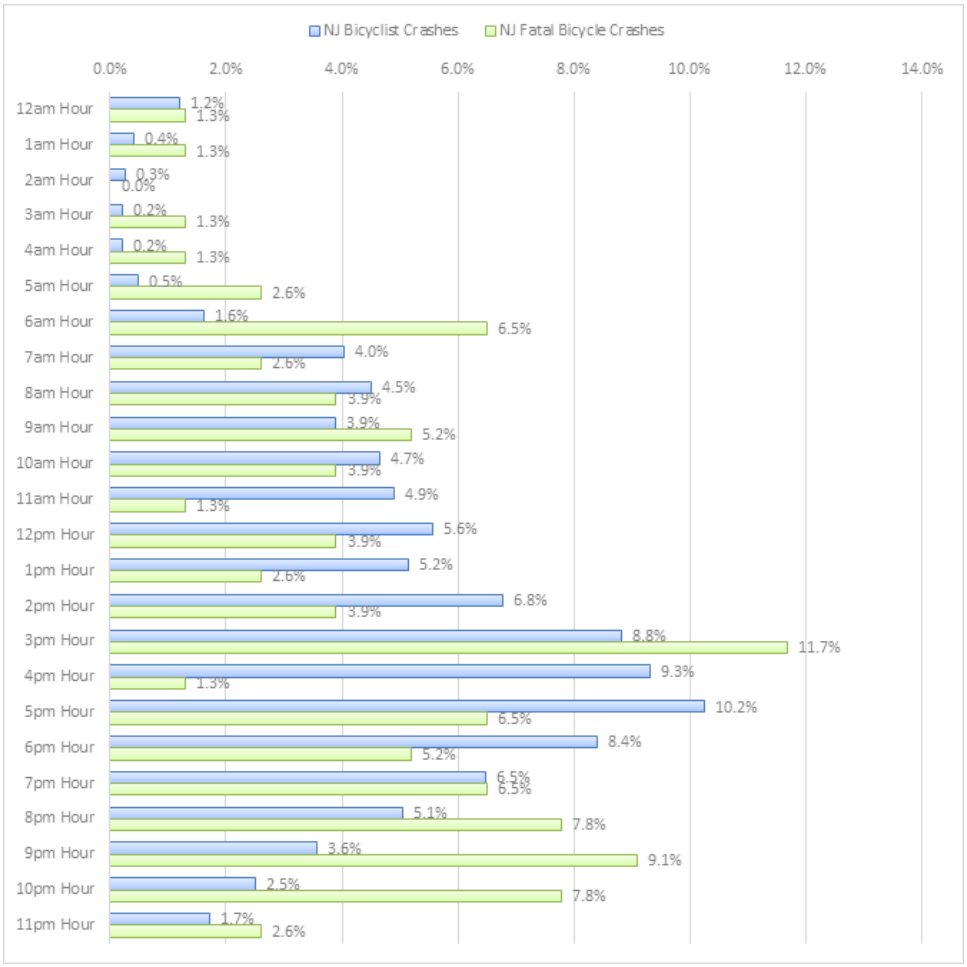
BICYCLE INVOLVED CRASHES BY DAY OF WEEK, 2013 - 2017

DAY	---------- FATAL BICYCLE CRASHES ----- ----------		---------- -- BICYCLE CRASHES ----- ----------	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE

MONDAY	15	19.5%	1,406	14.5%
TUESDAY	11	14.3%	1,423	14.7%
WEDNESDAY	12	15.6%	1,448	15.0%
THURSDAY	7	9.1%	1,377	14.2%
FRIDAY	9	11.7%	1,496	15.5%
SATURDAY	12	15.6%	1,367	14.1%
SUNDAY	11	14.3%	1,163	12.0%
TOTALS	**77**	**100.0%**	**9,680**	**100.0%**

Similar to the trend seen in overall motor vehicle crashes, the majority of bicycle related crashes occur within the afternoon commuting times of 3pm – 6:59pm accounting for 36.8 percent of total bicycle related crashes from 2013-2017. This is due to the increased volume of both bicyclists and motor vehicles operating on the same roadways during those hours. Over the past five years, the deadliest times for bicycle riders have been the 6pm hour through the 10pm hour representing only 25 percent of the possible exposure hours, but 36.4 percent of all bicyclist fatalities.

BICYCLE CRASH % VERSUS FATAL BICYCLE CRASH % BY TIME OF DAY, 2013 - 2017



Bicycle Safety • Analysis of Location

The top ten municipalities have been identified where crashes have occurred over the last five years. Although there is a strong correlation between higher population and a higher number of bicycle crashes occurring in a given municipality, there are some additional towns that make the top ten list, such as Lakewood, Passaic, and Union City, which have higher levels of bicycle crashes than their population alone would dictate. Lakewood Township is the only suburban area that made the top ten list. Over the last five years, 5.74 percent of all crashes involving cyclists in the State occurred in Jersey City, followed by Newark (4.15%) and Camden (2.18%).

The number of bicycle crashes that have occurred over the past five years for each county along with the top three municipalities for each county by the highest volume of bicycle crashes can be found on the next page. Hudson County (1,209 crashes) had the highest five-year total of bicycle crashes in the State making up 12.49 percent of all bicycle crashes over the past five years. Forty-six percent of all bicycle crashes in Hudson County occurred in Jersey City, followed by Union City with 12.8 percent.

BICYCLIST INVOLVED CRASHES, TOP 10 MUNICIPALITIES AND TOP 15 COUNTIES, 2013 - 2017

RANK	MUNICIPALITY	CRASHES	% OF TOTAL	COUNTY	CRASHES	% OF TOTAL
1	**Jersey City**	556	5.74%	**Hudson**	1,209	12.49%
2	**Newark City**	402	4.15%	**Bergen**	1,097	11.33%
3	**Camden City**	211	2.18%	**Essex**	858	8.86%
4	**Lakewood Township**	199	2.06%	**Monmouth**	781	8.07%
5	**Paterson City**	192	1.98%	**Ocean**	698	7.21%
6	**Union City**	155	1.60%	**Middlesex**	659	6.81%
7	**Passaic City**	141	1.46%	**Union**	596	6.16%
8	**Elizabeth City**	139	1.44%	**Camden**	590	6.10%
9	**Atlantic City**	138	1.43%	**Passaic**	554	5.72%
10	**Hoboken City**	119	1.23%	**Atlantic**	412	4.26%

Bergen County had the second highest number of bicycle crashes over the past five years (1,097) accounting for 11.33 percent of all bicycle crashes. Eight percent of all bicycle crashes over the past five years in Bergen County occurred in Hackensack, followed by Fort Lee (6.9%).

It is important to analyze trends occurring in municipalities throughout the State, not only for the highest volumes of bicycle crashes, but also the changes seen over time. Though a municipality may not have the highest, or even second-to-highest occurrences, it may be experiencing an increase in crashes. For example, Elizabeth City in Union County had a 40.4 percent increase in bicycle crashes over the last five years, increasing from a five-year cumulative total in 2012-2016 of 99 to 139 in 2013-2017. Further education and bicycle awareness efforts should be enhanced in these types of communities that are experiencing cumulative increases.

BICYCLE CRASHES, TOP 3 MUNICIPALITIES BY COUNTY

	BICYCLE CRASHES 2013 - 2017	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2012 - 2016
Atlantic County	**412**		**-6.4%**
Atlantic City	138	33.5%	-10.4%
Egg Harbor Township	57	13.8%	0.0%
Ventnor City	31	7.5%	-3.1%
Bergen County	**1097**		**0.2%**
Hackensack City	92	8.4%	-7.1%
Fort Lee Borough	76	6.9%	2.7%
Garfield City	62	5.7%	0.0%
Burlington County	**296**		**-8.1%**
Willingboro Township	29	9.8%	-6.5%
Mount Laurel Township	27	9.1%	-3.6%
Evesham Township	25	8.4%	-16.7%
Camden County	**590**		**-8.5%**
Camden City	211	35.8%	-10.6%
Cherry Hill Township	63	10.7%	-11.3%
Collingswood Borough	33	5.6%	3.1%
Cape May County	**347**		**-4.9%**
Ocean City	70	20.2%	-2.8%
Wildwood City	70	20.2%	-2.8%
Lower Township	41	11.8%	0.0%

Cumberland County	**197**		**-4.8%**
Vineland City	101	51.3%	-1.9%
Millville City	48	24.4%	-5.9%
Bridgeton City	31	15.7%	-3.1%
Essex County	**858**		**1.5%**
Newark City	402	46.9%	1.5%
East Orange City	71	8.3%	10.9%
Irvington Township	50	5.8%	-2.0%
Gloucester County	**209**		**-5.4%**
Glassboro Borough	35	16.7%	-10.3%
Monroe Township (Gloucester Co)	30	14.4%	0.0%
Woodbury City	24	11.5%	-17.2%
Hudson County	**1209**		**2.0%**
Jersey City	556	46.0%	-1.6%
Union City	155	12.8%	-1.9%
Hoboken City	119	9.8%	8.2%
	BICYCLE CRASHES 2013 - 2017	**PERCENT OF COUNTY TOTAL**	**% CHANGE FROM 2012 - 2016**
Hunterdon County	**62**		**-7.5%**
Raritan Township	15	24.2%	36.4%
Flemington Borough	13	21.0%	0.0%
Readington Township	6	9.7%	-25.0%
Mercer County	**378**		**-8.0%**
Trenton City	100	26.5%	-19.4%
Hamilton Township (Mercer Co)	69	18.3%	-2.8%

Princeton Township	63	16.7%	5.0%
Middlesex County	**659**		**-3.7%**
New Brunswick City	101	15.3%	-3.8%
Edison Township	80	12.1%	-11.1%
Woodbridge Township	72	10.9%	-4.0%
Monmouth County	**781**		**-4.2%**
Asbury Park City	90	11.5%	13.9%
Neptune Township	87	11.1%	-8.4%
Middletown Township	55	7.0%	-5.2%
Morris County	**311**		**-4.9%**
Morristown Town	41	13.2%	0.0%
Madison Borough	24	7.7%	-4.0%
Pequannock Township	23	7.4%	-14.8%
Ocean County	**698**		**-7.8%**
Lakewood Township	199	28.5%	-5.2%
Brick Township	84	12.0%	-1.2%
Toms River Township	81	11.6%	-18.2%
Passaic County	**554**		**0.4%**
Paterson City	192	34.7%	6.1%
Passaic City	141	25.5%	-3.4%
Clifton City	106	19.1%	-3.6%
Salem County	**41**		**7.9%**
Pennsville Township	11	26.8%	120.0%
Mannington Township	6	14.6%	-50.0%
Salem City	6	14.6%	50.0%

Somerset County	**281**		**-4.7%**
Franklin Township (Somerset Co)	74	26.3%	-1.3%
Bridgewater Township	33	11.7%	-8.3%
Bound Brook Borough	24	8.5%	-7.7%
	BICYCLE CRASHES 2013 - 2017	**PERCENT OF COUNTY TOTAL**	**% CHANGE FROM 2012 - 2016**
Sussex County	**42**		**0.0%**
Sparta Township	7	16.7%	-30.0%
Hopatcong Borough	5	11.9%	150.0%
Newton Town	4	9.5%	0.0%
Union County	**596**		**1.0%**
Elizabeth City	139	23.3%	40.4%
Plainfield City	100	16.8%	-6.5%
Union Township (Union Co)	53	8.9%	3.9%
Warren County	**62**		**-1.6%**
Phillipsburg Town	17	27.4%	6.3%
Hackettstown Town	16	25.8%	-11.1%
Washington Borough	7	11.3%	0.0%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	177.5
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	16.5

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: Elementary-age Child Bicyclist Training

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project 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 bicycle rodeos. 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.

Linkage Between Program Area

The overall number of bicycle fatalities in the state decreased by one in 2018 to 16, representing a 10 percent decrease since 2016. Riders in the age group 0-15 years of age accounted for 13.2 percent of all bicycle related crashes from 2013-2017, the largest percentage of all age groups. 75 percent of fatally injured bicyclists were not wearing a helmet in 2018, down from 88.2 percent in 2017..

Rationale

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). In France, voluntary helmet use increased from 7.3% in 2000 to 22% in 2010. During that time period, national public awareness and informational campaigns were initiated and carried out promoting helmet use among youth, adults with children, and the general population (Richard, Thélot, & Beck, 2013).

A Canadian program, Operation Headway, involving enforcement of bike helmet legislation, education, rewards for wearing and economic penalties for non-wearing, and provision of helmets to low-income groups was evaluated by Lockhart, Fenerty, and Walling (2010). The researchers found the program increased wearing rates (based on observations pre- and post-intervention), increased knowledge and commitment to wearing a helmet, saw greater public awareness of the law through media tracking, and improved relationships between police and the public (based on anecdotal evidence).

Moreover, further efforts are needed to encourage parents and authority figures (e.g., law enforcement officers, school officials and staff, and health-care professionals) to reinforce and model desired behaviors including the use of a properly fitted bicycle helmet every ride (Maitland, 2013).

A Cochrane review of studies of pedestrian and bicycle conspicuity aids concluded that "fluorescent materials in yellow, red, and orange improved driver detection during the day..." (Kwan & Mapstone, 2004). Even low beam headlights can illuminate figures wearing florescent materials hundreds of feet away, much farther than figures wearing normal clothing (NCHRP, 2004, Strategy B5; NCHRP, 2008, Strategy F2). One study among a cohort of riders who had participated in a large mass bicycle event found results suggesting that consistent use of fluorescent colors provides a protective effect against crashes and injuries (Thornley, Woodward, Langley, Ameratunga, & Rodgers, 2008).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Bicycle Safety Education	Local Education Programs

Planned Activity: Local Education Programs

Planned activity number: **Bicycle Safety Education**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funds will be provided to educate bicyclists about the dangers associated with not wearing a helmet while riding. Basic overall education, particularly to those under the age of 17, in the form of community wide education programs on the benefits of wearing a bicycle/safety helmet will be provided. Education and information will also be provided to bicyclists riding between the hours of sunset and sunrise when they are not conspicuous to motorists.

Community-wide education and enforcement efforts will be implemented in various communities to increase bicycle helmet usage. A media and public information campaign will coincide with several bicycle safety clinics in which properly sized and fitted bicycle helmets will be addressed. Education will also be provided on the importance of increasing the visibility of night-time bicyclists in an effort to increase the safety for this group of high-risk cyclists.

Funds will be used to pay for officer overtime, materials for use at safety talks, and printed material that will be handed out to participants at various training programs.

Intended Subrecipients

Municipal and State Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Elementary-age Child Bicyclist Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405h Nonmotorized Safety	405h Public Education	$150,000.00	$0.00	$90,000.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

The program managers will work with and coordinate the development, implementation and monitoring of all tasks and activities called for under the pedestrian/bicycle safety section of the plan.

Linkage Between Program Area

Program managers will continue to support and manage the non-motorized safety public information campaigns, educational programs as well as the many enforcement funded initiatives.

Rationale

NA

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Non-Motorized Prog. Mgt.	Program Management

Planned Activity: Program Management

Planned activity number: **Non-Motorized Prog. Mgt.**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funds will be provided for program managers to coordinate, monitor and evaluate projects focused on pedestrian and bicycle safety at the local, county and State level. Funds will be used for salaries, fringe benefits, travel and other administrative costs that may arise for program supervisors and their respective staff. Salaries and fringe benefits represent $100,000 of the budgeted amount and another $40,000 is budgeted for travel and other miscellaneous expenditures..

Intended Subrecipients

In-house DHTS grant.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy

Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$140,000.00	$0.00	$0.00

Countermeasure Strategy: Targeted Enforcement and Education

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

Reducing pedestrian crashes, fatalities and injuries continues to be a challenge. 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. 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.

Because of the extent of the pedestrian problem in the State, there has been an increase in interagency coordination to address pedestrian safety as a shared problem. Collaborations between State and local governments and State and local law enforcement agencies have been productive.

Linkage Between Program Area

The State's pedestrian fatality rate consistently exceeds the national average. Although this number fluctuates, in a typical year approximately 30 percent of fatalities are pedestrian related. Pedestrian crashes represent the second largest category of motor vehicle fatalities and injuries in the State. Pedestrian fatalities decreased in 2018 by three percent. By working with all the State's safety partners, pedestrian safety measures in the three E's will continue to be implemented at identified problem areas throughout the State in an effort to reduce pedestrian crashes, fatalities and injuries. Enforcement of laws related to bicycling is 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. Rationale

Targeted enforcement can be employed for a wide range of purposes in a wide range of circumstances, so effectiveness is context dependent. 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. Yielding also increased at the comparison sites, although not by the same degree. Driver awareness of the enforcement, especially awareness of the enforcement-related feedback signs, also increased to a high level (from 13% at baseline to 78% at the end of the year).

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, 9th Edition, 2017).

The State Highway Safety Office can help ensure correct riding through communications and outreach campaigns and through training law enforcement officers about the laws, the safety benefits of obeying the laws and how to enforce bicycle safety-related laws. Law enforcement can also reinforce active lighting and helmet use laws in effect by stopping and educating offending bicyclists as well as writing citations if appropriate. (Countermeasures That Work, 9th Edition, 2017).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Targeted Enforcement/Ed.	Enforcement/Education Programs

Planned Activity: Enforcement/Education Programs

Planned activity number: **Targeted Enforcement/Ed.**

Primary Countermeasure Strategy ID:

Planned Activity Description

Pedestrian crashes occur for a variety of reasons, including errors in judgment by pedestrians and drivers or shortcomings in traffic engineering. Funds will be provided to develop and implement pedestrian safety campaigns in communities that have a high incidence of pedestrian crashes,

injuries and fatalities. Emphasis will be placed on citing those motorists who fail to stop for pedestrians in the crosswalk. Funds will be used for overtime enforcement and for printed materials to reinforce safety messages and campaign themes.

A list of the top 100 municipalities, which experienced the highest number of pedestrian crashes over the last five-year period, will be used to target programmatic efforts to decrease pedestrian crashes and injuries. Resources will be targeted into these municipalities, with the cooperation of other statewide partners who can assist in the effort. Annual pedestrian grants will be provided these local jurisdictions to allow for sustained enforcement, backed up by consistent awareness efforts and messaging.

As per the Evidenced Based Enforcement section of this HSP, pedestrian crash weighting factors will also be considered to target pedestrian safety enforcement and educational grant programs. Also, the Crash Analysis Tool will assist in new targeted pedestrian safety programs in locations including the City of Trenton.

To further support and enhance the enforcement efforts, the "Street Smart NJ" educational campaign will be the primary messaging 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.

Many of the grant funded law enforcement agencies will utilize the Pedestrian Decoy enforcement program to apprehend drivers who fail to stop for pedestrians at intersections and crosswalks. Police officers in plain clothes will pose as pedestrians in marked crosswalks, while other officers watch for violations. Drivers failing to stop will be issued a citation. Officers involved in the enforcement effort will also educate drivers about current pedestrian laws, requiring drivers to stop and remain stopped, and emphasize to pedestrians the need to use due care and not jaywalk or step into traffic outside the required crossing points.

In terms of partnerships, many statewide agencies have a stake in this important 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. In addition, the DHTS will receive assistance in project selection from the New Jersey Bicycle and Pedestrian Advisory Council (BPAC) which is coordinated by the Voorhees Transportation Center, in conjunction with the New Jersey Department of Transportation. The BPAC advises on policies, programs, research, and priorities to advance bicycling and walking as safe and viable forms of transportation and recreation. Members of the Council include bicycle and pedestrian advocates, engineering and planning professionals, and members from local, county and State agencies representing the transportation, health, environmental, and enforcement fields.

Pedestrian safety overtime hours will be worked at the top pedestrian crash locations in Hudson County, specifically those in which Route 501 (JFK Boulevard) passes through, as part of ongoing evidence-based traffic enforcement effort. Extra enforcement patrols, both uniform and plain clothes, will be utilized at hotspot locations. The purpose of the extra patrols will be to focus on

drivers who fail to stop for pedestrians within crosswalks and also to pedestrians who do not use proper cross walks when crossing the roadway.

Other resources include the Department of Transportation's Pedestrian Safety Improvement Program that identifies high risk locations. The program provides for the development and implementation of pedestrian safety elements at locations based on the frequency and severity of crashes. The safety improvements include engineering improvements such as crosswalks, sidewalks, and high-intensity activated crosswalk beacons. It is critical that the DHTS coordinate with DOT on these efforts by offering assistance to implement enforcement and education countermeasures.

The Department of Transportation also advances the *Complete Streets* policies that promote safety for pedestrians, bicyclists and other users of the roadways. This is accomplished through the planning, design, construction, maintenance and operation of new and rehabilitated transportation facilities.

The enforcement initiative previously discussed will be supplemented by the State Pedestrian Safety Enforcement and Education Fund which is a repository for monies provided pursuant to subsection c. of N.J.S.A 39:4-36. Under the statute, a motorist must stop for a pedestrian crossing in the roadway in a marked crosswalk. Failure to stop may result in a fine not to exceed $200. A total of $100 of such fine is dedicated to the Fund to be used to award grants to municipalities and counties with pedestrian safety problems. In addition to compensation for law enforcement officers, the monies from the Fund can be used for the following initiatives: engineering and design of traffic signs; purchasing and installing of traffic signs; educational or training materials or media campaigns concerning pedestrian safety; compensation for authorized crossing guards assigned to an intersection, crosswalk, or other roadway; and other commodities. The State Pedestrian Safety Enforcement and Education Fund monies are an important matching component of the DHTS pedestrian safety program efforts.

DHTS will continue to work with its Federal, State, local and non-profit partners as part of the Pedestrian Safety workgroup to develop a standardized training curriculum for law enforcement agencies to assist law enforcement officers in understanding the factors associated with pedestrian crashes, developing countermeasures and enforcement strategies, and recognizing the importance of complete and accurate crash reporting. In addition, the group will review the 2014 Pedestrian Action Plan and provide recommendations for revisions to the Plan.

Intended Subrecipients

Municipal and State Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Targeted Enforcement and Education

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405h Nonmotorized Safety	405h Law Enforcement	$1,550,000.00	$947,466.00	$1,550,000.00

Program Area: Occupant Protection (Adult and Child Passenger Safety)

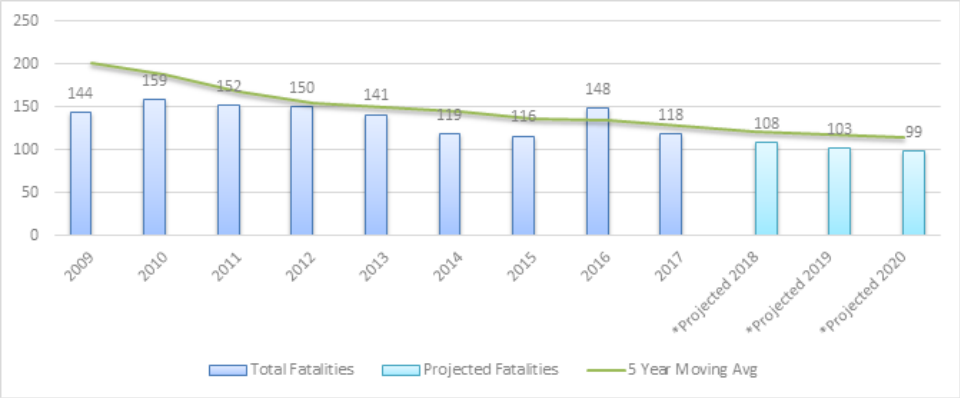
Description of Highway Safety Problems

OCCUPANT PROTECTION

General Overview

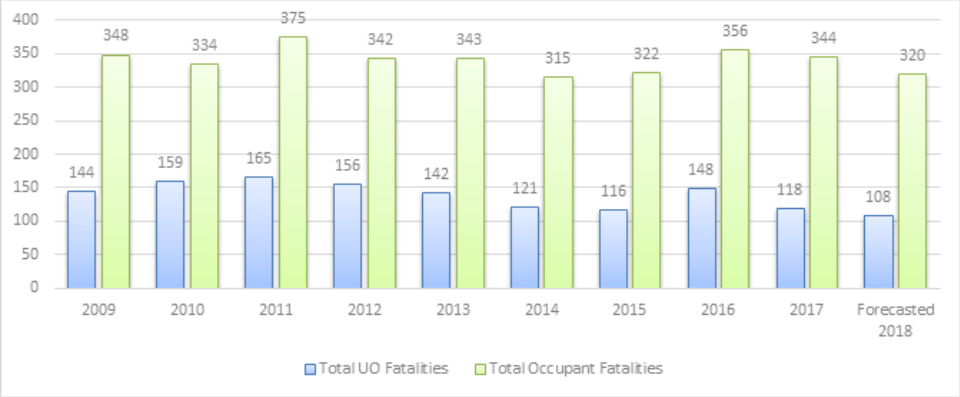
Proper use of seat belts by occupants within motor vehicles is one of the most effective ways of reducing traffic fatalities in motor vehicle crashes. According to NHTSA, approximately 15,000 lives are saved annually in the United States because an occupant was wearing their seatbelt at the time of the crash. Not wearing a seatbelt in motor vehicle crashes not only poses an enormous threat to one's own life, but to all other occupants within the vehicle. In 2017, New Jersey experienced over 3,400 crashes where an occupant was not wearing his or her seat belt, resulting in 118 fatalities.

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



Although final fatal counts are not available at this time, projections estimate 108 people died in motor vehicle crashes that were not wearing their seat belt in 2018, representing 33.8 percent of all occupant fatalities that occurred in the State. This represents a decrease from 2017 when 34.3 percent of fatally injured occupants were unbuckled.

PROPORTION OF UNRESTRAINED OCCUPANT FATALITIES VERSUS TOTAL OCCUPANT FATALITIES



NHTSA estimates that in 2017, the lives of 241 motor vehicle occupants in New Jersey were saved because of seat belt use at the time of the crash. It is also estimated that if every occupant within a motor vehicle is using belts at the time of the crash, 23 additional lives would have been saved in 2017.

Analysis of Usage in Crashes

The 2018 usage rate of 94.46 percent of front-seat occupants obtained in the annual seatbelt survey is 0.39 percent higher than the usage rate observed in 2017 and higher than the nationwide seat belt usage rate of 90 percent (2017).

FRONT-SEAT SAFETY BELT USAGE RATE, 1998 - 2018

YEAR	NEW JERSEY --			UNITED STATES --		
	Front-Seat Usage Rate	Percentage Change	Reduction in Non-Use	Front-Seat Usage Rate	Percentage Change	Reduction in Non-Use
1998	63.0%	-	-	62 – 70%	-	-
1999	63.3%	+ 0.30%	0.8%	67%	-	
2000	74.2%	+10.90%	29.7%	71%	4%	12%
2001	77.6%	+ 3.40%	13.2%	73%	2%	7%
2002	80.5%	+ 2.90%	12.9%	75%	2%	7%
2003	81.2%	+ 0.70%	3.6%	79%	4%	16%
2004	82.0%	+ 0.80%	4.3%	80%	1%	5%
2005	85.5%	+ 3.50%	19.4%	82%	2%	10%
2006	89.97%	+ 4.47%	30.8%	81%	-1%	-6%
2007	91.36%	+ 1.39%	13.9%	82%	1%	5%
2008	91.75%	+ 0.39%	4.5%	83%	1%	6%

2009	92.67%	+ 0.92%	11.2%	84%	1%	6%
2010	93.73%	+ 1.06%	14.4%	85%	1%	6%
2011	94.51%	+ 0.78%	12.5%	84%	-1%	-7%
2012	88.29%	- 6.22%	-113.3%	86%	2%	13%
2013	91.00%	+ 2.71%	23.1%	87%	1%	7%
2014	87.59%	- 3.41%	-37.9%	87%	0%	0%
2015	91.36%	+ 3.77%	30.4%	89%	2%	15%
2016	93.35%	+ 1.99%	23.0%	90%	1%	9%
2017	94.07%	+ 0.72%	10.9%	90%	0%	-4%
2018	94.46%	+ 0.39%	6.6%			

Seat belt usage for rear-seat passengers in passenger motor vehicles was also observed in the 2018 survey. In total, 2,240 vehicles with a total of 7,275 drivers and occupants were observed in the survey. Of the occupants, 3,383 or 46.5 percent of the occupant observations made were of rear-seat passengers.

Usage rates for rear-seat passengers by seating position and age reveal that 54 percent of surveyed rear-seat passengers use a safety belt, down from 79 in 2017. Children between the age of 0 and 8 years of age had the highest usage rate of 77 percent, compared to a usage rate of 93 percent in 2017. Passengers between the age of 8 and 18 had the next highest usage rate of 60 percent, less than the observed rate in 2017 of 70 percent. The lowest usage rate occurred for adults greater than 18 years of age, having a usage rate of 39 percent, less than the observed rate in 2017 of 48 percent.

SURVEY DATA FOR REAR-SEAT PASSENGER SAFETY BELT USAGE, 2018

Vehicle Type	------- -- USING SAFETY BELT	------- NOT USING SAFETY BELT	------- ------- ---- % USAGE - -------	TOTAL

		TS ----------			TS ----------			----------			
		Left[1]	Middle[2]	Right[3]	Left	Middle	Right	Left	Middle	Right	
ADULT	PC[4]	144	27	154	262	71	303	35%	28%	34%	34%
	SUV	39	10	38	39	9	29	50%	53%	57%	53%
	VAN	125	29	128	149	62	142	46%	32%	47%	44%
	TOTAL	308	66	320	450	142	474	41%	32%	40%	39%
YOUNG	PC	64	42	54	57	28	53	53%	60%	50%	54%
	SUV	31	13	21	4	8	12	89%	62%	64%	73%
	VAN	102	45	89	52	39	53	66%	54%	63%	62%
	TOTAL	197	100	164	113	75	118	64%	57%	58%	60%
CHILD	PC	82	40	111	33	19	49	71%	68%	69%	70%
	SUV	30	18	49	11	4	7	73%	82%	88%	82%
	VAN	127	48	155	34	14	25	79%	77%	86%	82%
	TOTAL	239	106	315	78	37	81	75%	74%	80%	77%
TOTALS	PC	290	109	319	352	118	405	45%	48%	44%	45%
	SUV	100	41	108	54	21	48	65%	66%	69%	67%
	VAN	354	122	372	235	115	220	60%	51%	63%	60%
	TOTAL	744	272	799	641	254	673	54%	52%	54%	54%

[1]Left — position behind the driver, [2]Middle — position behind front row occupants, [3]Right — position behind front-seat passenger, [4]PC — passenger car

Restraint use was also determined for each vehicle type surveyed (passenger cars, pickup trucks, vans and sport utility vehicles). The table shows usage rates for drivers and passengers for each vehicle type. Sport utility vehicles had the highest overall usage rate of 96.3 percent, followed by passenger cars which shared a usage rate of 94.8 percent. Similar to national trends, pickup trucks had the lowest usage rate of 92.65 percent, although this rate is up from 90.51 percent in 2017.

SURVEY DATA FOR DRIVER AND PASSENGER SAFETY BELT USAGE, 2016 - 2018 CAMPAIGNS

	Vehicle Type	-- USING SAFETY BELTS --		-- NOT USING SAFETY BELTS --		------- --- UNKNOWN ----- -----		------- ----- % USAGE -- ------- ---		TOTAL
		Driver	Passenger	Driver	Passenger	Driver	Passenger	Driver	Passenger	
POST-CAMPAIGN SURVEY (2018)	**PC[4]**	**20,260**	**3,979**	**1,062**	**260**	**79**	**5**	**95.02 %**	**93.87 %**	**94.83 %**
	PUT[5]	**3,182**	**588**	**251**	**48**	**33**	**5**	**92.69 %**	**92.45 %**	**92.65 %**
	SUV	**17,511**	**4,245**	**647**	**189**	**84**	**9**	**96.44 %**	**95.74 %**	**96.30 %**

	VAN	**3,391**	**943**	**155**	**84**	**16**	**0**	**95.63 %**	**91.82 %**	**94.77 %**
	TOTAL	**44,344**	**9,755**	**2,115**	**581**	**212**	**19**	**95.45 %**	**94.38 %**	**95.25 %**
POST-CAMPAIGN SURVEY (2017)	**PC**	**24,789**	**4,963**	**1,146**	**431**	**325**	**111**	**95.58 %**	**92.01 %**	**94.97 %**
	PUT	**3,682**	**694**	**341**	**118**	**567**	**1**	**91.52 %**	**85.47 %**	**90.51 %**
	SUV	**19,111**	**4,854**	**745**	**333**	**191**	**4**	**96.25 %**	**93.58 %**	**95.70 %**
	VAN	**4,258**	**1,273**	**183**	**110**	**100**	**2**	**95.88 %**	**92.05 %**	**94.97 %**
	TOTAL	**51,840**	**11,784**	**2,415**	**992**	**1183**	**118**	**95.55 %**	**92.24 %**	**94.92 %**
POST-CAMPAIGN SURVEY (2016)	**PC**	**36,224**	**6,663**	**2,118**	**452**	**69**	**5**	**94.48 %**	**93.65 %**	**94.35 %**
	PUT	**4,400**	**832**	**564**	**122**	**20**	**1**	**88.64 %**	**87.21 %**	**88.41 %**
	SUV	**26,126**	**5,959**	**1,118**	**320**	**37**	**6**	**95.90 %**	**94.90 %**	**95.71 %**

VAN	**4,643**	**1,395**	**214**	**90**	**3**	**0**	**95.59 %**	**93.94 %**	**95.21 %**
TOTAL	**71,393**	**14,849**	**4,014**	**984**	**129**	**12**	**94.68 %**	**93.79 %**	**94.52 %**

[4]PC — passenger car, [5]PUT — Pick-up Truck

UNRESTRAINED CRASH OCCUPANT PERCENTAGE BY AGE GROUP AND GENDER, 2013 - 2017

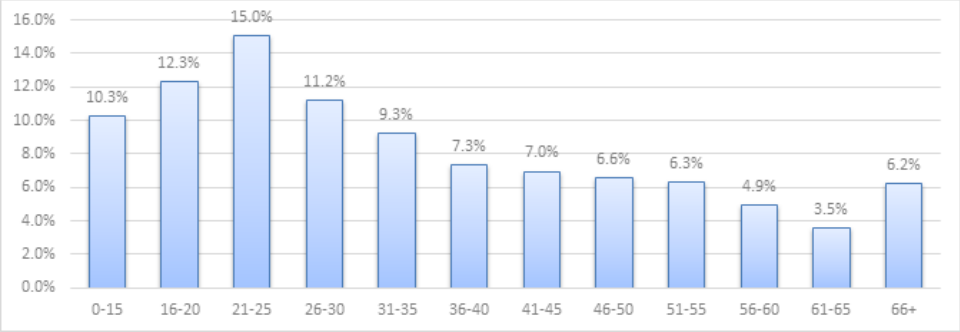
AGE GROUP	FEMALE	MALE
0-15	5.0%	5.2%
16-20	5.1%	7.2%
21-25	5.4%	9.6%
26-30	3.7%	7.5%
31-35	3.0%	6.3%
36-40	2.4%	4.9%
41-45	2.5%	4.5%
46-50	2.4%	4.2%
51-55	2.3%	4.0%
56-60	1.7%	3.2%
61-65	1.4%	2.1%
66+	2.9%	3.3%
TOTAL	**37.9%**	**62.1%**

Analysis of Age/Gender

Seat belt use is a good habit that all drivers and occupants should practice. The forming of this habit is important among younger drivers, as ages 0-30 are the populations with the highest rate of non-use, accounting for approximately 49 percent of all individuals not wearing a seatbelt at the time of a crash. Occupants age 21-25 made up 15 percent of those not wearing a seat belt during a crash event. As individuals age, their decision to wear a seatbelt increases and the volume of injuries sustained in motor vehicle crashes decreases simultaneously.

Males are the most likely to not wear a seatbelt while driving or riding as a passenger in a motor vehicle. Over 62 percent of those unbelted in a motor vehicle crash over the past five years were male and 37.9 percent were female.

PROPORTION OF UNRESTRAINED OCCUPANTS BY AGE GROUP 2013-2017



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. From 2013-2016, the PAR only had one safety equipment field dedicated to young passengers which was updated to three – Rear Facing, Forward Facing and Booster Seat. Below is a breakdown of child restraint systems used by respective age groups. NJDHTS will continue to monitor the trends of ages of our young passengers and the safety equipment used during the crash event to determine appropriate child passenger safety education and outreach programs.

CHILD RESTRAINT USE IN CRASHES 2013 – 2017, GROUPED BY AGE

CHILD RESTRAINT - ALL	2013	2014	2015	2016	2017
> 1	607	1,632	2,296	2,277	-

Age 1-4	11,542	10,618	10,057	10,331	-
Age 5-8	5,981	5,633	5,423	5,530	-
Age 9-12	401	415	423	489	-
REAR FACING – RECOMMENDED FOR BRITH TO 2-4 YEARS OF AGE					
> 1	-	-	-	-	2,140
Age 1-4	-	-	-	-	2,203
Age 5-8	-	-	-	-	99
Age 9-12	-	-	-	-	20
FORWARD FACING – RECOMMENDED FOR 4-7 YEARS OF AGE					
> 1	-	-	-	-	634
Age 1-4	-	-	-	-	7,018
Age 5-8	-	-	-	-	3,021
Age 9-12	-	-	-	-	223
BOOSTER SEAT – RECOMMENDED FOR 8-12 YEARS OF AGE					
> 1	-	-	-	-	74
Age 1-4	-	-	-	-	826
Age 5-8	-	-	-	-	2,439

Age 9-12	-	-	-	-	241

Analysis of Occurrence

The percentage of unrestrained motor vehicle crashes is consistently higher during the day than the night. In 2017, 80.4 percent of crashes involving unbuckled motorists occurred during the hours of 5:00am and 8:59pm. Night-time occurrences accounted for 19.6 percent of those not wearing a seat belt during a crash in 2017.

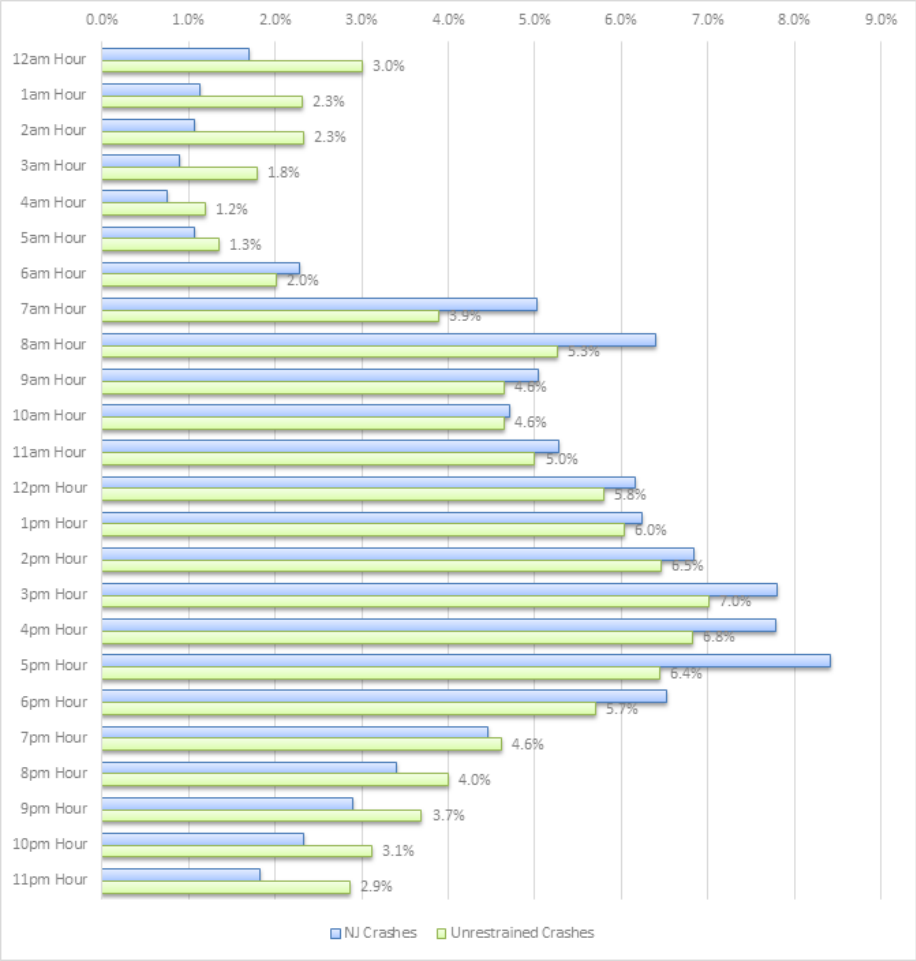
UNRESTRAINED CRASHES BY TIME OF DAY AND YEAR, 2013 - 2017

DAY /NIGHT	2013		2014		2015		2016		2017	
	Unrestrained Crashes	%	Unrestrained Crashes	%	Unrestrained Crashes	%	Unrestrained Crashes	%	Unrestrained Crashes	%
DAY 5AM - 8:59 PM	**3,522**	**78.7 %**	**3,504**	**80.1 %**	**2,980**	**79.7 %**	**2,924**	**79.9 %**	**2,771**	**80.4 %**
NIGHT 9PM - 4:59 AM	**954**	**21.3 %**	**872**	**19.9 %**	**761**	**20.3 %**	**737**	**20.1 %**	**676**	**19.6 %**

Crashes involving an unrestrained occupant are relatively evenly distributed by weekday. Over the past five years (2013-2017), 15.72 percent of total unrestrained crashes occurred on a Friday, followed by Thursday with 14.84 percent. Over 27 percent of all unrestrained crashes occurred during the months of May, June and July combined, the top three highest months with unrestrained occupants.

The following graph shows the comparison of the time of day occurrence of unrestrained crashes and all motor vehicle crashes. It is important to note that unrestrained crashes become overrepresented between the hours of 7pm and 5am.

UNRESTRAINED CRASH % VERSUS NJ CRASH % BY TIME OF DAY, 2013 - 2017



Analysis of Location

Monmouth County had the most unrestrained fatalities in the State with 12 accounting for 41.4 percent of the county total of occupant fatalities in 2017. Passaic County had 9 unrestrained occupant fatalities, which made up 81.8 percent of the county's occupant fatalities.

OCCUPANT FATALITIES VERSUS UNRESTRAINED FATALITIES BY COUNTY, 2017

COUNTY	OCCUPANT FATALITIES	UNRESTRAINED	COUNTY TOTAL %	COUNTY	OCCUPANT FATALITIES	UNRESTRAINED	COUNTY TOTAL %

		FATALITIES				FATALITIES	
ATLANTIC	23	8	34.8%	**MIDDLESEX**	29	12	41.4%
BERGEN	15	5	33.3%	**MONMOUTH**	26	8	30.8%
BURLINGTON	25	8	32.0%	**MORRIS**	16	6	37.5%
CAMDEN	21	9	42.9%	**OCEAN**	31	9	29.0%
CAPE MAY	9	5	55.6%	**PASSAIC**	11	9	81.8%
CUMBERLAND	18	4	22.2%	**SALEM**	12	3	25.0%
ESSEX	12	4	33.3%	**SOMERSET**	11	2	18.2%
GLOUCESTER	28	8	28.6%	**SUSSEX**	5	2	40.0%
HUDSON	4	2	50.0%	**UNION**	13	3	23.1%
HUNTERDON	7	4	57.1%	**WARREN**	8	3	37.5%
MERCER	13	6	46.2%				

Data compiled from the 2018 seat belt survey conducted by the New Jersey Institute of Technology revealed an overall usage rate of 94.46 percent. Passaic County had the highest front seat occupant and driver seatbelt usage rates (97.77%) followed by Monmouth County with a rate of 97.44 percent. The lowest front seat occupant usage rate occurred in Essex County with a rate of 87.71 percent, down from 91.21 percent in 2017 (also lowest).

FRONT-SEAT RESTRAINT USE % BY COUNTY, 2017 & 2018

	FRONT SEAT OCCUPANT USAGE RATE			---------- DRIVER USAGE RATE ----------			FRONT SEAT PASSENGER USAGE RATE		
	2017	2018	% Change	2017	2018	% Change	2017	2018	% Change
ATLANTIC	94.75%	93.32%	-1.43%	95.58%	92.91%	-2.67%	90.03%	95.65%	5.62%
BERGEN	95.40%	91.38%	-4.02%	96.02%	90.39%	-5.63%	91.61%	96.10%	4.49%
BURLINGTON	95.03%	96.86%	1.83%	95.14%	96.88%	1.74%	94.51%	96.78%	2.27%
CAMDEN	96.43%	94.76%	-1.67%	96.79%	94.85%	-1.94%	94.62%	94.19%	-0.43%
ESSEX	91.21%	87.71%	-3.50%	91.38%	87.58%	-3.80%	90.83%	88.29%	-2.54%
GLOUCESTER	94.22%	94.82%	0.60%	94.16%	94.81%	0.65%	94.40%	94.84%	0.44%
HUDSON	95.47%	94.37%	-1.10%	95.93%	94.97%	-0.96%	93.27%	92.21%	-0.89%
MERCER	91.54%	92.05%	0.51%	92.10%	92.64%	0.54%	88.20%	89.56%	1.36%
MIDDLESEX	92.12%	94.21%	2.09%	92.94%	93.93%	0.99%	89.45%	95.51%	6.06%

MONMOUTH	93.50%	97.44%	3.94%	93.97%	97.60%	3.63%	91.08%	96.91%	5.83%
MORRIS	94.23%	95.67%	1.44%	94.61%	96.00%	1.39%	92.24%	93.94%	1.70%
OCEAN	92.75%	93.66%	0.91%	92.65%	93.82%	1.17%	93.08%	92.91%	-0.17%
PASSAIC	95.05%	97.77%	2.72%	94.40%	97.56%	3.16%	96.99%	99.01%	2.02%
SOMERSET	92.43%	94.00%	1.57%	92.45%	93.67%	1.22%	92.30%	95.34%	3.04%
UNION	98.09%	92.95%	-5.14%	97.88%	93.71%	-4.17%	98.83%	88.84%	-9.99%
STATE USAGE RATE	**94.07%**	**94.46%**	**3.90%**	**94.25%**	**94.46%**	**0.21%**	**93.35%**	**94.47%**	**1.12%**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	115.1
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	94.44

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Highway Safety Office Program Management
Observational Survey
Supporting Enforcement

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Children from 0-15 years of age account for approximately 10 percent of unrestrained occupants involved in a crash. The correct use of child safety restraints can have a positive effect on reducing injuries and fatalities in children. The challenge is to ensure that these restraints, whether a car seat or booster seat, are installed in a proper manner.

Linkage Between Program Area

Car crashes are the leading cause of death for children from 1-15 years of age. The estimated rate of car seat misuse observed at fitting stations in the State is 80 percent. Occupants required to be secured in car or booster seats have a non-compliance rate of approximately 10 percent based on observational surveys.

Rationale

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).

Another study evaluated whether a "hands-on" educational intervention makes a difference in whether or not parents correctly use their child restraints. All study participants received a free child restraint and education, but the experimental group also received a hands-on demonstration of correct installation and use of the child restraint in their own vehicles. Parents who received this demonstration were also required to demonstrate in return that they could correctly install the restraint. Follow-up observations found that the intervention group was four times more likely to correctly use their child restraints than was the control group (Tessier, 2010).

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.

An evaluation of the child restraint fitting station network in New South Wales, Australia found that children whose parents attended a fitting station were significantly more likely to be properly restrained than children whose parents had not visited a fitting station. While specific to Australia, these results suggest similar benefits are possible in the United States (Brown, Finch, Hatfield, & Bilston, 2011).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Child Passenger Safety	Child Passenger Safety Education

Planned Activity: Child Passenger Safety Education

Planned activity number: **Child Passenger Safety**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Child Passenger Safety (CPS) program, funded through the Division of Highway Traffic Safety (DHTS), will continue its efforts at reducing traffic injury and fatality rates through coordinated enforcement and education programs regarding the proper use of child restraints in motor vehicles. Child safety seat check events have been at the core of the CPS program. This effort will continue to be supported and will include work with the New Jersey Department of Children and Families (DCF) in an effort to reach a greater portion of the urban and disadvantaged population. The combined efforts are focused on several strategies and are designed to meet the National Highway Traffic Safety Administration (NHTSA) goal of reaching at least 70 percent of the state's population of children under age 15.

During Fiscal Year 2019, 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 2020 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, 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 involves offering initial certification courses, continuing education units (CEU) for recertification as well as LATCH manual updates (Lower Anchors and Tethers for Children) and regular opportunities for instructors to evaluate the skills of the technicians.

Public Information

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

- New Jersey's Child Passenger Safety Law
- Child Passenger Safety County Contacts
- Regularly Scheduled CPS Inspection and Education Stations
- Child Restraint Product Recalls
- Child Passenger Safety Training and Technical Resources

Child Passenger Safety County Contacts

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

Child Safety Seat Check Schedule

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

Permanent Child Safety Seat Inspection and Education Stations

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

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 1,148 individuals trained as certified technicians in the State working in public safety, health and injury prevention programs that remain certified. Forty of the technicians are certified as CPS instructors. In 2020, ten CPS training courses are expected to be held.

In FFY2020, DHTS will host a pair of one-day workshops for all New Jersey CPS technicians, to provide technical updates and CEU's for recertification. Unlike the Regional CPS Conferences that were held in previous years, these workshops will be open only to New Jersey technicians.

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.

Within this planned activity, the approximate breakdown for FY2020 funding will be:

$750,000 for seat check events and fitting station operational grants directly to State, County, and Municipal agencies, as well as integrated into several County CTSP grants.
$150,000 for primarily education-related CPS grants such as the Central Jersey Family Health Consortium (Safe Kids) and NJ Dept. of Child and Family Services.

Intended Subrecipients

State and municipal law enforcement agencies, State agencies and Non-Profit organizations.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b OP High (FAST)	$900,000.00	$0.00	$650,000.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

The program managers will work with and coordinate the development, implementation and monitoring of all tasks and activities called for under the occupant protection section of the plan.

Linkage Between Program Area

Program managers will continue to support the existing community traffic safety programs in the State and work with local, state, and community organizations to develop occupant safety awareness campaigns. The staff will continue to work with and support the child passenger safety technicians and law enforcement agencies in promoting both adult and child passenger safety in the State.

Rationale

NA

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	Occupant Protection Program Management

Planned Activity: Occupant Protection Program Management

Planned activity number: **Program Management**

Primary Countermeasure Strategy ID:

Planned Activity 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 $225,000 of the budgeted amount and another $75,000 is budgeted for travel and other miscellaneous expenditures.

Intended Subrecipients

In-house DHTS grant.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$300,000.00	$0.00	$0.00

Countermeasure Strategy: Observational Survey

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

In addition to determining how a State will qualify for Section 405 grant funds, the observational survey provides information on seat belt compliance within the State and reveals locations in the State where countermeasures may be required to increase usage rates.

Linkage Between Program Area

The State's front-seat belt usage rate in 2018 was observed at 94.46 percent compared to 94.07 percent in 2017. Passaic County had the highest front-seat belt usage rate at 97.77 percent while Essex County had the lowest rate at 87.71 percent. Overall, 54% of surveyed 2018 rear-seat passengers use a safety belt. This rate is 24% lower than what was observed in 2017. Children between the ages of 0 and 8 years old, had the highest usage rate of 77%, compared to a usage rate of 93% in 2017. Passengers between the age of 8 and 18 had the next highest usage rate of 60%, compared to a usage rate of 70% in 2017. The lowest usage rate occurred for adults, greater than 18 years of age, with a usage rate of 39%, compared to a usage rate of 48% in 2017.

These rear seat survey results must be viewed through the understanding that collecting rear seat belt use data is very challenging..

Rationale

Under the Occupant Protection Grant program (Section 405), an eligible State can qualify for grant funds as either a high seat belt use rate State or a lower seat belt use rate State. A high seat belt use rate State is a State that has an observed seat belt use rate of 90 percent or higher; a lower seat belt use rate State is a State that has an observed seat belt use rate lower than 90 percent. (U.S. DOT/NHTSA – Uniform Procedures for State Highway Safety Grant Program)..

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Observational Survey	Seat Belt Observational Survey

Planned Activity: Seat Belt Observational Survey

Planned activity number: **Observational Survey**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funds will be provided to perform the statewide seat belt usage rate observation survey to determine the annual front seat occupant seat belt usage rate for the State as per the approved methodology contained therein. The survey will be conducted by researchers from the New Jersey Institute of Technology during the spring and summer of calendar year 2020. Section 402 funds will be used to pay salaries and wages to conduct the survey and prepare the report for submittal to NHTSA..

Intended Subrecipients

NJ Institute of Technology

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Observational Survey

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$130,000.00	$0.00	$0.00

Countermeasure Strategy: Supporting Enforcement

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project 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 have sustained if they were not wearing the device. Although the State's seat belt usage rate (94.46% in 2018) was above the national average of 89.7 percent in 2017, additional rounds of high visibility enforcement backed up by public education are needed to increase seat belt use awareness and compliance.

Linkage Between Program Area

It is projected that 108 people died in motor vehicle crashes in 2018 that were not wearing their seat belt, representing 33.8 percent of all motor vehicle occupant fatalities that occurred in the State. NHTSA estimates that in 2017, the lives of 241 motor vehicle occupants in New Jersey were saved because of seat belt use at the time of the crash. It is also estimated that if every occupant within a motor vehicle was using belts at the time of the crash, 23 additional lives would have been saved in 2017. In terms of New Jersey rear seat belt usage, survey results from 2018 indicate that the lowest usage rate occurred for adults greater than 18 years of age, having a usage rate of 39 percent, less than the observed rate in 2017 of 48 percent.

Rationale

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

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

Hedlund et al. (2008) compared 16 States with high seat belt rates and 15 States with low seat belt rates. The single most important difference between the two groups was the level of enforcement, rather than demographic characteristics or the amount spent on media. High-belt use States issued twice as many citations per capita during their *Click It or Ticket* campaigns as low-belt-use States.

CDC's systematic review observed that short-term, high-visibility enforcement campaigns also increased belt use more among traditionally lower-belt-use groups, including young drivers, rural drivers, males, African Americans, and Hispanics (Shults et al., 2004).

Nichols and Ledingham (2008) conducted a review of the impact of enforcement, as well as legislation and sanctions, on seat belt use over the past two decades and concluded that sustained enforcement is as effective as "blitz" enforcement (short-term, high-visibility enforcement) and unlike blitz campaigns, is not usually associated with abrupt drops in belt use after program completion.

California, Oregon, and Washington State, States that are reported to use sustained enforcement, have recorded statewide belt use well above national belt use rates since 2002 (California: 91 to 97 percent; Oregon: 88 to 98 percent; Washington: 93 to 98 percent) (Chen, 2014).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Enforcement	Seat Belt Enforcement

Planned Activity: Seat Belt Enforcement

Planned activity number: **Enforcement**

Primary Countermeasure Strategy ID:

Planned Activity Description

The *Click It or Ticket* campaign will be conducted from May 18 – May 31, 2020 to increase seat belt use and educate the public about the impact belt use has on reducing injuries and fatalities in motor vehicle crashes. Funds will be provided to state and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols at levels consistent with the need shown in the above tables. Approximately 125 state, county and municipal police departments will receive funds to participate in the enforcement efforts. All education-related occupant protection initiatives conducted at the local level will utilize DHTS' *Buckle Up — Everyone, Every Ride* materials. Special emphasis will be placed on rear seat belt usage and nighttime seat belt usage as evidenced by the above data.

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.

A 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.

In an effort to employ strategies of "sustained seat belt enforcement" throughout the year, the Division of State Police will schedule personnel on an overtime basis to patrol 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.

Awareness and the importance of wearing a seat belt will be further enhanced by the distribution of education materials, earned media efforts, paid media conducted by NHTSA, *Click It or Ticket* banners and displays on dynamic message signs on major highways. Visibility is further heightened when 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 FY2020 funding will be:

$750,000 for *Click It or Ticket* (Municipalities will be offered funding based upon the above data).
$160,000 to New Jersey State Police for *Click It or Ticket*.
$150,000 to New Jersey State Police for Sustained Seat Belt Enforcement.

Intended Subrecipients

State and Municipal Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Supporting Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High HVE (FAST)	$500,000.00	$607,713.00	$280,000.00
2020	FAST Act NHTSA 402	Occupant Protection	$810,000.00	$0.00	$810,000.00

Program Area: Police Traffic Services

Description of Highway Safety Problems

POLICE TRAFFIC SERVICES

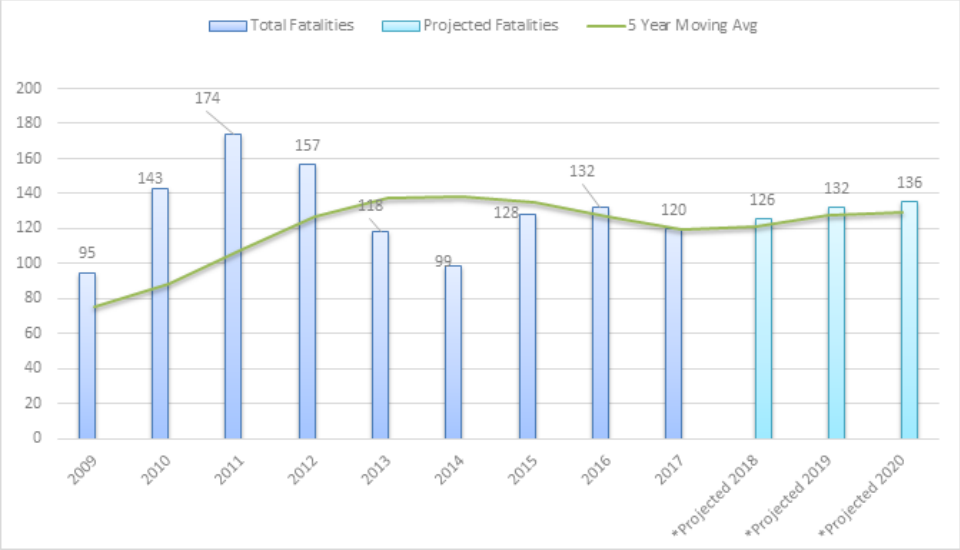
General Overview

Traffic law enforcement plays a critical role in deterring impaired driving, increasing seat belt usage, encouraging compliance with speed laws and reducing unsafe driving actions. Law enforcement agencies have been compelled to be selective in traffic enforcement efforts by providing maximum enforcement effort at selected times and in selected areas.

Traffic crashes occur for a variety of reasons. While some traffic laws are mainly supportive to the traffic system, several are directly and specifically tailored to prevent unsafe acts or to reduce conditions which may cause crashes. These are generally referred to as hazardous moving violations. Hazardous moving violations are identified as a contributing factor in fatal as well as non-fatal crashes. Two of the moving violations that contribute significantly to both fatal and non-fatal crashes and therefore require increased attention are speed and distracted driving infractions.

Speed is a major factor in fatal crashes regardless of road type or functional class. New Jersey experienced a significant increase in speed related fatalities from 2008-2011 followed by a decline from 2012-2014.

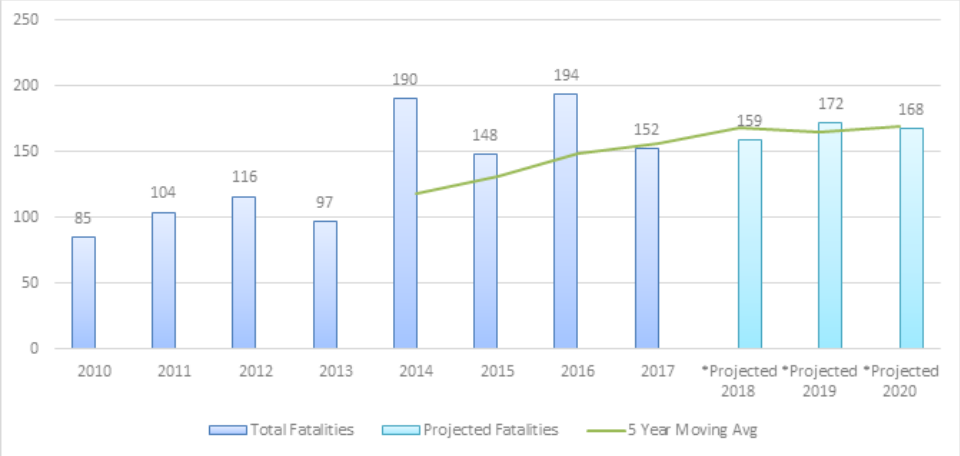
SPEED RELATED FATALITIES, ANNUAL AND 5–YEAR MOVING AVERAGE



Although speed is a primary contributing factor in fatal and incapacitating crashes every year, there are several other major contributing factors. Driver inattention has remained the most frequently cited cause of fatal and incapacitating crashes, over eight times higher than the total crashes cited for unsafe speed over the past five years (2013-2017). Unsafe speed was the contributing circumstance in 5.8 percent of all crashes in 2017, a slight increase from 5.7 percent

in 2016. Driver inattention was a contributing circumstance in 51 percent of crashes in 2017, down from 52 percent in 2016.

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



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

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

From 2013-2017, 3.8 percent of distracted driving crashes and 8.1 percent of unsafe speed crashes involved drugs or alcohol impairment. About 14 percent of distracted driving and 18.1 percent of unsafe speed involved crashes also involved young drivers. Almost 18 percent of distracted driving and 6.8 percent of unsafe speed crashes involved older drivers. Approximately 3.4 percent of distracted driving crashes also involved speed, but 29 percent of unsafe speed crashes involved distracted driving.

DISTRACTED DRIVING CRASHES BY PERFORMANCE AREA, 2013 – 2017

DISTRACTED DRIVI	2013	2014	2015	2016	2017	TOTAL	5 YR AVG	% OF 5 YR TOT

NG AND...								
ALCOHOL INVOLVEMENT	5,208	5,004	4,741	4,732	4,645	**24,330**	4,866	3.3%
DRUG INVOLVEMENT	677	674	744	761	982	**3,838**	768	0.5%
PEDESTRIANS	2,523	2,378	2,018	2,107	2,216	**11,242**	2,248	1.5%
UNSAFE SPEED	5,278	4,904	4,892	5,145	4,647	**24,866**	4,973	3.4%
YOUNG DRIVERS	21,126	20,405	20,313	20,818	18,953	**101,615**	20,323	13.9%
OLDER DRIVERS	27,031	27,323	24,811	26,141	25,600	**130,906**	26,181	17.8%
MOTORCYCLES	1,016	940	985	945	931	**4,817**	963	0.7%
TOTAL DISTRACTED INVOLVED	**151,779**	**151,034**	**142,107**	**147,572**	**141,130**	**733,622**	**146,724**	**100.0%**

CRASHES

UNSAFE SPEED CRASHES BY PERFORMANCE AREA, 2013 – 2017

UNSAFE SPEED AND...	2013	2014	2015	2016	2017	TOTAL	5 YR AVG	% OF 5 YR TOT
ALCOHOL INVOLVEMENT	1,443	1,330	1,263	1,117	1,079	**6,232**	1,246	7.3%
DRUG INVOLVEMENT	139	97	144	132	183	**695**	139	0.8%
DISTRACTED DRIVING	5,278	4,904	4,892	5,145	4,647	**24,866**	4,973	29.2%
PEDESTRIANS	153	149	141	122	178	**743**	149	0.9%
YOUNG DRIVERS	3,547	3,034	3,137	2,911	2,822	**15,451**	3,090	18.1%
OLDER DRIVERS	1,374	1,410	1,322	1,314	390	**5,810**	1,162	6.8%

MOTORCYCLES	325	281	320	330	294	**1,550**	310	1.8%
TOTAL UNSAFE SPEED CRASHES	**18,140**	**17,549**	**17,610**	**15,884**	**16,060**	**85,243**	**17,049**	**100.0%**

Analysis of Age/Gender

The most prominent age group that operated a vehicle at unsafe speed is 16-25 years of age, with male drivers comprising 56.3 percent of the total drivers of vehicles cited with unsafe speed as a contributing circumstance over the past five years. Nearly 40 percent of all drivers cited for unsafe speed during a crash were between the ages of 16-30.

SPEED RELATED CRASHES BY DRIVER AGE GROUP AND GENDER, 2013 - 2017

AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
0-15	0.0%	0.0%	0.0%	**0.1%**
16-20	7.6%	4.1%	0.0%	**11.7%**
21-25	9.8%	5.7%	0.1%	**15.5%**
26-30	7.3%	4.1%	0.0%	**11.4%**
31-35	5.7%	3.0%	0.0%	**8.7%**
36-40	4.6%	2.6%	0.0%	**7.2%**
41-45	4.2%	2.4%	0.0%	**6.7%**
46-50	4.2%	2.4%	0.0%	**6.6%**
51-55	3.9%	2.2%	0.0%	**6.0%**
56-60	3.2%	1.8%	0.0%	**4.9%**

61-65	2.1%	1.2%	0.0%	**3.3%**
66+	3.0%	1.7%	0.0%	**4.7%**
UNKNOWN	0.8%	0.3%	12.0%	**13.1%**
TOTAL	**56.3%**	**31.4%**	**12.3%**	**100.0%**

The age group most likely to be cited with distracted driving as a contributing circumstance to their involvement in a crash was 21-25 years of age, with male drivers comprising 54 percent of all distracted drivers over the past five years. Approximately 30 percent of all drivers cited for distracted driving during the time of a crash were between the ages of 16-30.

DISTRACTED DRIVERS BY DRIVER AGE GROUP AND GENDER, 2013 - 2017

AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
0-15	0.0%	0.0%	0.0%	**0.0%**
16-20	4.4%	3.8%	0.0%	**8.2%**
21-25	6.5%	5.3%	0.0%	**11.8%**
26-30	5.8%	4.5%	0.0%	**10.3%**
31-35	5.1%	3.8%	0.0%	**8.9%**
36-40	4.7%	3.6%	0.0%	**8.3%**
41-45	4.6%	3.6%	0.0%	**8.2%**
46-50	4.8%	3.6%	0.0%	**8.5%**
51-55	4.8%	3.4%	0.0%	**8.2%**
56-60	4.2%	2.8%	0.0%	**7.0%**
61-65	3.1%	2.1%	0.0%	**5.2%**
66+	5.6%	4.2%	0.0%	**9.8%**

UNKNOWN	0.7%	0.4%	4.2%	**5.4%**	
TOTAL	**54.3%**	**41.2%**	**4.5%**	**100.0%**	

Analysis of Occurrence

The occurrence of crashes involving unsafe speed and distracted driving aids decision makers in addressing the specific patterns that may be taking place on New Jersey's roadways. Being able to identify the time-of-day, day-of-week and month of the year occurrences helps narrow the window where enforcement efforts would become the most effective. The five-year cumulative total of fatal crashes and total crashes for unsafe speed and distracted driving occurrences is provided below.

UNSAFE SPEED AND DISTRACTED DRIVING CRASHES BY DAY OF WEEK AND MONTH OF YEAR, 2013 - 2017

DAY / MONTH	UNSAFE SPEED				DISTRACTED DRIVING			
	Fatal Crashes	% of Total	Crashes	% of Total	Fatal Crashes	% of Total	Crashes	% of Total
MONDAY	51	9.5%	11,622	13.6%	94	12.6%	107,611	14.7%
TUESDAY	47	8.8%	12,141	14.2%	94	12.6%	112,041	15.3%
WEDNESDAY	64	11.9%	10,480	12.3%	105	14.0%	111,016	15.1%

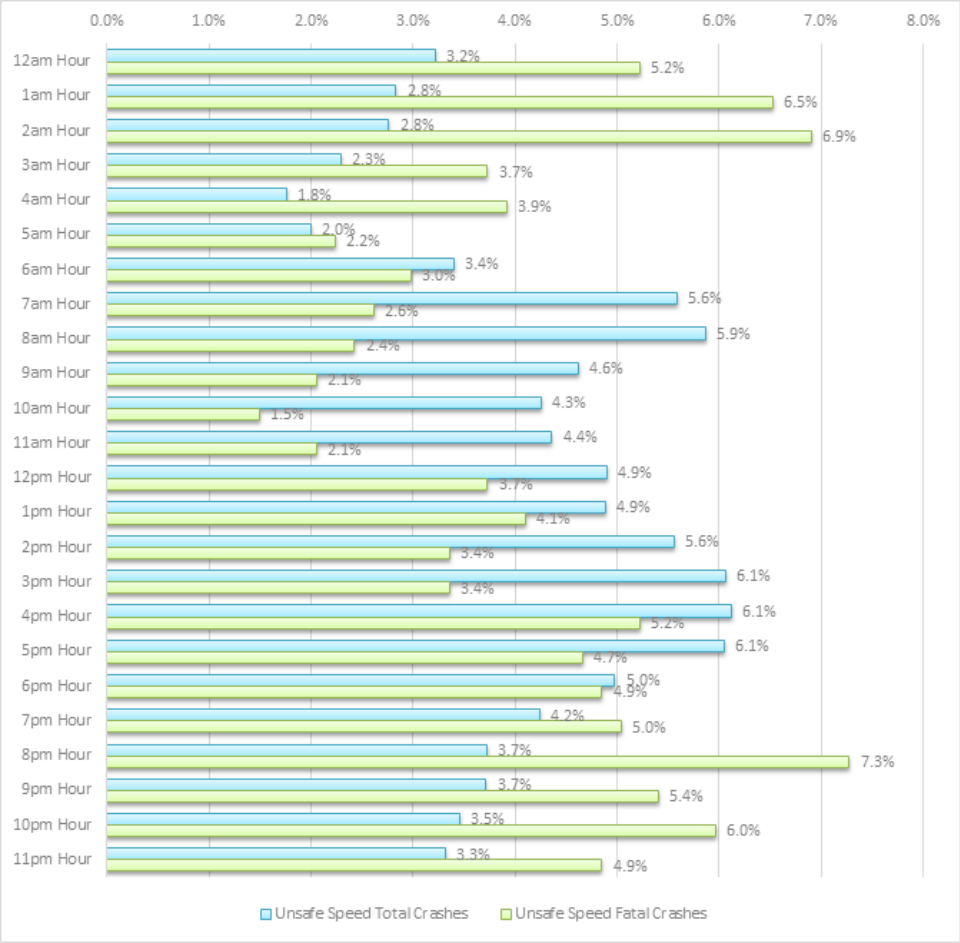
THURSDAY	67	12.5%	11,344	13.3%	107	14.3%	111,349	15.2%
FRIDAY	78	14.6%	12,976	15.2%	115	15.4%	122,363	16.7%
SATURDAY	122	22.8%	14,061	16.5%	125	16.7%	94,656	12.9%
SUNDAY	107	20.0%	12,619	14.8%	108	14.4%	74,586	10.2%
JANUARY	33	6.2%	10,046	11.8%	46	6.1%	54,628	7.4%
FEBRUARY	19	3.5%	9,151	10.7%	50	6.7%	52,933	7.2%
MARCH	42	7.8%	7,752	9.1%	62	8.3%	57,670	7.9%
APRIL	37	6.9%	5,283	6.2%	39	5.2%	57,606	7.9%
MAY	59	11.0%	6,559	7.7%	67	9.0%	65,431	8.9%
JUNE	50	9.3%	6,203	7.3%	76	10.2%	66,319	9.0%
JULY	47	8.8%	6,233	7.3%	72	9.6%	64,389	8.8%
AUGUST	57	10.6%	5,683	6.7%	80	10.7%	61,831	8.4%
SEPTEMBER	59	11.0%	5,763	6.8%	63	8.4%	61,618	8.4%
OCTOBER	35	6.5%	6,587	7.7%	64	8.6%	65,461	8.9%
NOVEMBER	47	8.8%	6,659	7.8%	57	7.6%	61,869	8.4%
DECEMBER	51	9.5%	9,324	10.9%	72	9.6%	63,867	8.7%

Over the last 5 years, most of the fatal crashes where unsafe speed was a contributing circumstance occurred on the weekend. Saturday accounted for 22.8 percent and Sunday 20 percent of all fatal

unsafe speed related crashes. Similar, trends are seen in distracted driving crashes: Fridays and Saturdays represent the highest occurrences of fatal crashes due to distracted driving (15.4% and 16.7%).

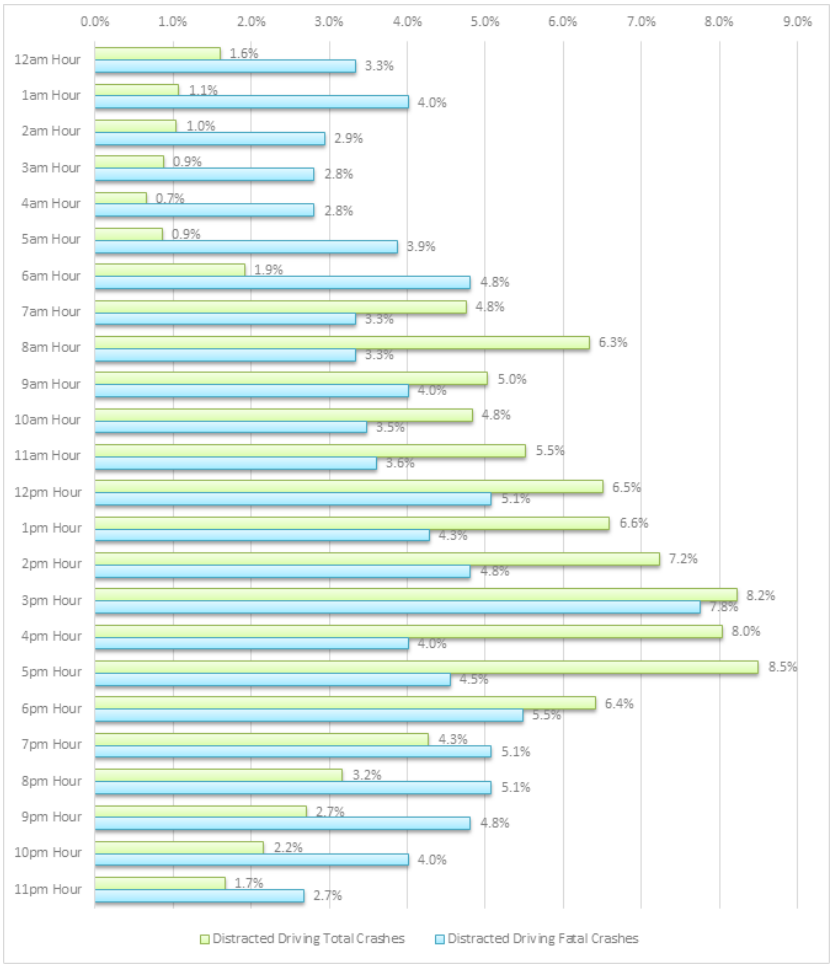
Fatal crashes caused by unsafe speed are overrepresented from 7pm-5am. During these hours the percentage of fatal crashes outnumbers the percentage of all crashes caused by unsafe speed.

UNSAFE SPEED CRASH % VERSUS FATAL UNSAFE SPEED CRASH % BY TIME OF DAY, 2013 - 2017



Fatal crashes caused by distracted driving are overrepresented from 7pm to 6am. Almost half of all fatal crashes due to distracted driving occur during those hours.

DISTRACTED DRIVING CRASH % VERSUS FATAL DISTRACTED DRIVING CRASH % BY TIME OF DAY, 2013 - 2017



Analysis of Location

Driver distractions or inattentive driving habits are perpetuated by the advancements in technology and hand-held devices. Studies have shown that using a cell phone while driving increases the chance of an individual being involved in a crash. Other distractions such as eating, drinking, attending to children, personal grooming, reading, and use of other electronic devices can also be distracting and contribute to crashes.

Bergen County experienced the highest number of distracted driving crashes by county, with 81,905. This represents 11.2 percent of statewide distracted driving crashes. Middlesex County (77,963, 10.6%) and Essex County (65,828, 9.0%) had the next highest frequency of distracted driving crashes by county over the past five years.

DRIVER INATTENTION RELATED CRASHES BY COUNTY, 2013 - 2017

COUNTY	2013	2014	2015	2016	2017	TOTAL

REGION I	**ATLANTIC**	5,145	4,980	4,614	4,632	4,517	**23,888**
	BURLINGTON	6,616	7,137	6,635	6,842	6,016	**33,246**
	CAMDEN	7,163	7,353	6,478	6,823	7,950	**35,767**
	CAPE MAY	1,944	1,733	1,575	1,572	1,316	**8,140**
	CUMBERLAND	2,296	2,265	2,077	2,025	1,877	**10,540**
	GLOUCESTER	3,268	3,214	3,463	3,999	3,900	**17,844**
	SALEM	611	651	682	698	675	**3,317**
REGION II	**HUNTERDON**	1,546	1,817	1,731	1,767	1,896	**8,757**
	MERCER	7,341	6,184	5,975	6,317	4,748	**30,565**
	MIDDLESEX	16,022	16,447	14,901	15,577	15,016	**77,963**
	MONMOUTH	11,527	10,711	9,780	10,623	10,146	**52,787**
	OCEAN	9,336	8,371	7,413	7,988	7,540	**40,648**
	SOMERSET	5,122	4,824	4,693	4,699	4,814	**24,152**
	UNION	10,008	10,564	10,215	10,512	10,093	**51,392**
REGION III	**BERGEN**	16,611	17,930	16,366	15,987	15,011	**81,905**
	ESSEX	12,648	13,870	13,028	13,211	13,071	**65,828**
	HUDSON	10,791	10,483	10,484	11,881	11,167	**54,806**

	MORRIS	8,473	8,065	7,587	7,603	6,910	**38,638**
	PASSAIC	11,758	11,195	11,089	11,619	11,364	**57,025**
	SUSSEX	1,836	1,584	1,629	1,582	1,453	**8,084**
	WARREN	1,717	1,656	1,692	1,615	1,650	**8,330**
TOTAL		**149,192**	**151,779**	**151,034**	**142,107**	**147,572**	**141,130**

Over the past five years, Essex County (9,147 or 10.7% of statewide crashes) experienced the highest number of speed related crashes, followed by Middlesex County (8,183 or 9.6% of statewide crashes) and Monmouth County (6,945 or 8.1% of statewide crashes).

SPEED RELATED CRASHES BY COUNTY, 2013 - 2017

	COUNTY	2013	2014	2015	2016	2017	TOTAL
REGION I	**ATLANTIC**	717	663	921	732	785	**3,818**
	BURLINGTON	1,104	1,189	1,302	1,048	1,032	**5,675**
	CAMDEN	1,485	1,294	1,206	1,034	1,260	**6,279**
	CAPE MAY	154	170	166	147	144	**781**
	CUMBERLAND	383	400	479	309	314	**1,885**
	GLOUCESTER	709	687	665	628	684	**3,373**
	SALEM	143	178	240	179	179	**919**
REGION II	**HUNTERDON**	258	233	280	225	216	**1,212**

	MERCER	1,031	990	1,104	1,097	989	**5,211**
	MIDDLESEX	1,699	1,734	1,715	1,480	1,555	**8,183**
	MONMOUTH	1,476	1,406	1,435	1,267	1,361	**6,945**
	OCEAN	1,046	1,180	951	829	918	**4,924**
	SOMERSET	643	603	623	483	423	**2,775**
	UNION	848	906	892	883	888	**4,417**
REGION III	**BERGEN**	1,264	1,069	895	1,094	1,014	**5,336**
	ESSEX	1,890	1,893	1,822	1,819	1,723	**9,147**
	HUDSON	667	619	624	565	501	**2,976**
	MORRIS	972	937	807	724	776	**4,216**
	PASSAIC	1,055	868	918	852	768	**4,461**
	SUSSEX	311	297	283	255	270	**1,416**
	WARREN	285	233	282	234	260	**1,294**
TOTAL		**18,140**	**17,549**	**17,610**	**15,884**	**16,060**	**85,243**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Number of Distracted Driving Related Fatalities	2020	5 Year	169
2020	Number of Distracted Driving Related Crashes	2020	5 Year	141,186
2020	Number of Speed Related Crashes	2020	5 Year	15,137.9
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	129.1

Countermeasure Strategies in Program Area

Countermeasure Strategy
Data Driven Approaches to Crime and Traffic Safety (DDACTS)
Equipment
Highway Safety Office Program Management
Law Enforcement Liasion (LEL)
Law Enforcement Training
Speed and Distracted Driving
Traffic Safety Resource Prosecutor

Countermeasure Strategy: Data Driven Approaches to Crime and Traffic Safety (DDACTS)

Program Area: **Police Traffic Services**

Project Safety Impacts

Implementation of the DDACTS model is a starting point for achieving long-term change, where law enforcement professionals take a more evidence-based approach to the deployment of personnel and resources.

Linkage Between Program Area

Many police departments have experienced a reduction in funding and sworn officers. Reduced resources diminish departments' abilities to meet rising crime and crash rates. Furthermore, police departments that have not analyzed relevant data do not know if they are deploying available resources efficiently and effectively. A shortage of law enforcement resources is likely

to continue, so finding innovative and cost effective approaches to improving traffic safety in communities will remain a priority.

Rationale

DDACTS is a law enforcement operational model supported by a partnership among the NHTSA and two agencies of the Department of Justice: The Bureau of Justice Assistance and the National Institute of Justice. The model affords communities the dual benefit of reducing traffic crashes and crime. Drawing on the deterrent value of highly visible traffic enforcement and the knowledge that crimes often involve the use of motor vehicles, the goal of DDACTS is to reduce the incidence of crashes, crime and social harm in communities. (DDACTS Operational Guidelines, March 2014).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Data-Driven Approaches	DDACTS

Planned Activity: DDACTS

Planned activity number: **Data-Driven Approaches**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funds will be used to implement the DDACTS crime and traffic safety model. In an effort to more appropriately and accurately deploy resources to combat the ongoing traffic and criminal related problems in a community, funds will be used for personnel to compile and analyze the data collected. It is anticipated that 2-3 local law enforcement agencies will participate in the DDACTS initiative. Analysts will be compensated and tasked with generating reports that support directed policing initiatives.

Intended Subrecipients

County and Municipal Police Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Data Driven Approaches to Crime and Traffic Safety (DDACTS)

Funding sources

2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$125,000.00	$0.00	$125,000.00

Countermeasure Strategy: Equipment

Program Area: **Police Traffic Services**

Project Safety Impacts

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

Linkage Between Program Area

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.

Rationale

The investigation of traffic crashes using advanced technology equipment provides a substantial improvement over traditional procedures. The number of measurements obtained at a crash scene increases when equipment is used while the time required to collect the measurements decrease the number of man-hours. The increase in the number of measurements results in a more accurate and detailed investigation and crash diagram. The use of computer plotting results in a significant time savings when a detailed crash diagram is needed. (*Evaluation of Advanced Surveying Technology for Crash Investigation*, Kentucky Transportation Center Research Report, 1994).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

Equipment	Crash Investigation

Planned Activity: Crash Investigation

Planned activity number: **Equipment**

Primary Countermeasure Strategy ID:

Planned Activity 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. DHTS grant funding 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.

Intended Subrecipients

Division of State Police

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Equipment

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$65,000.00	$0.00	$0.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Police Traffic Services**

Project Safety Impacts
The program managers will work with and coordinate the development, implementation and monitoring of all tasks and activities called for under the police traffic services program area.

Linkage Between Program Area
Program managers will continue to support the establishment of police traffic services programs within State and municipal law enforcement agencies and the continuation of selected training programs in traffic enforcement.

Rationale
NA

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Program Management	Program Mangement

Planned Activity: Program Mangement
Planned activity number: **Program Management**

Primary Countermeasure Strategy ID:

Planned Activity 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 $365,000 of the budgeted amount and another $35,000 is budgeted for travel and other miscellaneous expenditures.

Intended Subrecipients
In-house DHTS grant

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$400,000.00	$0.00	$0.00

Countermeasure Strategy: Law Enforcement Liasion (LEL)

Program Area: **Police Traffic Services**

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

In the realm of traffic safety, law enforcement plays a critical role. As the "boots on the ground" of traffic safety, law enforcement officers are crucial in the effort to reduce crashes, injuries, and fatalities on the roadways. The National Law Enforcement Liaison Program was created by the 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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Law Enforcement Liaison	LEL

Planned Activity: LEL

Planned activity number: **Law Enforcement Liaison**

Primary Countermeasure Strategy ID:

Planned Activity 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 is funded from a grant to the New Jersey State Association of Chiefs of Police. The LEL will be called upon to solicit and support law enforcement participation in the drunk driving, distracted driving and seat belt mobilizations, training programs and many other traffic safety initiatives. The LEL will also provide information and expertise to the law enforcement community concerning traffic safety issues and will work in close cooperation with the NHTSA Region II Law Enforcement Liaison regarding training issues, enforcement campaigns and programs sponsored by NHTSA. Funds will be used to pay the salary of the LEL and other expenses relating to the responsibilities and duties of the position.

Intended Subrecipients

NJ State Association of Chiefs of Police

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Liasion (LEL)

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$90,000.00	$0.00	$90,000.00

Countermeasure Strategy: Law Enforcement Training

Program Area: **Police Traffic Services**

Project 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 and Impaired Driving detection and apprehension.

Linkage Between Program Area

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.

Rationale

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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Training	Crash Investigation and Specialized Training Programs

Planned Activity: Crash Investigation and Specialized Training Programs

Planned activity number: **Training**

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Basic crash investigation courses and crash data retrieval technician training (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 Traffic Crash Reconstruction, Pedestrian/Bicycle Crash Investigation and Motorcycle Crash Investigation and Event Data Recorder Use in Crash Reconstruction.
This task also funds State Police liaisons whose responsibilities include administering crash training programs and interfacing with DHTS along with the various units in the Division of State Police to develop new programs. Funds will be used for salaries of State Police liaisons

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

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

Intended Subrecipients

Kean University, Rutgers University and the Division of State Police

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$1,325,000.00	$4,277,069.00	$1,325,000.00

Countermeasure Strategy: Speed and Distracted Driving

Program Area: **Police Traffic Services**

Project Safety Impacts

Noncompliance with traffic laws pertaining to speed and distracted driving cause many hundreds of crashes annually. 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 Program Area

Both speed and distracted driving related fatalities have been noteworthy concerns over the past five years. Speed and distracted driving crashes account for nearly 6 percent and 51 percent of all crashes respectively. There is an over-representation of speed and distracted driving crashes in Bergen, Essex, Middlesex, and Monmouth Counties. Particular emphasis will be placed on implementing programs in high crash locations identified in these counties.

Speed is a contributing factor in 15 percent of all fatal and injury crashes in Division of State Police patrolled areas. The use of radar equipment assists law enforcement in both the detection and apprehension of motorists driving at excessive and unlawful speeds. The identification of high-speed related crashes on State Police patrolled roadways will dictate the allocation of resources in those areas.

Rationale

High-visibility enforcement campaigns have been used to deter speeding and aggressive driving 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 and aggressive driving actions are likely to be detected and that offenders will be arrested and punished.

Several studies have reported reductions in crashes or reductions in speeding or other violations attributed to both general and targeted high-visibility enforcement campaigns. Although the evidence is not conclusive, the trends are promising. These efforts have included a substantial increase in general traffic enforcement in Fresno, California (Davis et al., 2006), and a neighborhood high-visibility speed enforcement campaign in Phoenix and Peoria, Arizona (Blomberg & Cleven, 2006).

A 2008 test of a 4-week, high-visibility enforcement campaign along a 6-mile corridor in London, U.K. with a significant crash history found significant reductions in driver speeding in the enforced area. There was also a halo effect up to two weeks following the end of the campaign (Walter, Broughton, & Knowles, 2011). The campaign was covered by print media as well as by billboards and active messaging along the enforced corridor.

In addition to high visibility enforcement campaigns and automated enforcement, a number of technologies have been recommended to address speeding and aggressive driving (NHTSA, 2001). Laser speed measuring equipment can provide more accurate and reliable evidence of speeding (NHTSA, 2001a) (Countermeasures That Work, 8th Edition, 2015).

Recently, 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).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Distracted and Speed Enf.	Enforcement Programs

Planned Activity: Enforcement Programs

Planned activity number: **Distracted and Speed Enf.**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funds will be provided to allow municipal and State law enforcement agencies to participate in high visibility enforcement efforts designed to deter speeding and aggressive driving. Saturation patrols will concentrate on the above (data-identified) problem areas, including main arteries into and out of towns, where speed is a major problem and roadways that have historically experienced high crash rates.

Speed detection is the backbone of traffic enforcement programs aimed at reducing crashes and injuries. Radar speed detection remains one of the most cost effective means of speed enforcement. Supplemental speed enforcement details will be targeted to enforce speeding violations exclusively through the use of radar speed detection devices. These details will be scheduled at targeted times in pre-determined areas where crashes involving unsafe speed as a contributing factor have been documented.

Funds will be used to deploy Division of State Police supplemental radar and laser team details dedicated to speeding violator enforcement.

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. The initiative will also continue to promote the #77 alert system that will not only be used for reporting aggressive driving but also will be used to report drivers identified on cell phones while driving.

Further analysis of crashes will be performed to identify which regions, counties and towns are overrepresented in distracted driving crashes. Though generally pervasive and widespread, the most overrepresented communities will be contacted and offered grants to address the problems in their respective jurisdictions. The grant program will consist of offering funds to towns during

National Distracted Driving Awareness Month in April. These grants will be implemented for approximately three weeks. In addition, county prosecutor offices and sheriff's departments in high volume/high crash counties will coordinate the distribution of funds to local towns on a year-round basis in those areas and regions of the State that have been identified with high distracted driving crash rates.

A list producing the occurrence of crashes involving distracted driving by region will be developed to assist in determining grantee participation in the annual *U Drive. U Text. U Pay* campaign. Those towns that are overrepresented in distracted driving crashes will be asked to participate in high visibility enforcement efforts to reduce cell phone use among drivers. Law enforcement officers will actively seek out phone users through special roving patrols or through spotter techniques.

It is anticipated that (as in FY2019) approximately $1.2 million in Section 405(e) funding will be flexed into the Alcohol Enforcement program area in FY2020 to support New Jersey's participation in the national impaired driving crackdowns.

Intended Subrecipients

State and Municipal Law Enforcement Agencies

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Speed and Distracted Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405e Comprehensive Distracted Driving	405e DD Law Enforcement (FAST Comprehensive)	$4,200,000.00	$2,407,851.00	$4,000,000.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$320,000.00	$0.00	$200,000.00

Countermeasure Strategy: Traffic Safety Resource Prosecutor

Program Area: **Police Traffic Services**

Project Safety Impacts

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

Linkage Between Program Area

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

Furthermore, the State will begin rolling out a new DWI chemical breath test instrument in FFY2020. The TSRP will play an integral part in facilitating this roll out and defending against any court challenges that occur.

Rationale

TSRPs are typically current or former prosecutors who provide training, education, and technical support to traffic crimes 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 all prosecutors and law enforcement. (NHTSA, *Traffic Safety Resource Prosecutor Manual*, 2nd Edition, 2016).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Resource Prosecutor	Traffic Safety Resource Prosecutor

Planned Activity: Traffic Safety Resource Prosecutor

Planned activity number: **Resource Prosecutor**

Primary Countermeasure Strategy ID:

Planned Activity 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 in the State and the need to be aware of the many legal challenges being brought statewide to ensure that a uniform response is taken by the many prosecutors throughout the State and to coordinate a uniform response when needed.

Funds will be used to pay the partial salaries (50% each) of three DAG's as well as travel expenses of these Traffic Safety Resource Prosecutors.

Key priorities for the TSRP's for FY2020 will be facilitating the rollout of the state's new chemical breath test unit for impaired driving enforcement and dealing with the litigation that will accompany the rollout. The TSRP's will also deal with ongoing legal challenges to the validity of drugged driving enforcement and detection programs (DRE).

Intended Subrecipients

Division of Criminal Justice

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Safety Resource Prosecutor

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$400,000.00	$0.00	$400,000.00

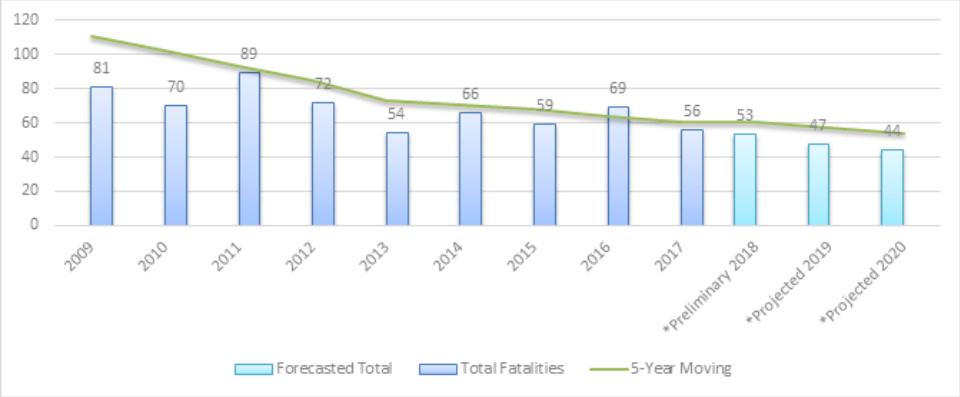
Program Area: Young Drivers

Description of Highway Safety Problems

Younger Drivers • General Overview

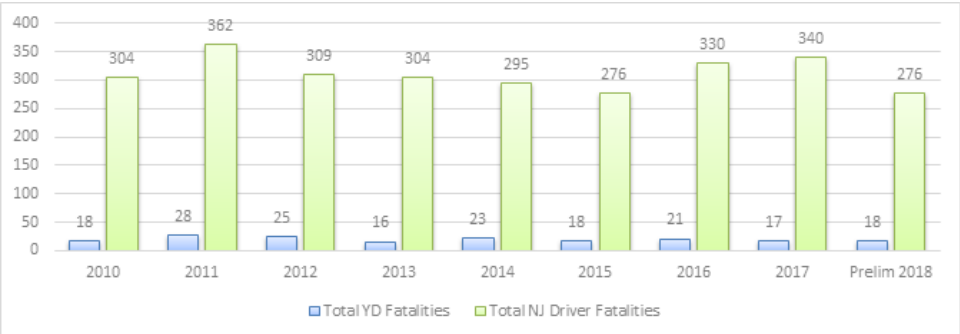
A younger driver is defined as an operator of a motor vehicle or motorcycle between 16-20 years of age. During the last ten years (2009-2018), there were 669 total fatalities in crashes that involved a younger driver behind the wheel. Preliminary 2018 figures show younger drivers have been involved in 9.4 percent of total motor vehicle fatalities (53 out of 565), up from 9 percent in 2017.

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



A total of 18 drivers between the ages of 16-20 died on the State's roadways in 2018. Younger driver fatalities in 2018 accounted for 6.5 percent of total drivers killed, up from 5 percent in 2017. A comparison of the number of younger driver fatalities in relation to the total number of drivers killed is depicted in the table below.

PROPORTION OF YOUNGER DRIVER FATALITIES VERSUS TOTAL NEW JERSEY DRIVER FATALITIES



Although younger driver involvement accounted for 9.4 percent of all fatalities, they were involved in 12.4 percent of all crashes statewide, down from 13 percent in 2016. Compared to all drivers

involved in crashes, younger drivers represented 6.9 percent of all drivers involved, down from 7.2 percent in 2016.

YOUNG DRIVER CRASHES VERSUS ALL CRASHES BY YEAR, 2011 - 2017

	2011	2012	2013	2014	2015	2016	2017
ALL CRASHES	295,094	284,064	289,304	289,873	271,445	279,874	275,925
16-20 YO DRIVER INVOLVED CRASHES	41,468	38,951	37,959	36,040	35,942	36,352	34,261
YOUNG DRIVER CRASHES VS ALL CRASHES*	14.1%	13.7%	13.1%	12.4%	13.2%	13.0%	12.4%
DRIVERS INVOLVED IN ALL CRASHES	554,892	535,626	545,659	546,459	512,773	532,054	523,757
16-20 YO DRIVERS INVOLVED IN	44,142	41,316	40,173	38,019	37,986	38,353	36,116

CRASHES							
YOUNG DRIVERS VS ALL DRIVERS IN CRASHES*	8.0%	7.7%	7.4%	7.0%	7.4%	7.2%	6.9%

*****

Excludes undefined driver age.

Most younger drivers involved in crashes had one or more factors reported at the time of the crash. Over the past 5 years in which there were a total of 757,104 contributing circumstances cited, the most common factor for crashes involving younger drivers was “Driver Inattention” (114,329 or 15.1%), followed by “Following Too Closely” (31,200 or 4.22%).

TOP 10 CONTRIBUTING CIRCUMSTANCES IN CRASHES INVOLVING YOUNG DRIVERS, 2013 - 2017

CONTRIBUTING CIRCUMSTANCE	2013	2014	2015	2016	2017	TOTAL
Driver Inattention	24,119	23,154	23,044	23,391	20,621	**114,329**
Following Too Closely	5,903	5,704	6,037	6,858	6,698	**31,200**
Failed to Yield	4,897	4,544	4,716	5,012	4,783	**23,952**

Right of Way to Vehicle/Pedestrian						
Unsafe Speed	3,753	3,217	3,349	3,065	2,960	**16,344**
Improper Lane Change	1,802	1,766	1,955	2,022	2,063	**9,608**
Road Surface Condition	2,070	2,129	1,815	1,481	1,512	**9,007**
Backing Unsafely	2,575	2,252	1,180	1,225	1,172	**8,404**
Failed to Obey Traffic Control Device (Driver/Pedcycle)	1,693	1,559	1,715	1,900	1,143	**8,010**
Improper Turning	1,518	1,486	1,415	1,607	1,424	**7,450**
Improper Passing	867	807	828	797	877	**4,176**

There are many other circumstances present in crashes, not only with young drivers but all users of the roadway. Many of these circumstances are overlapping and aid in New Jersey's understanding of crash occurrences that have many causation factors. Below is a representation of crashes involving young drivers and how they relate to other performance areas. From 2013-2017, 8.5 percent of crashes involving a young driver also involved one or more drivers being cited for unsafe speed, 9.5 percent also involved an older driver and over 50 percent involved driver inattention.

YOUNGER DRIVER INVOLVEMENT IN CRASHES BY PERFORMANCE AREA, 2013 – 2017

YOUNG DRIVERS AND...	2013	2014	2015	2016	2017	TOTAL	5 YR AVG	% OF 5 YR TOT
ALCOHOL INVOLVEMENT	540	526	504	467	393	**2,430**	486	1.35%
DRUG INVOLVEMENT	69	87	91	94	96	**437**	87	0.24%
DISTRACTED DRIVING	21,126	20,405	20,313	20,818	18,953	**101,615**	20,323	56.28%
UNSAFE SPEED	3,547	3,034	3,137	2,911	2,822	**15,451**	3,090	8.56%
OLDER DRIVERS	3,476	3,307	3,401	3,441	3,482	**17,107**	3,421	9.47%
PEDESTRIANS	261	257	201	186	229	**1,134**	227	0.63%
UNRESTRAINED PASSENGERS	551	540	434	452	364	**2,341**	468	1.30%

TOTAL YOUNG DRIVER CRASHES	**37,959**	**36,040**	**35,942**	**36,352**	**34,261**	**180,554**	**36,111**	**100.00 %**

Younger Drivers • Analysis of Gender

Males between the ages of 16-20 accounted for 54 percent of younger drivers involved in crashes over the past five years, with females representing roughly 46 percent. Drivers between the ages of 16 and 20 accounted for 6.9 percent of all drivers involved in crashes in 2017. Over the last five years (2013-2017), only 1.15 percent of all crashes involving younger drivers involved alcohol, an area that is trending downward (1.4% in 2015, 1.28% in 2016).

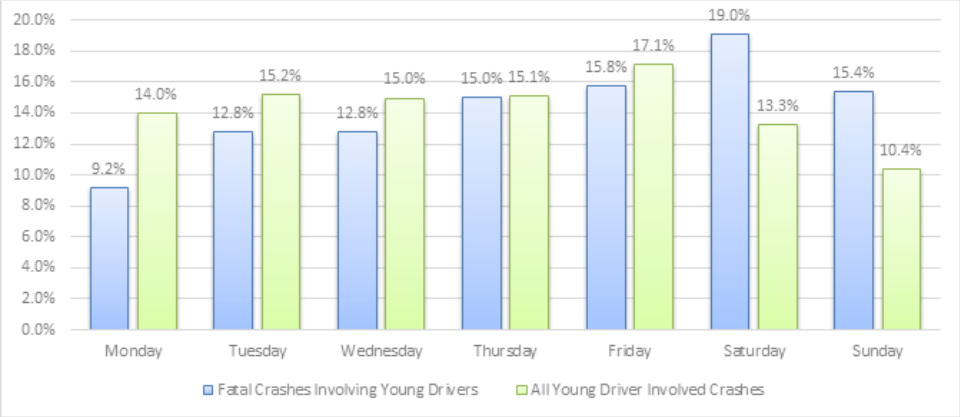
% OF YOUNG DRIVERS INVOLVED IN CRASHES BY AGE AND GENDER, 2013 - 2017

AGE	% OF 16-20 AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
16 YEARS OLD	0.8%	0.4%	0.4%	0.0%	**1,475**
17 YEARS OLD	14.0%	7.2%	6.8%	0.0%	**26,628**
18 YEARS OLD	28.4%	15.2%	13.1%	0.1%	**54,093**
19 YEARS OLD	28.5%	15.8%	12.6%	0.1%	**54,315**
20 YEARS OLD	28.4%	15.6%	12.7%	0.1%	**54,156**
TOTAL	**100.0%**	**54.2%**	**45.5%**	**0.3%**	**190,667**

Younger Drivers • Analysis of Occurrence

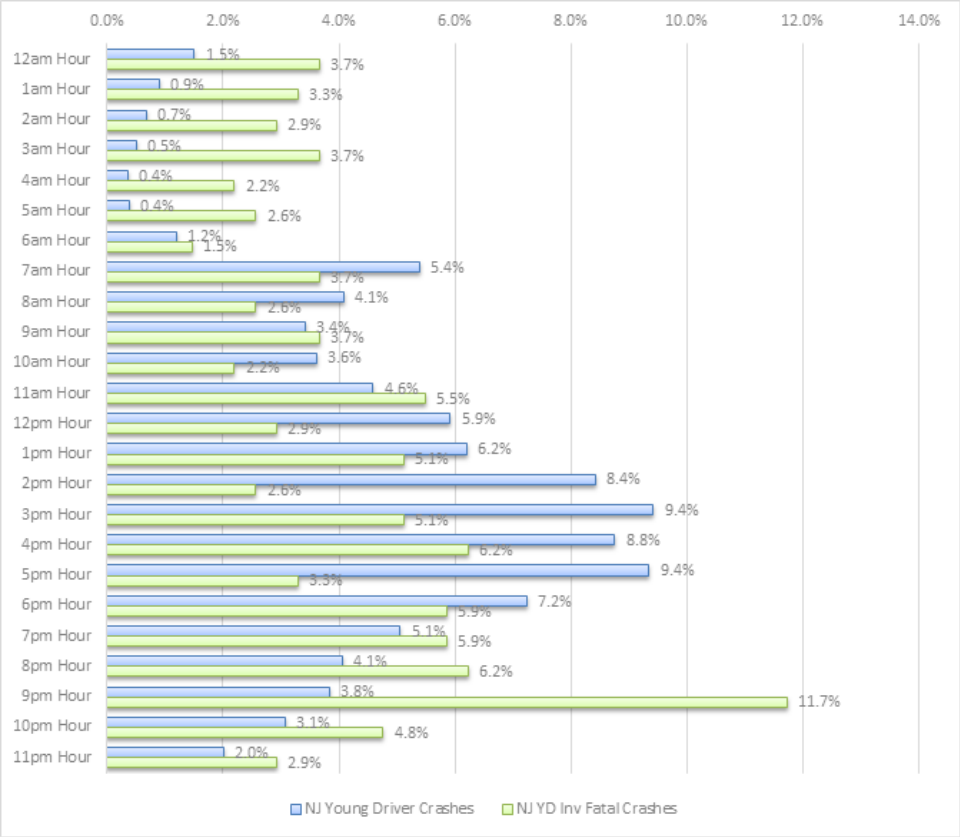
The occurrence of crashes involving a younger driver helps decision makers in addressing the specific concerns that are facing inexperienced users of the roadways. Day-of-week representation does not vary greatly for younger driver involved crashes, Friday being the most dangerous day for younger drivers (17.1% of all crashes). Younger driver crashes where one or more person was killed mostly occurred on Saturday (19%).

YOUNG DRIVER INVOLVED CRASH % VS YOUNG DRIVER INVOLVED FATAL CRASH % BY DAY OF WEEK, 2013 - 2017



Crashes involving younger drivers from 2013-2017 compared to fatal crashes involving young drivers reveal the majority of young driver involved crashes take place between 2pm and 6:59pm (43.2% of total). There is an overrepresentation of younger drivers involved in fatal crashes from 7pm through 6:59am (51.3%). Over 11 percent of all fatal crashes involving younger drivers take place at 9pm compared to 5.5 percent of all fatal crashes in New Jersey (2013-2017).

YOUNG DRIVER INVOLVED CRASH % VS FATAL CRASHES INVOLVING YOUNG DRIVERS % BY TIME OF DAY, 2013 - 2017



---------- KYLEIGH'S LAW EFFECTS ----------

YOUNG DRIVER CRASHES BY YEAR AND TIME PERIOD, 2013 - 2017

YEAR	11:01PM - 4:59AM	5AM - 11PM	TOTAL
2013	2,463	35,496	**37,959**
2014	2,146	33,894	**36,040**
2015	2,118	33,824	**35,942**
2016	2,150	34,202	**36,352**
2017	1,901	32,360	**34,261**
2013 - 2017 Difference	**-22.82%**	**-8.83%**	**-9.74%**

The State has made great advances in creating laws to protect the inexperienced users of the roadways, younger drivers between 16 and 20 years of age. The law governing the rules for new drivers, known as Kyleigh's Law, became effective on May 1, 2010. The law limits the number

of passengers allowed in the vehicle for new drivers, as well as limiting the hours in which they can operate a motor vehicle.

There has been a 9.74 percent reduction in crashes involving younger drivers from 2013 (37,959) to 2017 (34,261). In 2013, younger drivers were involved in 13.1 percent of all crashes statewide compared to a 12.4 percent involvement in 2017. Crashes during the permissible driving hours for a young driver possessing a probationary driver license (5am – 11pm) declined 8.83 percent from 2013 to 2017. More importantly, crashes during the restricted driving hours for a young driver possessing a probationary driver license (11:01pm – 4:59am) fell 22.82 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 (2013-2017), East Brunswick Township had the largest decrease of crashes involving younger drivers with a 38.1 percent reduction. Toms River and Hamilton Townships had the second and third largest reductions with 37.5 percent and 22.1 percent reductions respectively. Lakewood township stands out as having the largest increase in the number of younger driver involved crashes with a 17.5 percent increase from 2013 to 2017.

TOP 20 MUNICIPALITIES WITH CRASHES INVOLVING YOUNG DRIVERS, 2013 - 2017

MUNICIPALITY	2013	2014	2015	2016	2017	TOTAL	2013-2017 % CHANGE	% OF STATE TOTAL
Toms River Township	902	849	765	676	564	**3,756**	**-37.5%**	**2.1%**
Woodbridge Township	663	661	651	642	603	**3,220**	**-9.0%**	**1.8%**
Edison Township	705	637	658	596	554	**3,150**	**-21.4%**	**1.7%**

Paterson City	582	535	572	654	653	**2,996**	**12.2%**	**1.7%**
Newark City	585	572	556	585	651	**2,949**	**11.3%**	**1.6%**
Paramus Borough	550	557	533	534	488	**2,662**	**-11.3%**	**1.5%**
Clifton City	563	533	493	504	515	**2,608**	**-8.5%**	**1.4%**
Hamilton Township (Mercer Co)	533	507	470	466	415	**2,391**	**-22.1%**	**1.3%**
Jersey City	444	364	439	494	418	**2,159**	**-5.9%**	**1.2%**
Wayne Township	482	411	385	423	425	**2,126**	**-11.8%**	**1.2%**
Cherry Hill Township	439	440	381	462	390	**2,112**	**-11.2%**	**1.2%**
Lakewood Township	389	405	376	426	457	**2,053**	**17.5%**	**1.1%**
Union Township (Union Co)	413	381	397	417	433	**2,041**	**4.8%**	**1.1%**
Elizabeth City	353	385	405	457	381	**1,981**	**7.9%**	**1.1%**

Brick Township	449	380	294	385	358	**1,866**	**-20.3%**	**1.0%**
Bridgewater Township	421	397	348	341	339	**1,846**	**-19.5%**	**1.0%**
Vineland City	312	338	338	331	332	**1,651**	**6.4%**	**0.9%**
East Brunswick Township	378	358	356	296	234	**1,622**	**-38.1%**	**0.9%**
Old Bridge Township	330	341	299	339	298	**1,607**	**-9.7%**	**0.9%**
Middletown Township	366	342	275	306	292	**1,581**	**-20.2%**	**0.9%**
NJ TOTAL	**37,959**	**36,040**	**35,942**	**36,352**	**34,261**	**180,554**	**-9.7%**	**100.0%**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	53.8

Countermeasure Strategies in Program Area

Countermeasure Strategy
Enforcement of GDL and Zero-tolerance Laws

Countermeasure Strategy: Enforcement of GDL and Zero-tolerance Laws

Program Area: **Young Drivers**

Project 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 Program Area

Motor vehicle crashes are the leading cause of death for teenagers. During the last ten years (2009-2018), there were 669 total fatalities in New Jersey in crashes that involved a younger driver behind the wheel. Preliminary 2018 figures show younger drivers were involved in 9.4 percent of total motor vehicle fatalities (53 out of 565), up from 9 percent in 2017. Inexperience makes certain circumstances more dangerous for younger drivers. In addition, immaturity increases the likelihood of young drivers putting themselves in risky circumstances. Areas of concern in relation to young drivers include passenger interaction, belt use, cell phone use, drinking and driving and nighttime driving.

Rationale

High visibility enforcement of GDL provisions should encourage compliance. One study investigated whether well publicized enforcement, including checkpoints near high schools, could increase compliance with seat belt laws and GDL provisions. The study found modest increases in seat belt use and compliance with the GDL passenger restriction, although levels of compliance prior to the enforcement efforts were already high (Goodwin, Wells, Foss & Williams, 2006).

Recent studies evaluating the effectiveness of vehicle decals in New Jersey have found increases in citations for violations of licensing restrictions and decreases in crash rates among intermediate license holders in the year after the requirement went into effect (Curry et al., 2013; McCartt et al., 2012).

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). Educational programs alone are unlikely to produce changes in behavior. However, education in combination with other strategies may deliver stronger results.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
GDL	GDL Enforcement and Education

Planned Activity: GDL Enforcement and Education

Planned activity number: **GDL**

Primary Countermeasure Strategy ID:

Planned Activity 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 ensuring that the GDL driver decal is affixed to motor vehicles. Literature will also be distributed to younger drivers on the GDL statute. Funds will be used to compensate troopers for overtime worked on traffic details.

The New Jersey Parent/Teen Driver orientation program will continue to be offered in FFY2020. While the State's GDL is considered one of the most progressive and stringent in the country, it must be clearly understood and supported by parents. The orientation program is designed for parents and their teens in the pre-permit/permit stage of licensing and includes a resource guide containing materials that support parental involvement and safe driving behaviors. The DHTS will work in cooperation with both Kean University and New Jersey Manufacturers Insurance Company to deliver the program. Funds will be used to compensate instructors for delivering the training program.

Intended Subrecipients

Division of State Police and Kean University

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Enforcement of GDL and Zero-tolerance Laws

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act NHTSA 402	Teen Safety Program (FAST)	$100,000.00	$0.00	$25,000.00

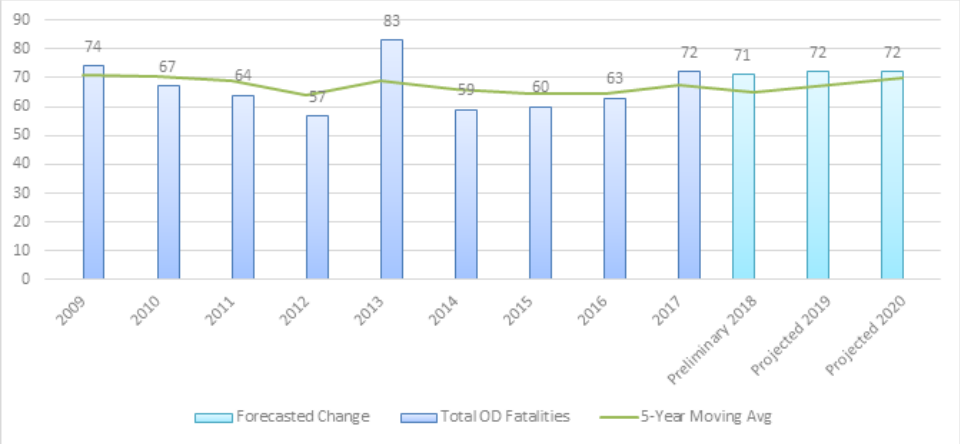
Program Area: Older Drivers

Description of Highway Safety Problems

Older Drivers • General Overview

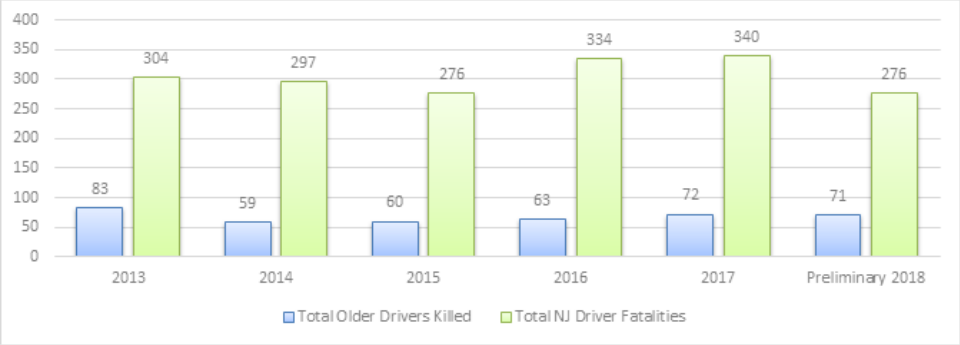
An older driver is defined as an operator of a motor vehicle or motorcycle who is 65 years of age and older. During the last ten years (2009–2018), there were 670 older driver (65+) fatalities, up from 662 between 2008-2017. In 2018, 71 drivers age 65 or older were killed compared to 72 in 2017.

OLDER DRIVER FATALITIES, ANNUAL AND 5–YEAR MOVING AVERAGE



Similar to younger drivers, older drivers are considered a higher-risk population on the roadways. The amount of crashes involving older drivers has experienced an upward trend in the total number of motor vehicle crashes since 2006. In 2017 alone, there were 46,305 crashes involving 49,429 older drivers. In 2018, older drivers accounted for 25.7 percent of all driver fatalities in the State and were involved in 16.8 percent of all crashes, both being an increase from 2017. The increasing population of older drivers in the State and involvement in crashes creates an important case for increased education, enforcement and outreach to this group.

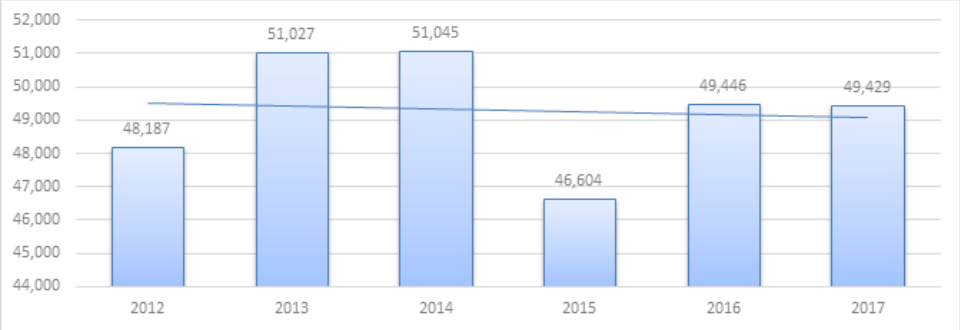
PROPORTION OF OLDER DRIVER FATALITIES VERSUS TOTAL NEW JERSEY DRIVER FATALITIES



After a decline in older drivers involved in crashes from 2014 to 2015, New Jersey saw an increase in 2016 with 49,446 drivers. There was a 6.1 percent increase in crashes involving older drivers

from 2015 (46,604) to 2016. Older drivers once involved in 14.8 percent of all crashes in 2010 now account for 16.8 percent in 2017, a 0.3 percent increase from 2016.

OLDER DRIVERS INVOLVED IN CRASHES, 2012 - 2017



Most crashes involving older drivers had one or more contributing factors reported at the time of the crash. From 2013-2017 the most common factor for crashes involving older drivers was "Driver Inattention" (142,125 or 26.9%), followed by "Failure to Yield Right of Way to Another Vehicle or Pedestrian" (32,856 or 6.1%), both increases from the 2012-2016 totals.

TOP 10 CONTRIBUTING CIRCUMSTANCES IN CRASHES INVOLVING OLDER DRIVERS, 2013 - 2017

CONTRIBUTING CIRCUMSTANCE	2013	2014	2015	2016	2017	TOTAL
Driver Inattention	28,210	28,470	28,424	30,144	26,877	**142,125**
Failed to Yield Right of Way to Vehicle/Pedestrian	6,179	5,873	6,438	7,266	7,100	**32,856**
Following Too Closely	4,743	5,003	5,879	6,689	6,745	**29,059**
Backing Unsafely	4,769	4,225	2,006	2,155	2,004	**15,159**

Improper Lane Change	2,331	2,390	3,084	3,416	3,498	**14,719**
Failed to Obey Traffic Control Device	2,237	2,200	2,570	2,835	1,885	**11,727**
Improper Turning	1,892	2,059	2,059	2,427	2,235	**10,672**
Unsafe Speed	1,393	1,429	1,432	1,396	1,454	**7,104**
Improper Passing	1,084	1,100	1,139	1,433	1,386	**6,142**
Road Surface Condition	850	1,176	1,166	712	726	**4,630**

There are many other circumstances present in crashes, not only with older drivers but all users of the roadway. Many of these circumstances are overlapping and aid in New Jersey's understanding of crash occurrences that have many causation factors. On the following page is a representation of crashes involving older drivers and how they relate to other performance areas. From 2013-2017, 2.9 percent of crashes involving an older driver also involved one or more drivers being cited for unsafe speed, 7.4 percent also involved a young driver (16-20) and over 50 percent involved driver inattention.

OLDER DRIVER INVOLVEMENT IN CRASHES BY PERFORMANCE AREA, 2013 – 2017

OLDER DRIVERS AND...	2013	2014	2015	2016	2017	TOTAL	5 YR AVG	% OF 5 YR TOT
ALCOHOL INVOL	517	518	505	480	540	**2,560**	513.0	1.1%

VEMENT								
DRUG INVOLVEMENT	110	98	107	87	167	**569**	113.5	0.2%
DISTRACTED DRIVING	27,031	27,323	24,811	26,141	25,600	**130,906**	26,087.7	56.5%
UNSAFE SPEED	1,374	1,410	1,322	1,314	1,390	**6,810**	1347.5	2.9%
YOUNG DRIVERS	3,476	3,307	3,401	3,441	3,482	**17,107**	3396.3	7.4%
PEDESTRIANS	776	756	643	705	691	**3,571**	725.8	1.5%
TOTAL OLDER DRIVER CRASHES	**47,757**	**47,779**	**43,729**	**46,265**	**46,305**	**231,835**	**46,188.2**	**100.0%**

Older Drivers • Analysis of Gender

The gender make-up of older drivers involved in crashes shows that males age 65 and older accounted for 57 percent of older drivers involved in crashes while females represented 42 percent during the past five years. These percentages are nearly identical to the gender breakdown found

among all New Jersey motorists. Drivers between the ages of 65-69 accounted for 38 percent of total older drivers involved, a slight increase from the previous 5-years (2012-2016 total).

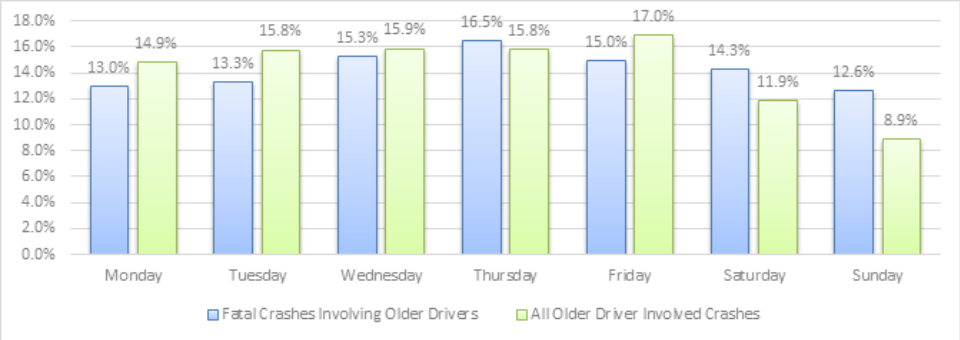
% OF OLDER DRIVERS INVOLVED IN CRASHES BY AGE AND GENDER, 2013 - 2017

AGE	% OF 65 - 85+ AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
65 - 69 YEARS OLD	38.0%	22.5%	15.4%	0.1%	**93,963**
70 - 74 YEARS OLD	25.6%	14.8%	10.7%	0.1%	**63,301**
75 - 79 YEARS OLD	16.6%	9.4%	7.1%	0.1%	**40,976**
80 - 84 YEARS OLD	10.8%	5.9%	4.9%	0.0%	**26,836**
85+ YEARS OLD	9.1%	5.0%	4.0%	0.0%	**22,488**
TOTAL	**100.0%**	**57.7%**	**41.9%**	**0.3%**	**247,564**

Older Drivers • Analysis of Occurrence

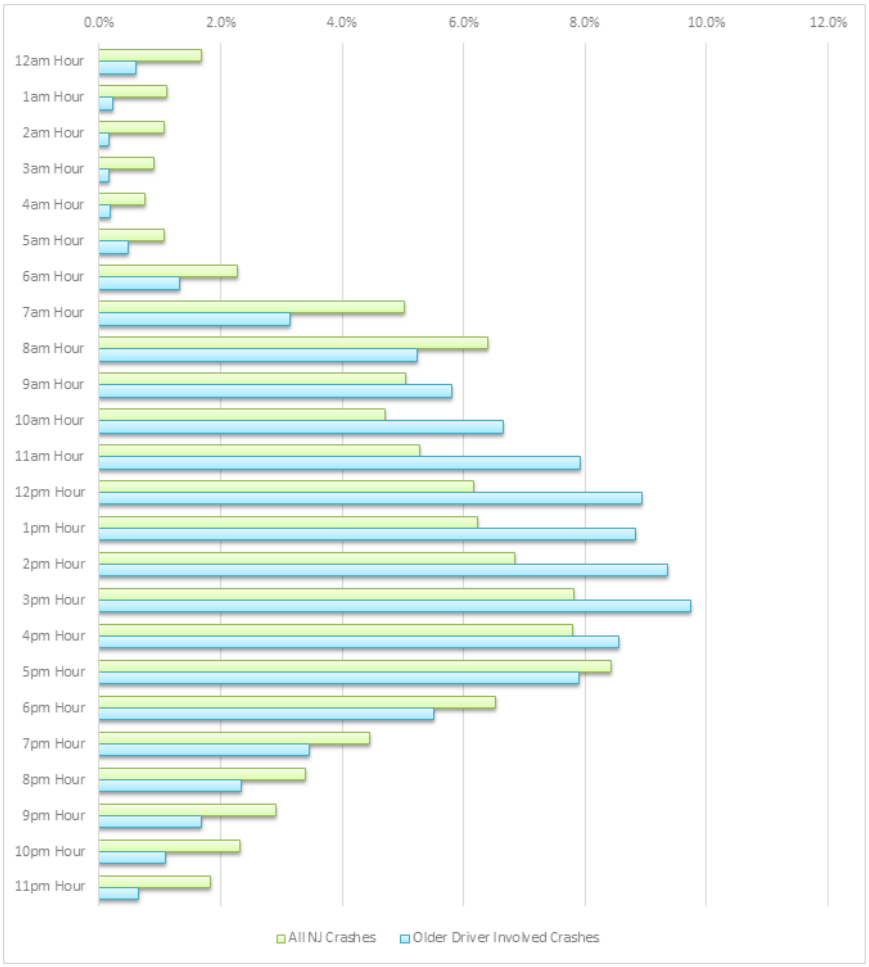
Day of week representation does not vary greatly. Sunday experienced the least volume of all crashes and fatal crashes, with 8 percent and 12.6 percent occurring, respectively. The day of the week that experienced the highest volume of all crashes involving older drivers was Friday which accounted for 17 percent of the total crashes. 16.5 percent of older driver involved fatal crashes occurred on Thursdays.

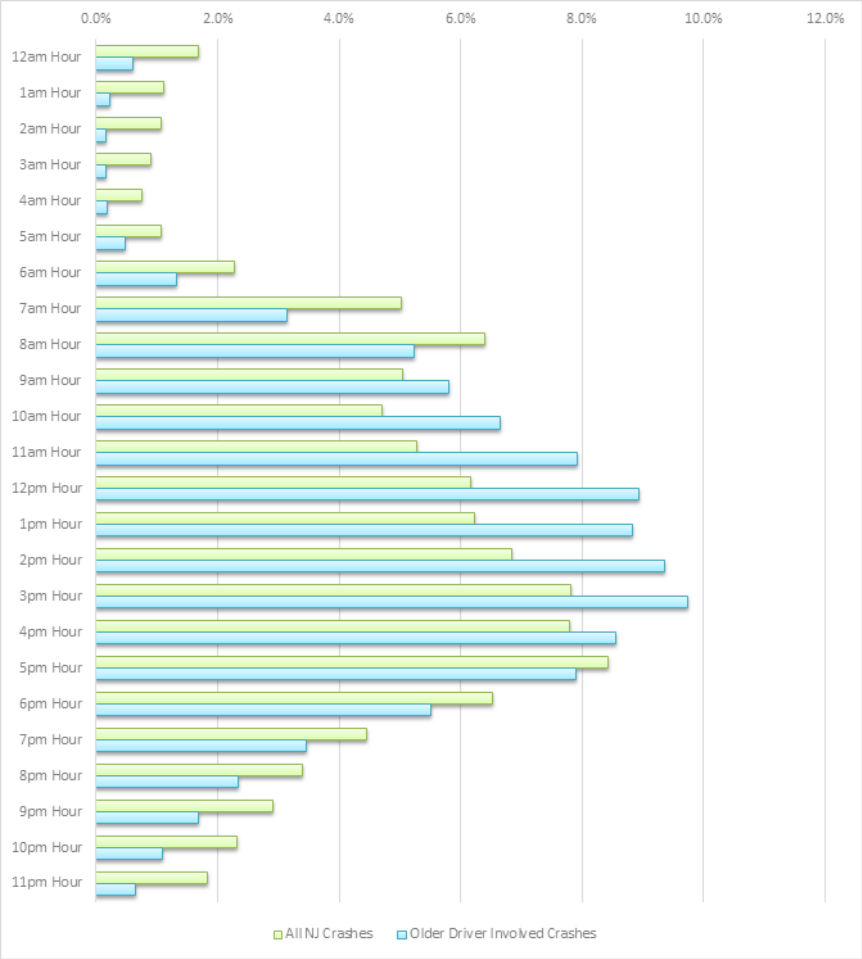
OLDER DRIVER INVOLVED CRASH % VS OLDER DRIVER INVOLVED FATAL CRASH % BY DAY OF WEEK, 2013 – 2017



Older drivers become overrepresented in motor vehicle crashes from 9am to 4pm, accounting for 65.9 percent of all older crashes over the past 5 years (2013 -2017) down from 66.5 percent from 2012-2016. Thirty seven percent occurred between 12pm and 3pm.

OLDER DRIVER INVOLVED CRASH % VS NJ CRASH % BY TIME OF DAY, 2013 - 2017


0.0%
2.0%
4.0%
6.0%
8.0%
10.0%
12.0%
12am Hour
1am Hour
2am Hour
3am Hour
4am Hour
5am Hour
6am Hour
7am Hour
8am Hour
9am Hour
10am Hour
11am Hour
12pm Hour
1pm Hour
2pm Hour
3pm Hour
4pm Hour
5pm Hour
6pm Hour
7pm Hour
8pm Hour
9pm Hour
10pm Hour
11pm Hour
All NJ Crashes
Older Driver Involved Crashes



Older Drivers • Analysis of Location

New Jersey experienced a slight increase in overall older driver involved crashes from 2016 to 2017, and the chart below shows the Top 20 towns with the most older driver crashes over the last 5 years (2013-2017). Toms River Township experienced the largest decline in older driver crashes with a 28.4 percent decrease from 2013 to 2017, followed by Brick Township with a 20.4 percent decrease. The City of Newark has seen the largest increase in older driver involved crashes, increasing 35 percent from 2013 to 2017 followed by the City of Paterson with a 26.7 percent increase.

TOP 20 MUNICIPALITIES WITH CRASHES INVOLVING OLDER DRIVERS, 2013 - 2017

MUNICIPALITY	2013	2014	2015	2016	2017	TOTAL	5-YEAR AVG.	2013-2017 %

								CHAN
Toms River Township	1,136	1,141	848	855	813	**3,657**	**914**	**-28.4%**
Newark City	788	856	875	937	1,064	**3,732**	**933**	**35.0%**
Jersey City	760	807	768	907	932	**3,414**	**854**	**22.6%**
Woodbridge Township	743	744	665	814	689	**2,912**	**728**	**-7.3%**
Edison Township	684	679	587	643	623	**2,532**	**633**	**-8.9%**
Paterson City	569	550	610	706	721	**2,587**	**647**	**26.7%**
Cherry Hill Township	679	656	583	615	620	**2,474**	**619**	**-8.7%**
Clifton City	679	645	595	563	637	**2,440**	**610**	**-6.2%**
Paramus Borough	613	636	527	600	605	**2,368**	**592**	**-1.3%**
Elizabeth City	455	527	508	622	574	**2,231**	**558**	**26.2%**
Hamilton Township	566	556	509	511	535	**2,111**	**528**	**-5.5%**

(Mercer Co)								
Brick Township	627	616	406	521	499	**2,042**	**511**	**-20.4%**
Union Township (Union Co)	517	453	455	494	524	**1,926**	**482**	**1.4%**
Hackensack City	468	504	392	456	475	**1,827**	**457**	**1.5%**
Lakewood Township	483	431	401	450	456	**1,738**	**435**	**-5.6%**
Wayne Township	460	478	368	418	414	**1,678**	**420**	**-10.0%**
Vineland City	391	414	358	382	392	**1,546**	**387**	**0.3%**
Teaneck Township	330	412	344	410	364	**1,530**	**383**	**10.3%**
Parsippany-Troy Hills Township	388	445	364	284	344	**1,437**	**359**	**-11.3%**
Fort Lee Borough	386	384	295	379	376	**1,434**	**359**	**-2.6%**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Number of Older Driver Fatalities	2020	5 Year	70.1

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

Countermeasure Strategy: Communication Campaign

Program Area: **Older Drivers**

Project 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 Program Area

Older drivers represent approximately 17 percent of licensed drivers in the State, but in 2018 older drivers accounted for 25.7 percent of all driver fatalities in the State and were involved in 16.8 percent of all crashes, both being increases from 2017.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.

Rationale

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.

Many organizations offer educational material for older drivers to inform them of driving risks, help them assess their driving knowledge and capabilities, suggest methods to adapt to and compensate for changing capabilities, and guide them in 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 material may increase driver's knowledge.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Education/Older Drivers	Education

Planned Activity: Education

Planned activity number: **Education/Older Drivers**

Primary Countermeasure Strategy ID:

Planned Activity Description

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. Programs will be targeted for those areas of the State overrepresented in older driver crashes.

Intended Subrecipients

AAA

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act NHTSA 402	Driver Education (FAST)	$30,000.00		$30,000.00

Program Area: Community Traffic Safety Program

Description of Highway Safety Problems

COMMUNITY TRAFFIC SAFETY PROGRAMS

Countermeasure Strategy: Community Programs and Outreach

In 2018, pedestrian fatalities were the most prevalent in Essex County (25) accounting for 14 percent of all pedestrians killed in the State. The County with the highest number of motor vehicle fatalities (50) was Middlesex County and comprised mostly driver fatalities followed by pedestrians. The most bicycle fatalities (3) occurred in Camden County followed by Essex County with 2 bicycle fatalities. Atlantic and Camden County had the highest number of motorcycle fatalities in 2018 (6).

2018 VICTIM CLASSIFICATION BY COUNTY

	DRIVER	PASSENGER	PEDESTRIAN	BICYCLIST	MOTORCYCLIST	TOTAL	% CHANGE from 2017
ATLANTIC	11	7	6	0	6	**30**	**-16.7%**
BERGEN	5	3	19	1	4	**32**	**18.5%**
BURLINGTON	19	8	13	1	3	**44**	**-8.3%**
CAMDEN	22	8	8	3	6	**47**	**6.8%**
CAPE MAY	8	0	1	0	1	**10**	**-37.5%**
CUMBERLAND	13	2	2	1	1	**19**	**-26.9%**
ESSEX	10	5	25	2	3	**45**	**12.5%**
GLOUCESTER	17	12	6	1	2	**38**	**-13.6%**

HUDSON	3	4	14	1	0	**22**	**-15.4%**
HUNTERDON	2	0	1	0	0	**3**	**-62.5%**
MERCER	8	3	13	1	4	**29**	**11.5%**
MIDDLESEX	21	10	14	0	5	**50**	**6.4%**
MONMOUTH	15	3	9	1	1	**29**	**-32.6%**
MORRIS	13	7	5	1	2	**28**	**-3.4%**
OCEAN	16	12	8	1	2	**39**	**-26.4%**
PASSAIC	9	1	9	0	2	**21**	**10.5%**
SALEM	7	2	0	0	0	**9**	**-47.1%**
SOMERSET	7	4	9	1	2	**23**	**-4.2%**
SUSSEX	7	1	1	0	3	**12**	**71.4%**
UNION	7	2	14	1	3	**27**	**-20.6%**
WARREN	5	1	0	0	1	**7**	**-36.4%**
NJ STATE TOTALS	**225**	**95**	**177**	**16**	**51**	**564**	

For Driver Actions, *Driver Inattention* is cited as the State's largest contributing circumstance in crashes annually and was a cited reason in 30.2 percent of all vehicles involved in 2017, up from 29.8 percent in 2016. *Driver Inattention* can consist of a number of different factors, such as cell phone use, applying make-up, talking, eating, and attending to children. It remains a serious contributing factor of crashes on New Jersey's roadways and efforts are in place to provide

education and outreach to motorists on the importance of reducing distractions while operating their vehicle. Additional distracted driving elements aim to capture the specifics of inattentive driving behavior and education and clarification on the use of these elements will be provided to reporting officials. *Following Too Closely* was the second-most common circumstance in crashes. *Following Too Closely* can also be a factor in aggressive driving behavior as well as *Unsafe Speed* (4th). *Failure to Yield Right-of-Way to Another Vehicle or Pedestrian* was the third-most common circumstance in crashes.

TOP CONTRIBUTING DRIVER ACTIONS IN CRASHES, 2013 - 2017

CONTRIBUTING DRIVER ACTION	2013	2014	2015	2016	2017	TOTAL
Driver Inattention	164,433	163,956	152,433	158,416	158,258	**797,496**
Following Too Closely	30,972	32,422	33,497	38,500	36,972	**172,363**
Failed to Yield Right of Way to Vehicle/Pedestrian	23,041	21,856	22,297	24,541	23,571	**115,306**
Unsafe Speed	18,556	18,430	18,018	16,252	19,160	**90,416**
Improper Lane Change	12,671	13,501	14,438	16,078	16,540	**73,228**
Backing Unsafely	23,099	20,908	10,750	11,277	10,501	**76,535**
Improper Turning	8,896	9,321	8,605	9,552	8,478	**44,852**
Other Driver Action	12,835	12,783	11,619	11,714	8,036	**56,987**

Failed to Obey Traffic Control Device	9,170	9,004	9,461	25,541	7,154	**60,330**
Improper Passing	5,939	6,055	6,123	6,764	6,726	**31,607**
Failed to Obey Stop Sign	-	-	-	-	4,372	**4,372**
Improper Parking	3,734	3,599	2,105	2,291	2,118	**13,847**
Failure To Keep Right	2,564	2,439	2,265	2,425	1,915	**11,608**
Other Distraction Inside Vehicle	-	-	-	-	1,787	**1,787**
Other Distraction Outside Vehicle	-	-	-	-	1,352	**1,352**
Distracted - Hand Held Electronic Device	-	-	-	-	1,017	**1,017**
Wrong Way	611	604	608	621	614	**3,058**
Improper Use/Failed to Use Turn Signal	514	450	433	450	392	**2,239**

Distracted by Passenger	-	-	-	-	321	**321**
Distracted - Hands Free Electronic Device	-	-	-	-	283	**283**
Improper Use/No Lights	128	161	124	141	111	**665**
None	260,648	259,635	247,811	258,461	242,363	**1,268,918**

New Jersey monitors motor vehicle crash trends in several program areas to make assessments on overall crash circumstances on the roadways. Below is a list of areas that DHTS monitors from year-to-year to determine fluctuations within the program areas, which aids in targeting safety programing needed to make New Jersey's roads safer.

MOTOR VEHICLE CRASH TRENDS, 2013 - 2017

CRASH RECORD TOTALS	2013	2014	2015	2016	2017	TOTAL
TOTAL CRASH RECORDS	289,460	289,873	271,445	279,874	275,925	**1,406,577**
TOTAL VEHICLES INVOLVED IN CRASHES	546,015	546,459	512,773	532,054	523,757	**2,661,058**

TOTAL DRIVERS INVOLVED IN CRASHES	546,015	546,459	512,773	532,054	523,757	**2,661,058**
TOTAL OCCUPANTS INVOLVED IN CRASHES	652,909	643,233	624,252	642,800	635,659	**3,198,853**
TOTAL PEDESTRIANS INVOLVED IN CRASHES	8,358	7,775	7,303	7,334	7,259	**38,029**

MOTOR VEHICLE CRASH TRENDS, 2013 – 2017 (CONTINUED)

PROGRAM AREA	2013	2014	2015	2016	2017	TOTAL
DISTRACTED DRIVING CRASHES	151,779	151,034	142,107	147,572	141,130	**733,622**
UNSAFE SPEED INVOLVED	54,564	54,246	51,844	50,588	50,215	**261,457**

CRASHES						
PEDESTRIAN INVOLVED CRASHES	47,770	47,779	43,729	46,265	46,305	**231,848**
BICYCLIST INVOLVED CRASHES	37,959	36,040	35,942	36,352	34,261	**180,554**
YOUNG DRIVER INVOLVED CRASHES	27,468	26,703	26,004	25,542	26,105	**131,822**
OLDER DRIVER INVOLVED CRASHES	23,420	22,468	23,465	21,837	21,647	**112,837**
MOTORCYCLE INVOLVED CRASHES	18,140	17,549	17,610	15,884	16,060	**85,243**
UNRESTRAINED OCCUPANT	10,061	10,274	10,114	11,270	10,793	**52,512**

CRASHES						
WORK ZONE RELATED CRASHES	7,849	7,595	7,101	7,007	7,156	**36,708**
LIVE ANIMAL CRASHES	6,861	7,475	6,976	6,984	6,569	**34,865**
ALCOHOL INVOLVED CRASHES	6,561	6,594	5,221	4,454	4,034	**26,864**
DRUGGED DRIVING CRASHES	5,649	5,214	4,709	4,840	5,008	**25,420**
SINGLE VEHICLE CRASHES	4,476	4,376	3,741	3,661	3,447	**19,701**
DROWSY DRIVING CRASHES	2,754	2,740	2,753	2,834	3,360	**14,441**
HEAD-ON COLLISION	2,414	2,193	2,300	2,188	2,168	**11,263**

CRASHES						
CURVE RELATED CRASHES	2,010	1,863	1,959	1,923	1,925	**9,680**
RUN OFF ROAD CRASHES	1,016	988	1,119	1,129	1,487	**5,739**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Number of Counties Supported in CTSPs	2020	Annual	21.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Community Programs and Outreach

Countermeasure Strategy: Community Programs and Outreach

Program Area: **Community Traffic Safety Program**

Project 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 the DHTS.

Linkage Between Program Area

An analysis identifying those counties with high crash and fatality rates will be targeted for implementation of community traffic safety programs. Also included in the analysis are factors such as crashes and fatalities related to impaired driving, driver distraction, child passenger safety, occupant protection and pedestrian safety. These include the likes of Atlantic, Burlington, Bergen, Middlesex, Essex, Camden, Cumberland, Gloucester, Hudson, Morris, Ocean and Monmouth counties. Beyond data analysis, a Community Traffic Safety Program can only be implemented where there is local support from the elected and traffic safety community.

Rationale

Community Traffic Safety Programs (CTSPs) are locally based 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 community boundaries are up to the individuals comprising the team, and can be a city, an entire county, a portion of a county, multiple counties, or any other jurisdictional arrangement.

Multi-jurisdictional means several agencies (cities, county and state) plus other groups and organizations working together toward a common goal of improving traffic safety in their community. Multi-disciplinary means integrating the efforts of the 3 "E" disciplines that work in highway safety, including Engineering, Enforcement, and Education / public information. By working together with interested citizens and other traffic safety advocates within their communities, the CTSPs help to solve local traffic safety problems related to the driver, the vehicle 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*) effort is demonstrated by the commitment and participation of the various groups and individuals working together to solve traffic safety related problems and issues. By using a team approach, utilizing task forces and combining law enforcement, emergency medical services, public education and engineering efforts, the task force brought a variety of perspectives into play when solving mutual traffic safety problems.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Community Traffic Safety	Community Traffic Safety Programs and Other Statewide Initiatives

Planned Activity: Community Traffic Safety Programs and Other Statewide Initiatives

Planned activity number: **Community Traffic Safety**

Primary Countermeasure Strategy ID:

Planned Activity Description

Funds will be provided to continue the Community Traffic Safety Programs (CTSPs), which address priority traffic safety concerns in the following counties: Atlantic, Burlington, Camden, Essex, Gloucester, Hudson, Middlesex, Morris, Ocean, Monmouth Somerset, and Union. The South Jersey Transportation Planning Organization will work with representatives from Cumberland, Cape May and Salem to develop and implement traffic safety initiatives in each of those counties. Each CTSP establishes a management system which includes a coordinator and advisory group responsible for planning, directing and implementing its programs. Traffic safety professionals from law enforcement agencies, educational institutions, community and emergency service organizations, and planning and engineering are brought together to develop county-wide traffic safety education programs based on their crash data. The CTSPs also share best practices, and provide information and training throughout their counties. CTSPs are encouraged to expand their partnerships to ensure diversity in membership and communities served. Funds will be used for training 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) will advance its transportation safety messages with the most current information available, expanding its reach 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. The program 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, pedestrian, motor vehicle and passenger safety issues to 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 work with high schools across the State as part of the U Got Brains Champion Schools program. This statewide peer-to-peer safe driving program involves teams of students led by a faculty advisor from up to 65 high schools that create teen safe driving campaigns in their schools and communities. BIANJ will also reprise its role as the lead agency that coordinates and hosts the statewide Pedestrian/Bicycle Safety Coalition and Motorcycle Safety Coalition. In the area of motorcycle safety, BIANJ will plan for and host annual statewide trainings for Motorcycle Rider Coaches and oversee the MSF Quality Assurance Specialist Program for Rider Coaches. BIANJ's transportation safety website, JerseyDrives.com, will continue to be updated with the most current information presented in an engaging and informative format and serve as a state resource for drivers, parents and educators. BIANJ will continue to lead the state effort 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.

The State'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 partner with local agencies, schools and

businesses to conduct traffic safety outreach and education programs. Pedestrian safety will be addressed for all ages while bicycle safety for recreational riders as well as bicycle commuters will be covered with an emphasis on techniques for safely sharing the road. Funds will also be used to raise awareness of the rules of the road. In particular, laws pertaining to occupant protection, ice and snow removal, pedestrian safety, and the use of handheld devices will be addressed.

Funds will be provided to the AAA Clubs of New Jersey to conduct a variety of traffic safety initiatives focusing on child passenger safety, teen driving, motorcycle safety, and general awareness of highway safety. AAA will partner with child passenger safety technicians and hospitals to disseminate child passenger safety toolkits to local pediatricians to foster a greater awareness of proper restraint and free child safety seat checks. *Dare to Prepare* teen driving seminars will be offered for parents and teens at high schools, PTA/PTO meetings, community gatherings, and health fairs. In cooperation with existing public and private motorcycle safety organizations, education seminars will be conducted, and reflective safety vests will be made available to a select number of riders.

Safe Kids New Jersey will work with its network of local coalitions to reach parents, grandparents, healthcare providers, children and communities to promote motor vehicle, bicycle and pedestrian safety. The *Children In and Around Cars* program, designed to teach not only kids about occupant protection and vehicle safety, but parents and other adults as well, will be conducted. Safe Kids New Jersey will also support the child passenger safety certification process including recertification and senior checkers. Bicycle safety events will be held to promote the correct use of helmets. Pedestrian safety programs will strive to teach safe behavior to motorists and child pedestrians. Due to increased distracted driving and walking related incidences, Safe Kids New Jersey will incorporate this topic in all of the information sessions, publications and outreach activities.

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

New Jersey Transit will receive funding to promote traffic safety messages statewide through its rail and bus system and to conduct grade crossing enforcement at targeted high-risk locations to reduce instances of train/vehicle or train/pedestrian collisions.

Funds within this task (through the DHTS Training Grant) will be used for in-house staff training and travel, as well as the DHTS Traffic Safety Educational Symposium to be held in FFY2020. The first such seminar in many years, the event will offer educational and training tracks to be determined that will be beneficial to law enforcement partners such as Child Passenger Safety, Drug Impaired Driving/DRE, social media, data and traffic records management, and innovative enforcement strategies. A separate, one day Child Passenger Safety Technical Update Conference

for New Jersey CPS Technicians will be held jointly with the Symposium. DHTS also plans to offer (through the DHTS Training Grant) a pair of Regional Grantee Workshops in FFY2020 to train new and existing grantees in project development, application, and reporting.

Within this planned activity, the approximate breakdown for FY2020 funding will be:

$1.2 million to County CTSPs.
$800,000 to non-profit CTSP grants (AAA, BIANJ, TransOptions, Safe Kids).

Intended Subrecipients

County government and non-profit organizations.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Community Programs and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$2,565,000.00	$0.00	$2,440,000.00

Program Area: Communications (Media)

Description of Highway Safety Problems

Paid media efforts in conjunction with national enforcement mobilizations will provide outreach to the general public about impaired driving, distracted riving, and seat belt use as well as other traffic safety related areas. Outreach efforts will also include an additional emphasis on the Hispanic community. According to U.S. Census Bureau population estimates as of 2018, approximately 1.8 million Hispanics reside in the State which represents 20 percent of the population in New Jersey. In 2017, 107 Hispanics were killed in motor vehicle crashes which represented 17.2 percent of all fatalities in the State. Further analysis indicates that Hispanics account for 13 percent of alcohol related driver fatalities. In addition, individuals from Hispanic origin represent over 40 percent of all bicycle fatalities, 34 percent of all pedestrian fatalities and 15 percent of unrestrained occupant fatalities.

The Hispanic community in the state is at a distinct disadvantage in terms of traffic safety knowledge due to the language barrier. Generally concentrated in dense urban environments, these often-times recent immigrants to New Jersey have learned to walk, drive and ride bicycles in other countries with drastically different laws and habits. The Hispanic population in New Jersey greatly benefits from the Division's targeted Spanish language education and work with the media. This is accomplished through statewide paid and earned media.

TRAFFIC RELATED FATALITIES BY CULTURE, 2017

	HISPANIC	NON-HISPANIC	UNKNOWN	TOTAL
White	84	362	4	**450**
Black	7	108	0	**115**
Chinese	0	1	0	**1**
Asian Indian	0	10	0	**10**
Japanese	0	1	0	**1**
Korean	0	1	0	**1**
Other Asian or Pacific Islander	0	0	1	**1**
Filipino	0	7	0	**7**
Multiple Races	5	8	0	**13**
All other races	10	1	0	**11**
Unknown	1	1	12	**14**
TOTAL	**107**	**500**	**17**	**624**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Number of Social Media Engagements	2020	Annual	100.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Public Outreach

Countermeasure Strategy: Public Outreach

Program Area: **Communications (Media)**

Project 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.

Linkage Between Program Area

Paid media efforts in conjunction with national enforcement mobilizations will provide outreach to the general public about impaired driving, distracted riving, and seat belt use as well as other traffic safety related areas. Outreach efforts will also include an additional emphasis on the Hispanic community. According to U.S. Census Bureau population estimates as of 2018, approximately 1.8 million Hispanics reside in the State which represents 20 percent of the population in New Jersey. In 2017, 107 Hispanics were killed in motor vehicle crashes which represented 17.2 percent of all fatalities in the State. Further analysis indicates that Hispanics account for 13 percent of alcohol related driver fatalities. In addition, individuals from Hispanic origin represent over 40 percent of all bicycle fatalities, 34 percent of all pedestrian fatalities and 15 percent of unrestrained occupant fatalities. The Hispanic community in the state is at a distinct disadvantage in terms of traffic safety knowledge due to the language barrier. Generally concentrated in dense urban environments, these often-times recent immigrants to New Jersey have learned to walk, drive and ride bicycles in other countries with drastically different laws and habits. The Hispanic population in New Jersey greatly benefits from the Division's targeted

Spanish language education and work with the media. This is accomplished through statewide paid and earned media. Rationale

Public information/education projects are designed and executed to support specific enforcement activities. Both 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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Public Information	Paid Media

Planned Activity: Paid Media

Planned activity number: **Public Information**

Primary Countermeasure Strategy ID:

Planned Activity Description

Public information is the cornerstone of the work in highway safety. The primary function is to educate the public about traffic safety and to induce the public to change their attitudes and behaviors in a way that leads to greater safety on the roads. Funds from this task will be used to support the division's priority programs with printed materials, educational items, media campaigns and special events. Priority areas to be supported include: seat belt usage, child passenger safety, pedestrian safety, bicycle safety, distracted driving, aggressive driving, and impaired driving and motorcycle safety. Funds will be used to print the various publications provided by the DHTS to the public. Brochures and banners will also be purchased and used by law enforcement agencies to supplement the enforcement efforts of the national mobilization campaigns. DHTS will look to expand its social media presence 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. Funds will be used to place paid advertisements that address various traffic safety messages in an effort to reach the Latino community. This initiative will allow DHTS to continue its efforts to provide information that educates the community about traffic safety issues that will potentially decrease motor vehicle related crashes, injuries and fatalities. The newspaper advertisements are a component in the strategy to combine education and enforcement during the *U Drive. U Text. U Pay* campaign in April, *Click It or Ticket* campaign in May and the *Drive Sober or Get Pulled Over* campaign during Labor Day and between Thanksgiving and New Year's Day. Other highway safety messages will be included in the Spanish language publications including teen

driver safety; sharing the road with motorcycles, bicycles, and pedestrians; and child passenger safety.

Intended Subrecipients

Activities will be funded through a DHTS in-house paid advertising grant.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Public Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$620,000.00	$0.00	$0.00

Program Area: Motorcycle Safety

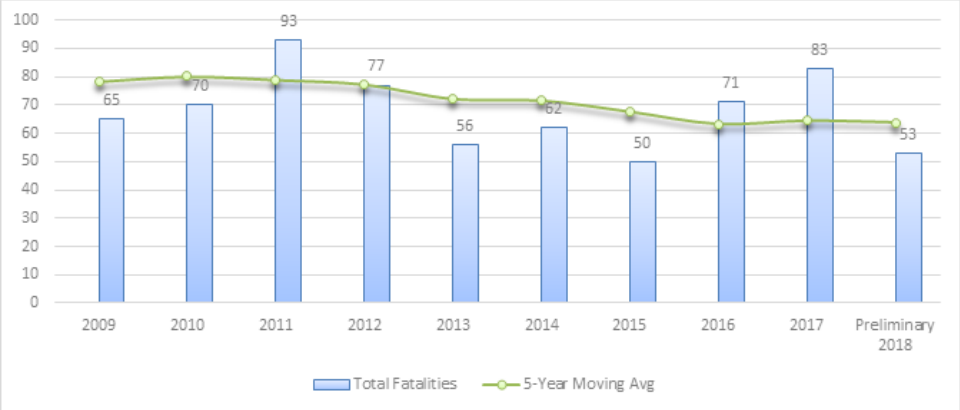
Description of Highway Safety Problems

MOTORCYCLE SAFETY

General Overview

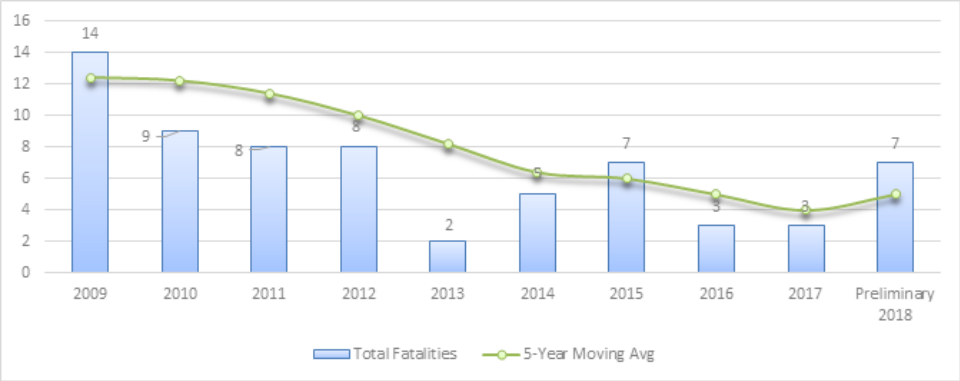
Motorcycle fatalities have varied over the ten-year period from 2009-2018. The highest number of fatalities (93) occurred in 2011 while the lowest number (50) occurred in 2015. The ten-year average (2009-2018) of motorcycle fatalities is 68 fatalities per year, down from the 2008-2017 average of 71.

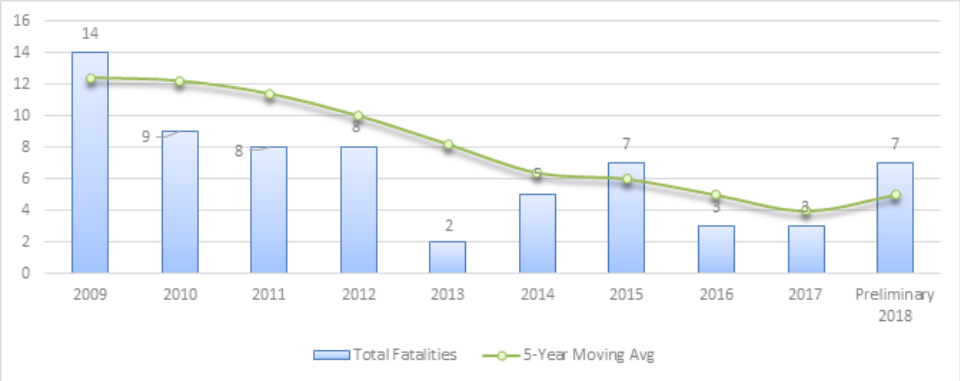
MOTORCYCLE FATALITIES, ANNUAL AND 5–YEAR MOVING AVERAGE



The decision to not wear a helmet when riding a motorcycle can mean life or death. Preliminary figures are showing 7 motorcyclists died on the roadways in 2018 without wearing a helmet at the time of the crash, accounting for 13 percent of motorcyclist fatalities (drivers and riders).

UNHELMETED MOTORCYCLE FATALITIES, ANNUAL AND 5–YEAR MOVING AVERAGE





NHTSA estimates that in 2017, 47 motorcycle riders lives were saved because they were wearing a helmet at the time of the crash. It is also estimated that if every rider involved was wearing a helmet at the time of the crash, it could have saved one additional life because of non-helmet use.

HELMET USE IN FATAL MOTORCYCLE CRASHES, 2015 - 2017

	---------- ----- 2015 - ---------- ---		---------- ----- 2016 - ---------- ---		---------- ----- 2017 - ---------- ---	
	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL
DOT-COMPLIANT HELMET	39	78.0%	55	80.9%	62	74.7%
OTHER HELMET	1	2.0%	5	7.4%	14	16.9%

NO HELMET	5	10.0%	1	1.5%	1	1.2%
UNKNOWN	5	10.0%	7	10.3%	6	7.2%

Alcohol was involved in under 4 percent of all motorcycle crashes over the past five years and was a contributing circumstance in 2.6 percent of all crashes in 2017.

ALCOHOL INVOLVEMENT IN MOTORCYCLE CRASHES, 2013 - 2017

INVOLVEMENT	2013	2014	2015	2016	2017	TOTAL
NO INVOLVEMENT	2,313	2,114	2,217	2,115	2,081	**10,840**
INVOLVEMENT	101	79	83	73	87	**423**
TOTAL	**2,414**	**2,193**	**2,300**	**2,188**	**2,168**	**11,263**
INVOLVEMENT PERCENT OF TOTAL	**4.18%**	**3.60%**	**3.61%**	**3.34%**	**4.01%**	**3.76%**

Motorcycle Driver Impairment is a serious issue among those fatally injured. In 2018, preliminary figures are showing an over representation of fatally injured motorcycle drivers compared to all fatally injured drivers that were under the influence of drugs or alcohol. Fatally injured motorcycle drivers in 2018 made up 9 percent of total killed on New Jersey's roadways, down from 13.3 percent in 2017. In 2018, 23.5 percent of fatally injured motorcycle drivers were under the influence of alcohol, as well as 23.5 percent were under the influence of drugs (illicit or medication). A staggering 62.7 percent of fatally injured motorcyclists were under the influence of alcohol OR drugs (32 of 51). Though 2018 figures are not available for all drivers at the time of this report, in 2017, 27.7 percent of all New Jersey fatalities involved alcohol OR drugs.

IMPAIRMENT OF FATALLY INJURED MOTORCYCLE DRIVERS, 2018

INVOLVEMENT	TOTAL	% OF TOTAL
ALCOHOL ONLY	12	**23.5%**
DRUGS ONLY (ILLICIT AND MEDICATION)	12	**23.5%**
ALCOHOL OR DRUGS (ILLICIT AND MEDICATION)	32	**62.7%**
TOTAL	**51**	**100%**
TOTAL KILLED IN NJ WHERE ALCOHOL OR DRUGS INV	**173**	**27.7%**

There are many other circumstances present in crashes, not only with motorcyclists but all users of the roadway. Many of these circumstances are overlapping and aid in New Jersey's understanding of crash occurrences that have many causation factors. Below is a representation of crashes involving motorcyclists and how they relate to other performance areas. From 2013-2017, 13.8 percent of crashes involving a motorcyclist also involved one or more drivers being cited for unsafe speed, 11.7 percent also involved an older driver, 8.4 percent involved a younger driver and 42.8 percent involved driver inattention.

MOTORCYCLE INVOLVEMENT IN CRASHES BY PERFORMANCE AREA, 2013 – 2017

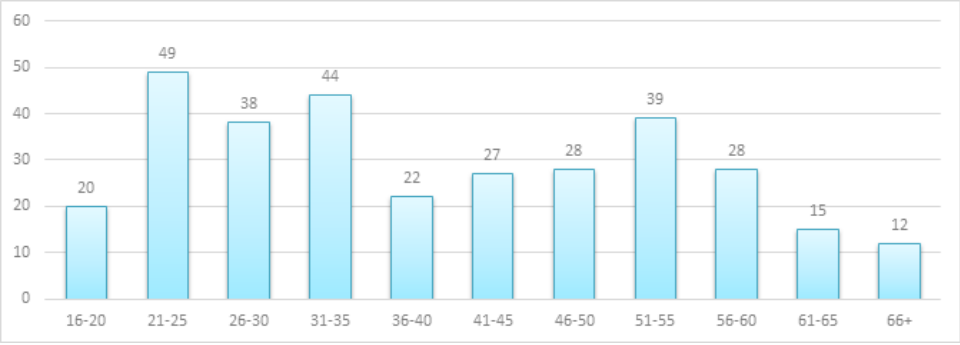
MOTORCYCLE INVOLVED AND...	2013	2014	2015	2016	2017	TOTAL	5 YR AVG	% OF 5 YR TOT
Distracted Driving	1,016	940	985	945	931	**4,817**	963	42.8%
Unsafe Speed	325	281	320	330	294	**1,550**	310	13.8%

Older Drivers	267	252	272	250	275	**1,316**	263	11.7%
Young Drivers	194	166	204	193	193	**950**	190	8.4%
Alcohol Involvement	101	79	83	73	87	**423**	85	3.8%
Drug Involvement	3	8	8	6	13	**38**	8	0.3%
TOTAL MOTORCYCLE INVOLVED CRASHES	**2,414**	**2,193**	**2,300**	**2,188**	**2,168**	**11,263**	**2,253**	**100.0%**

Analysis of Age/Gender

The difference in age and gender was a factor in the likelihood of an individual being involved in motorcycle crashes. The 21-35-year-old rider accounted for 40.7 percent of all riders involved in motorcycle crashes and the majority of motorcycle riders involved in crashes were male riders, accounting for over 96 percent of total riders involved in crashes that occurred from 2013-2017.

MOTORCYCLE FATALITIES (DRIVER AND PASSENGER) BY AGE, 2013 - 2017



Riders that operate a motorcycle without proper licensure are also at risk not only to other motorists on the road but also to themselves. Thirty-seven percent of motorcyclists killed on the roadways in 2017 did not have the proper license endorsement to operate that class of vehicle. Ten percent of motorcycle operators who lost their lives did not possess a valid driver license.

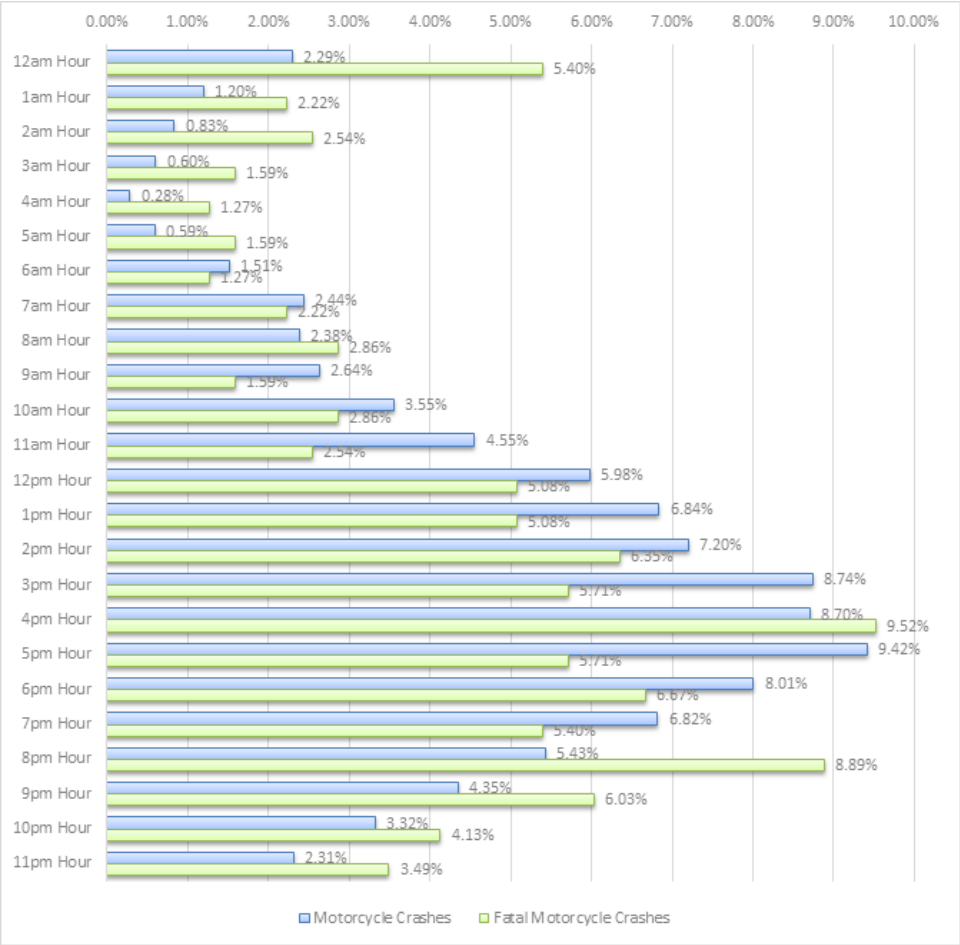
LICENSE COMPLIANCE IN FATAL CRASHES FOR MOTORCYCLE DRIVERS, 2015 - 2017

	---------- ----- 2015 - ---------- --- FATALITIES	% OF TOTAL	---------- ----- 2016 - ---------- --- FATALITIES	% OF TOTAL	---------- ----- 2017 - ---------- --- FATALITIES	% OF TOTAL
NOT LICENSED	0	0%	4	6%	6	10%
NO VALID MENDORSEMENT	10	20%	14	21%	22	37%
VALID ENDORSEMENT	41	80%	48	71%	51	85%
UNKNOWN	0	0%	2	3%	1	2%

Analysis of Occurrence

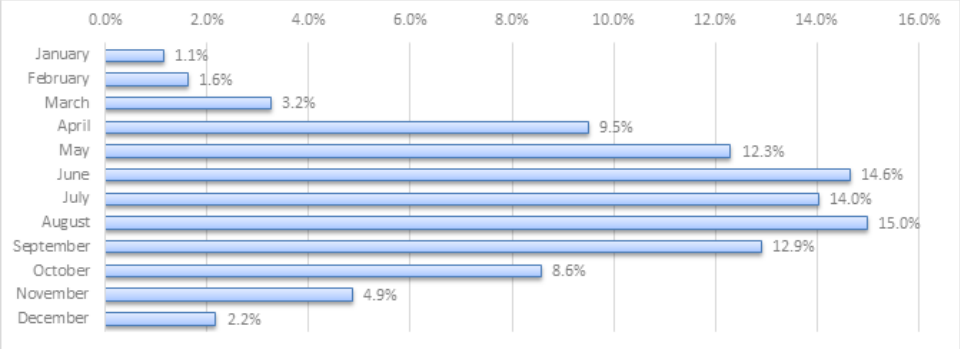
Motorcycle crashes are typically aligned with overall motor vehicle crash patterns, with the most dangerous hour of the day between 4pm and 5:59pm (18.1% of all motorcycle crashes and 15.2% of fatal motorcycle crashes) time period. Crashes that occur from 8pm–4am (night-time) account for approximately 21 percent of total motorcycle crashes and 35 percent of total fatal motorcycle crashes over the past five years.

MOTORCYCLE CRASH % VERSUS FATAL MOTORCYCLE CRASH % BY TIME OF DAY, 2013 – 2017



Most crashes occur during the warmer months of the year. The most active month for crashes over the past five years is August, accounting for 15 percent of all motorcycle crashes. Almost 69 percent of motorcycle crashes take place between the months of May and September.

PERCENTAGE OF MOTORCYCLE CRASHES BY MONTH, 2013 - 2017



Analysis of Location

An analysis of crashes by county over the past 5 years shows an overall reduction of 10.2 percent. During that same period, Salem, Ocean and Morris counties had the highest reduction in motorcycle-involved crashes at 35 percent, 32 percent, and 26 percent, respectively.

MOTORCYCLE CRASHES BY COUNTY AND YEAR, 2013 - 2017

	2013	2014	2015	2016	2017	TOTAL
ATLANTIC	87	74	82	82	68	**393**
BERGEN	218	207	195	190	204	**1,014**
BURLINGTON	121	136	130	126	119	**632**
CAMDEN	139	122	118	100	127	**606**
CAPE MAY	46	37	46	30	44	**203**
CUMBERLAND	68	48	52	61	52	**281**
ESSEX	197	197	219	169	202	**984**
GLOUCESTER	72	66	58	74	79	**349**
HUDSON	159	138	153	153	145	**748**
HUNTERDON	51	52	63	51	45	**262**
MERCER	84	91	71	76	73	**395**
MIDDLESEX	172	163	169	186	169	**859**
MONMOUTH	200	186	153	181	162	**882**
MORRIS	123	117	123	108	91	**562**
OCEAN	163	136	156	116	110	**681**

PASSAIC	151	125	144	163	134	**717**
SALEM	28	19	27	21	18	**113**
SOMERSET	81	76	85	79	76	**397**
SUSSEX	78	54	74	50	67	**323**
UNION	133	108	137	133	142	**653**
WARREN	43	41	45	39	41	**209**
NJ STATE TOTALS	**2,414**	**2,193**	**2,300**	**2,188**	**2,168**	**11,263**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	61.1
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	5.1

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

Countermeasure Strategy: Communication Campaign

Program Area: **Motorcycle Safety**

Project 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 8,000 riders received this training in 2018.

Many drivers are not aware of how to safely share roads with motorcycles. Although there are limited empirical studies testing the effectiveness of public awareness campaigns, statewide awareness messages pushed out by shareholders cannot be ignored.

Linkage Between Program Area

The State experienced a spike in motorcycle fatalities in 2017 from 66 in 2016 to 83. 2018 preliminary figures show 53 motorcycle fatalities. Motorcyclists account for approximately 10 percent of all traffic fatalities in 2018. Although the younger rider (21-35 years of age) is overrepresented in fatalities, representing 40.7 percent of motorcycle fatalities (2013-2017), one trend that appears to be changing is that fatalities among older motorcyclists and passengers (51+ years of age) have increased. Motorcyclists over 50 years of age now account for 30 percent of motorcycle fatalities (2013-2017), out pacing the younger driver category.

Rationale

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.

Motorcycle riders should be properly trained and licensed. They should be alert and aware of the risks they face while riding; in particular, they should not be impaired by alcohol or drugs. Another objective is to increase other motorists' awareness of motorcyclists by increasing the visibility of motorcyclists and educating drivers on the importance of sharing the road with motorcycles.

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.

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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

Communication/Outreach	Motorcycle Training and Awareness

Planned Activity: Motorcycle Training and Awareness

Planned activity number: **Communication/Outreach**

Primary Countermeasure Strategy ID:

Planned Activity Description

The Motorcycle Safety Coalition is a committee of the Brain Injury Alliance of New Jersey and is comprised of stakeholders throughout the State. The Coalition is comprised of the following groups and agencies: AAA Clubs of NJ, ABATE of the Garden State, Backroads USA, NJ Motor Vehicle Commission, Rider Insurance, Sinister Steel Motorcycle Association, DHTS, Statewide TPA's and rider training entities 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. The accomplishments of the Coalition include educational and awareness programs geared towards the rider and general public, providing Rider Coaches with annual trainings, and development of printed materials. The programs are interactive and engaging and are promoted through the web, social and traditional media with the "Share The Road" message.

Recognizing the importance of training motorcycle riders, the members of the Coalition brought the Motorcycle Safety Foundations Basic Rider Course update (MSF-BRCu) to all the rider training programs. The MSF Quality Assurance Specialist (QAS) program has begun with twenty Rider Coaches trained. The Quality Assurance program will 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 *Smart Driver* website https://njmsa.bianj.org/smart-driver/ focuses on a *Share the Road* message, including the importance of why to share the road and how to share the road safely. Social and traditional media will be utilized to promote the website.

Pursuant to existing statutory authority, P.L. 1991 c.451 (27:5F-36 et seq.), the Chief Administrator of the Motor Vehicle Commission established a motorcycle safety education program. The program consists of a motorcycle safety education course of instruction and training that meets or exceeds the standards and requirements of the rider's course developed by the Motorcycle Safety Foundation. The course is open to any person who is an applicant or who has been issued a New Jersey motorcycle license or endorsement. Training was provided to 8,524 riders in 2018 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. Funds will be used for motorcycle safety rider coach trainings and materials to promote the *Share the Road* campaign.

Intended Subrecipients

Brain Injury Alliance

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$200,000.00	$574,803.00	$200,000.00

Program Area: Traffic Records

Description of Highway Safety Problems

New Jersey's primary crash information system is hosted and maintained by the DOT. With few exceptions, the statewide database contains records for all police-reported motor vehicle crashes resulting in $500 or more of property damage. All crashes reported to the Motor Vehicle Commission undergo a process that relies heavily on the following characteristics: Timeliness, Accuracy, Completeness, Integration, and Accessibility.

TIMELINESS	**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 enhances timeliness facilitating 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 enables the State to move forward in providing a way for law enforcement agencies to submit their records electronically in the future. Over the next few years, NJDOT will be developing a systematic way to allow for statewide participation and making sure the technical needs are met in order to do so.

Accuracy:

Despite there being geocoders responsible for identifying crash locations for unidentified crashes in the system, locating crashes remains problematic since not all police agencies use the same locating methodologies in reports.

Completeness:

The State crash report, the NJTR-1, collects a large volume of data on all reportable crashes. Training and education are provided to law enforcement agencies on the proper method of data collection to ensure the most accurate data is received.

Integration:

The State Traffic Records Coordinating Committee aims to integrate statewide crash data to the Motor Vehicle Commission's licensing information as well as Emergency Medical Service information.

Accessibility:

The DHTS Crash Analysis Tool is a decision support tool developed for Utah Department of Transportation by Numetric, a business intelligence company. Several states throughout the US also subscribe to this software for their data accessibility needs. This new multi-layered support program is made available to all law enforcement personnel and stakeholders of DHTS.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Number of PAR Training Events Held	2020	Annual	12.00
2020	Number of Registered Crash Analysis Tool Users	2020	Annual	250.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Training and Data Improvements

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: **Traffic Records**

Project Safety Impacts

The program managers will work with the State traffic records agencies to coordinate activities within the Traffic Records area and will direct oversight of grant development with State and local agencies.

Linkage Between Program Area

Program managers will network with Federal, State, local and university transportation groups and individuals to become familiar with the Traffic Records program area and issues that impact traffic records. Traffic record grants will be monitored to determine if they are impacting the problem and using resources in both an effective and efficient manner.

Rationale
NA

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Traffic Records Prog. Mgt	Program Management

Planned Activity: Program Management
Planned activity number: **Traffic Records Prog. Mgt**

Primary Countermeasure Strategy ID:

Planned Activity 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 $75,000 of the budgeted amount and the remainder is budgeted for travel and other miscellaneous expenditures.

Intended Subrecipients
In-house DHTS grant.

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$125,000.00	$0.00	$0.00

Countermeasure Strategy: Training and Data Improvements
Program Area: **Traffic Records**

Project 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 the coming year will need to be analyzed to identify trends and problem causes for crashes. This information will be provided to managers in highway traffic safety program development and will be offered to other public and private agencies.

The NHTSA and the Governor's Highway Safety Association developed a methodology for mapping the data collected on the State Police Accident Reports (PARs) to the data elements and attributes in the Model Minimum Uniform Crash Criteria (MMUCC) Guidelines (5th Edition, 2017). This methodology is intended to standardize how States compare their PARs to MMUCC. New Jersey volunteered to pilot the mapping process and as a result, a list of compatibility ratings have been generated for each recommended Data Element and Attribute collected or derived from New Jersey's PAR. The mapping process has provided a straightforward roadmap for implementing the MMUCC into the data collection process in the State. By completing this mapping process, the State has determined and prioritized changes that have been implemented in a newly revised NJTR-1 crash report.

New Jersey modified the NJTR-1 to include criteria where data collection was lacking or needed to be enhanced. The new NJTR-1 went into use on January 1, 2017 and there have been ongoing training classes offered to address not only the additions/changes to the crash report form, but to also educate traffic safety officers on how to accurately fill out the form. Effective January 1, 2019, the serious injury reporting standards were updated to meet the FHWA's Safety Performance Management Measures Final Rule (23 CFR 490) and the National Highway Safety Grants Program Interim Final Rule (23 CFR 1300).

Linkage Between Program Area

New Jersey's primary crash information system is hosted and maintained by the DOT. With few exceptions, the statewide database contains records for all police-reported motor vehicle crashes resulting in $500 or more of property damage. All crashes reported to the Motor Vehicle Commission undergo a process that relies heavily on the following characteristics: Timeliness, Accuracy, Completeness, Integration, and Accessibility.

Timeliness:

The transfer of motor vehicle crash data in an electronic format enhances timeliness facilitating a quick 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 enables the State to move forward in providing a way for law enforcement agencies to submit their records electronically in the future. Over the next few years, NJDOT will be developing a systematic way to allow for statewide participation and making sure the technical needs are met in order to do so.

Accuracy:

Despite there being geocoders responsible for identifying crash locations for unidentified crashes in the system, locating crashes remains problematic since not all police agencies use the same locating methodologies in reports.

Completeness:

The State crash report, the NJTR-1, collects a large volume of data on all reportable crashes. Training and education are provided to law enforcement agencies on the proper method of data collection to ensure the most accurate data is received.

Integration:

The State Traffic Records Coordinating Committee aims to integrate statewide crash data to the Motor Vehicle Commission's licensing information as well as Emergency Medical Service information.

Accessibility:

The DHTS Crash Analysis Tool is a decision support tool developed for Utah Department of Transportation by Numetric, a business intelligence company. Several states throughout the US also subscribe to this software for their data accessibility needs. This new multi-layered support program is made available to all law enforcement personnel and stakeholders of DHTS.

Rationale

High quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Every State, in cooperation with its local, regional and Federal partners, should maintain a traffic records system that supports the data-driven, science-based decision making necessary to identify problems; develop, deploy, and evaluate countermeasure; and efficiently allocate resources. (Traffic Records Program Assessment Advisory, NHTSA, 2012.)

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Coordinating Committee	Traffic Records Coordinating Committee
Data Analysis	Data Analysis
Information System	Traffic Records Information System
NJTR-1 Training	Crash Report Training

Planned Activity: Traffic Records Coordinating Committee

Planned activity number: **Coordinating Committee**

Primary Countermeasure Strategy ID:

Planned Activity Description

This task will continue to provide resources to lead the STRCC. Responsibilities will include facilitating STRCC meetings, recruiting new members and retaining current members, and updating the Strategic Plan in accordance with the recent traffic records assessment, preparing reports of the STRCC projects, and facilitating and/or participating in any subcommittees.

Funds will be used to pay for the salary of the STRCC Chairperson (approximately $75,000). The bulk of the funds in this grant will go to the large annual maintenance contract and licenses for the Data Analysis Tool, as well as some significant planned upgrades in the system in FY2020.

The Committee will continue to review and act upon the recommendations of the traffic records assessment completed in fiscal year 2017. These recommendations include the need to improve the data dictionary and data quality control programs of the crash and vehicle data systems. Other recommendations include improving the description and contents of the driver data system and the data quality control program for both the driver and roadway data systems. In addition, recommendations were provided to improve the citation/adjudication and injury surveillance systems as well as improving the traffic records systems capacity to integrate data. Efforts will also be intensified to jump start automatic data transfer of crash reports for local police agencies.

Intended Subrecipients

Rutgers University

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Data Improvements

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	Traffic Records (FAST)	$450,000.00	$0.00	$450,000.00

Planned Activity: Data Analysis

Planned activity number: **Data Analysis**

Primary Countermeasure Strategy ID:

Planned Activity Description

The collection and detailed analysis of data is critical in reducing fatalities and serious injuries on New Jersey's roadways. Each year the DHTS is responsible for producing the Highway Safety Plan and Annual Report. These documents 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 as well as the FARS database has been used to provide the data necessary for these reports. In order to efficiently and accurately provide this information to the State in a timely manner, dedicated individuals are assigned to this task to perform data analysis, maintain critical hardware and software, and assist in the preparation of the Highway Safety Plan and Annual Report. Funds will be provided to Rutgers University to pay for staff salaries and travel expenses.

Intended Subrecipients

Rutgers University

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Data Improvements

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	Traffic Records (FAST)	$125,000.00	$0.00	$125,000.00

Planned Activity: Traffic Records Information System

Planned activity number: **Information System**

Primary Countermeasure Strategy ID:

Planned Activity Description

The projects listed below will be continued in 2020 and funds from this task will be used to implement projects under the traffic safety information system improvement grant program.

The Department of Health will continue to use funds to implement electronic patient care reporting to the state's advanced life support programs. The project will use real-time data management tools to provide stakeholders (Office of Emergency Medical Services, hospitals and advanced life support programs) with data needed to make decisions in the most efficient manner possible. With

the electronic patient care program, patient and circumstantial data is collected through tablet personal computer devices by the Advanced and Basic Life Support providers who are the first responders. As the data fields are completed, the information is transferred via modem, in real-time, to the closest hospital so all relative data to the patient and their injuries are available upon their arrival for treatment. Simultaneously, data is also transmitted to the New Jersey Office of Information Technology data warehouse where EMS providers as well as the Division of State Police and Motor Vehicle Commission and other agencies can access the data for report purposes. In essence, all patient information is captured electronically as one chart at the site of the injury, shared with any treatment facilities, updated by those facilities and used by multiple state and federal agencies to produce their required reports. The Funds will again be used for contractual services to expand the current electronic patient care report project. This project will provide data sets and real-time surveillance with analysis reports/statistics that is tied to the NHTSA data set.

Intended Subrecipients

NJ Office of Emergency Medical Services.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Data Improvements

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$1,075,000.00	$672,593.00	$575,000.00

Planned Activity: Crash Report Training

Planned activity number: **NJTR-1 Training**

Primary Countermeasure Strategy ID:

Planned Activity 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 to provide workshops for law enforcement that will address proper form completion and the importance of data accuracy. The

revised NJTR-1 forms will be featured in these training sessions in FFY 2020. Funds will be used to pay for training materials and hourly wages of instructors.

Intended Subrecipients

Rutgers University

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Training and Data Improvements

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$75,000.00	$0.00	$75,000.00

Program Area: Roadway Safety/Traffic Engineering

Description of Highway Safety Problems

Over the past five years from 2013-2017, there have been 26,864 reported crashes in construction, maintenance, and utility zones. On average, a little more than 2 percent of all crashes in the State occur in a work zone.

WORK ZONE CRASHES, 2008 - 2017

The table reveals that Hudson County (1,720) had the highest number of work zone crashes over the past three years accounting for over 12 percent of total work zone crashes.

WORK ZONE CRASHES BY COUNTY AND YEAR, 2015 - 2017

COUNTY	2015		2016		2017		TOTALS	
	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total
ATLANTIC	409	7.83%	386	8.67%	227	5.10%	**1,022**	**7.45%**
BERGEN	462	8.85%	350	7.86%	312	7.00%	**1,124**	**8.20%**

BURLINGTON	115	2.20%	86	1.93%	130	2.92%	**331**	**2.41%**
CAMDEN	577	11.05%	584	13.11%	438	9.83%	**1,599**	**11.66%**
CAPE MAY	82	1.57%	61	1.37%	22	0.49%	**165**	**1.20%**
CUMBERLAND	24	0.46%	28	0.63%	18	0.40%	**70**	**0.51%**
ESSEX	464	8.89%	589	13.22%	582	13.07%	**1,635**	**11.93%**
GLOUCESTER	54	1.03%	75	1.68%	74	1.66%	**203**	**1.48%**
HUDSON	564	10.80%	590	13.25%	566	12.71%	**1,720**	**12.55%**
HUNTERDON	37	0.71%	159	3.57%	156	3.50%	**352**	**2.57%**
MERCER	86	1.65%	85	1.91%	158	3.55%	**329**	**2.40%**
MIDDLESEX	643	12.32%	476	10.69%	300	6.74%	**1,419**	**10.35%**
MONMOUTH	378	7.24%	138	3.10%	125	2.81%	**641**	**4.68%**
MORRIS	388	7.43%	122	2.74%	134	3.01%	**644**	**4.70%**
OCEAN	425	8.14%	163	3.66%	218	4.89%	**806**	**5.88%**
PASSAIC	128	2.45%	194	4.36%	226	5.07%	**548**	**4.00%**

SALEM	14	0.27%	8	0.18%	16	0.36%	**38**	**0.28%**
SOMERSET	121	2.32%	73	1.64%	98	2.20%	**292**	**2.13%**
SUSSEX	23	0.44%	15	0.34%	8	0.18%	**46**	**0.34%**
UNION	171	3.28%	211	4.74%	183	4.11%	**565**	**4.12%**
WARREN	56	1.07%	61	1.37%	43	0.97%	**160**	**1.17%**
TOTAL	**5,221**		**4,454**		**4,034**		**13,709**	

Over 22 percent of work zone crashes over the past five years occurred on urban Interstate roadways.

WORK ZONE CRASHES BY FUNCTIONAL CLASS, 2013 - 2017

FUNCTIONAL CLASS	2013	2014	2015	2016	2017	TOTAL
Unknown	1,283	1,494	1,214	1,110	986	**6,087**
Urban Interstate	1,889	1,657	1,005	755	640	**5,946**
Urban Principal Arterial	993	1,227	1,143	1,044	1,049	**5,456**
Urban Freeway/Expressway	1,457	1,358	1,098	847	621	**5,381**
Urban Minor Arterial	449	478	474	461	467	**2,329**

Urban Collector	127	106	100	102	125	**560**
Rural Principal Arterial	181	121	76	36	24	**438**
Rural Interstate	124	101	40	30	22	**317**
Urban Local	25	20	26	30	44	**145**
Rural Minor Arterial	15	17	24	22	29	**107**
Rural Major Collector	8	11	15	11	23	**68**
Rural Minor Collector	-	4	3	5	1	**13**
Rural Local	-	-	3	1	3	**7**
TOTAL	**6,551**	**6,594**	**5,221**	**4,454**	**4,034**	**26,854**

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Number of Work Zone Related Crashes	2020	5 Year	3,881.9

Countermeasure Strategies in Program Area

Countermeasure Strategy

Work Zone Safety Training

Countermeasure Strategy: Work Zone Safety Training

Program Area: **Roadway Safety/Traffic Engineering**

Project 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.

Challenges to the roadway network include growing and shifting populations that may cause some routes to become inadequate; aging infrastructure; increasing maintenance costs; increasing congestion; and a growing population causes drastic alterations in traffic flow patterns.

Responsibility for the design, construction and maintenance of the highway system falls on the public works departments at the state, county and local levels of government. There continues to be a need for advanced traffic engineering work to monitor highway operations, recommend improvements in the highway system and improve the safety of vehicle operators, pedestrians and bicyclists.

Local jurisdictions vary widely in the degree to which they are equipped to handle the roadway maintenance and operational review. Many lack basic programs such as sign and signal inventories, systematic traffic counts, or means and criteria for identifying and analyzing high crash locations. As 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 conflict.

Linkage Between Program Area

Over the past five years from 2013-2017, there have been 26,864 reported crashes in construction, maintenance, and utility zones. On average, a little more than 2 percent of all crashes in the State occur in a work zone.

WORK ZONE CRASHES, 2008 - 2017

The table reveals that Hudson County (1,720) had the highest number of work zone crashes over the past three years accounting for over 12 percent of total work zone crashes.

WORK ZONE CRASHES BY COUNTY AND YEAR, 2015 - 2017

COUNTY	2015		2016		2017		TOTALS	
	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total
ATLANTIC	409	7.83%	386	8.67%	227	5.10%	**1,022**	**7.45%**
BERGEN	462	8.85%	350	7.86%	312	7.00%	**1,124**	**8.20%**
BURLINGTON	115	2.20%	86	1.93%	130	2.92%	**331**	**2.41%**
CAMDEN	577	11.05%	584	13.11%	438	9.83%	**1,599**	**11.66%**
CAPE MAY	82	1.57%	61	1.37%	22	0.49%	**165**	**1.20%**

CUMBERLAND	24	0.46%	28	0.63%	18	0.40%	**70**	**0.51%**
ESSEX	464	8.89%	589	13.22%	582	13.07%	**1,635**	**11.93%**
GLOUCESTER	54	1.03%	75	1.68%	74	1.66%	**203**	**1.48%**
HUDSON	564	10.80%	590	13.25%	566	12.71%	**1,720**	**12.55%**
HUNTERDON	37	0.71%	159	3.57%	156	3.50%	**352**	**2.57%**
MERCER	86	1.65%	85	1.91%	158	3.55%	**329**	**2.40%**
MIDDLESEX	643	12.32%	476	10.69%	300	6.74%	**1,419**	**10.35%**
MONMOUTH	378	7.24%	138	3.10%	125	2.81%	**641**	**4.68%**
MORRIS	388	7.43%	122	2.74%	134	3.01%	**644**	**4.70%**
OCEAN	425	8.14%	163	3.66%	218	4.89%	**806**	**5.88%**
PASSAIC	128	2.45%	194	4.36%	226	5.07%	**548**	**4.00%**
SALEM	14	0.27%	8	0.18%	16	0.36%	**38**	**0.28%**
SOMERSET	121	2.32%	73	1.64%	98	2.20%	**292**	**2.13%**
SUSSEX	23	0.44%	15	0.34%	8	0.18%	**46**	**0.34%**
UNION	171	3.28%	211	4.74%	183	4.11%	**565**	**4.12%**

WARREN	56	1.07%	61	1.37%	43	0.97%	**160**	**1.17%**
TOTAL	**5,221**		**4,454**		**4,034**		**13,709**	

Over 22 percent of work zone crashes over the past five years occurred on urban Interstate roadways.

WORK ZONE CRASHES BY FUNCTIONAL CLASS, 2013 - 2017

FUNCTIONAL CLASS	2013	2014	2015	2016	2017	TOTAL
Unknown	1,283	1,494	1,214	1,110	986	**6,087**
Urban Interstate	1,889	1,657	1,005	755	640	**5,946**
Urban Principal Arterial	993	1,227	1,143	1,044	1,049	**5,456**
Urban Freeway/Expressway	1,457	1,358	1,098	847	621	**5,381**
Urban Minor Arterial	449	478	474	461	467	**2,329**
Urban Collector	127	106	100	102	125	**560**
Rural Principal Arterial	181	121	76	36	24	**438**
Rural Interstate	124	101	40	30	22	**317**
Urban Local	25	20	26	30	44	**145**

Rural Minor Arterial	15	17	24	22	29	**107**
Rural Major Collector	8	11	15	11	23	**68**
Rural Minor Collector	-	4	3	5	1	**13**
Rural Local	-	-	3	1	3	**7**
TOTAL	**6,551**	**6,594**	**5,221**	**4,454**	**4,034**	**26,854**

Rationale

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).

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
Workzone Safety Training	Training

Planned Activity: Training

Planned activity number: **Workzone Safety Training**

Primary Countermeasure Strategy ID:

Planned Activity 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.

Funds will be used to support the 21st Annual Work Zone Safety Conference, to be held in conjunction with National Work Zone Safety Week in 2020. 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.

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, handouts and other training materials and conference related costs.

Intended Subrecipients

Rutgers University

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Work Zone Safety Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Roadway Safety (FAST)	$195,000.00	$0.00	$195,000.00

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
DRE Program	DRE Call-Out Program
Training	DWI Training, Drug Recognition Expert Program, ARIDE
Targeted Enforcement/Ed.	Enforcement/Education Programs

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

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 are also based on a jurisdiction's proportion of the overall contribution or piece of the problem within each safety focus area. For example, over the last five years (2013-2017), Essex County accounts for 19 percent of all pedestrian involved crashes reported by local police departments. Therefore, data shows they should receive approximately 19 percent of the pedestrian safety enforcement and education funding. This amount is used as a starting point, but the final award amount is determined by also evaluating past performance, ability to participate, and internal contributions to serve as matching efforts.

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

At both the state and local level, the DHTS Crash Analysis Tool is also used to analyze crash data. The DHTS Crash Analysis Tool is a decision support tool developed for Utah Department of

Transportation by Numetric, a Traffic Safety Analytics company, and maintained by both Rutgers University and NJ Division of Highway Traffic Safety. Several states throughout the US also subscribe to this software for their data accessibility needs. This new multi-layered support program is made available to all law enforcement personnel and other decision makers to help identify and assess the most cost-effective ways and improve safety on the state's roadways through a data driven approach. Data provided by NJDOT is used to clearly identify and target roadways and jurisdictions where crashes are occurring, through the Crash Analysis Tool.

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

Project Description – City of Trenton Pedestrian Safety

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

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

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

Beginning in FFY2020 a *Street-Smart NJ* campaign will be conducted in the City of Trenton.

The City of Trenton continues to be among the Top 10 municipalities in New Jersey for pedestrian crashes. Over the past 5 years (2013-2017) almost 2 percent of all statewide pedestrian crashes occurred in Trenton, and nearly half of all pedestrian crashes that occurred in Mercer County occurred in Trenton.

PEDESTRIAN RELATED CRASHES, TRENTON AS PERCENT OF TOTAL 2013 - 2017

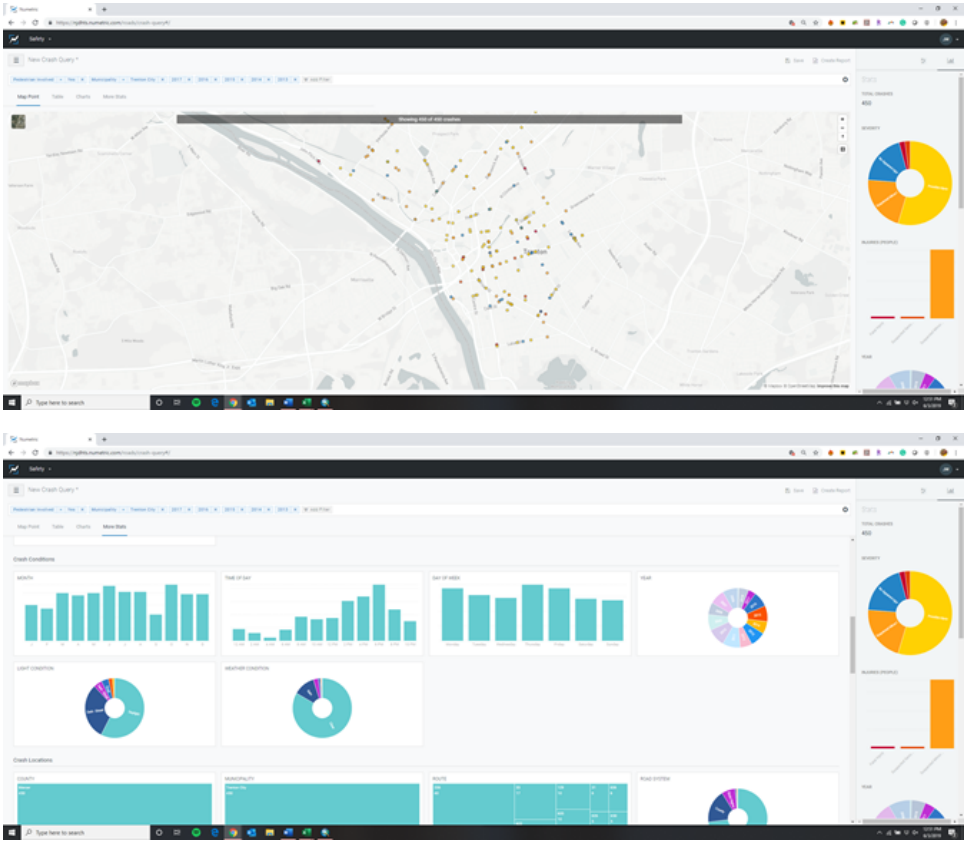
2013	2014	2015	2016	2017	TOTAL

TOTAL NJ PEDESTRIAN CRASHES	5,649	5,214	4,709	4,840	5,008	**25,420**
TOTAL MERCER COUNTY PEDESTRIAN CRASHES	232	167	176	185	156	**916**
TOTAL TRENTON PEDESTRIAN CRASHES	103	84	108	104	51	**450**
MERCER COUNTY % OF STATE TOTAL	4.1%	3.2%	3.7%	3.8%	3.1%	**3.6%**
TRENTON % OF STATE TOTAL	1.8%	1.6%	2.3%	2.1%	1.0%	**1.8%**
TRENTON % OF MERCER COUNTY	44.4%	50.3%	61.4%	56.2%	32.7%	**49.1%**

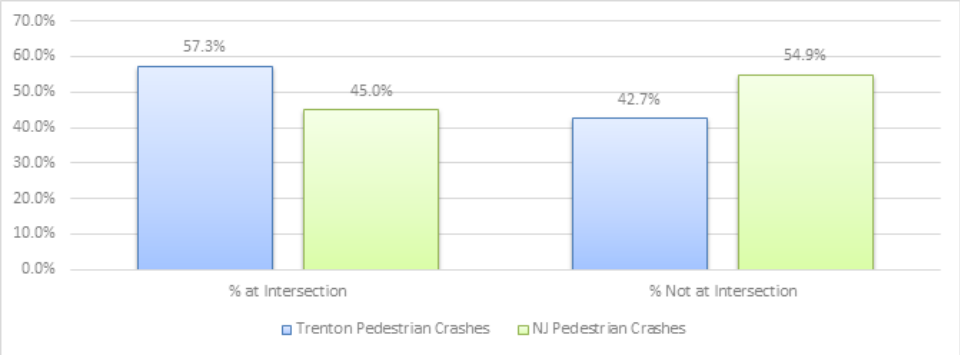
To understand the pedestrian safety situation in Trenton, DHTS evaluated the circumstances pertaining to pedestrian crashes. An analysis was conducted to determine trends in the occurrence

of pedestrian involved crashes throughout the City with a strong focus on the 'hot-spot' locations. Trenton, like many other cities in New Jersey, has more crashes taking place within intersections compared to the State as a whole. Enforcement efforts will target the top intersections where crashes with pedestrians are taking place and will include decoy enforcement operations. The Trenton Police Department will conduct community outreach meetings at senior citizen centers, community events, and schools to address and enhance the awareness of residents through educational, enforcement and engineering methods. A strong marketing presence will also be deployed throughout the city with the aid of supporting businesses and governmental entities.

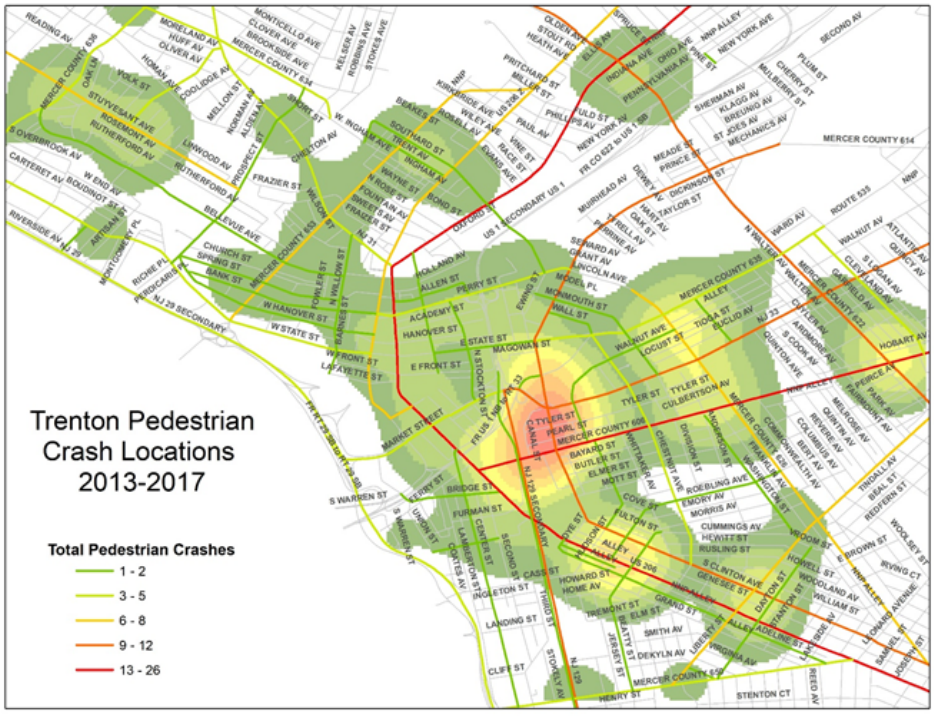
An analysis was conducted using the Crash Analysis Tool, which enabled DHTS as well as NJTPA and local law enforcement officials to quickly drill-down the data and visualize trends occurring on the roadways. Below are two examples from the Analysis Tool which highlight trend information. Access to the crash analysis tool was provided to law enforcement officials in Trenton, as well as individuals from NJTPA to facilitate further discussions on prioritizing locations for enforcement and community outreach. An analysis was conducted to determine the top roadways in Trenton where pedestrian crashes have been occurring over the past 5 years (2013-2017). This will ultimately drive high-visibility enforcement details and provide clarity on the ideal locations to target by the NJTPA for surveys and general outreach and education programs.



PERCENT OF CRASHES OCCURRING AT INTERSECTION, TRENTON VS NEW JERSEY 2013-2017



The map below represents the hot-spot locations of pedestrian involved crashes in Trenton over the past 5 years (2013-2017). A noticeable hot-spot for pedestrian crashes has been the area in and around the Trenton Transit Center and Light-Rail station. This map has been distributed as a starting point to the *Street-Smart NJ* campaign partners.



Project Description - New Jersey Pedestrian Weighting

Injury weight ranking is conducted to identify which municipalities have the most severe pedestrian related crashes, as opposed to those municipalities that experience the highest volumes. The methodology for weight-based ranking derives from an FHWA study: *Crash Cost Estimates by Maximum Police-Reported Injury Severity Within Selected Crash Geometries*. The weighted values are attributed to the injury severity as determined by the reporting police officer at the scene of the crash. A scale has been calculated to determine the weighted values for the KABCO (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury and No Apparent Injury) scale.

Because survivability is random given external factors (ex. Travel time to hospital, response time to scene, age of victim, etc.) weights for incapacitations and fatalities are equal. Weighing the severity of injuries sustained in crashes assists in neutralizing the rural versus urban conflict. By attributing higher weights to severe injuries, it helps boost the rank of places that experience low volume, albeit, severe crashes compared to those that experience high volume/ low severity occurrences. For example, a rural municipality may experience a low volume of pedestrian crashes; however, the injuries sustained are typically severe. The chart provides an example of a weighted ranking list to target the Top 10 municipalities in NJ that had the most severe pedestrian related crashes over the past 5 years (2013-2017).

New to the list for FFY2020 is the City of Elizabeth, which went from 12th in the rankings (2012-2016 non-weighted list) to 5th in the 2013-2017 list below. Some other notable changes are Camden from 7th to 10th, Atlantic City from 9th to 8th, Bayonne from 8th to 11th, Union City from 10th to 12th, and Passaic jumped from 14th to 9th.

PEDESTRIAN RELATED CRASHES, TOP 10 MUNICIPALITIES (SORTED ON NON-WEIGHTED), 2013 - 2017

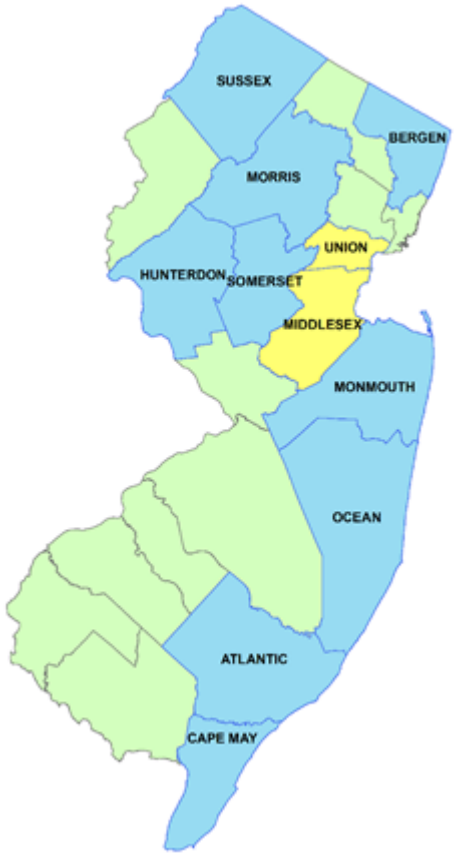
MUNICIPALITY	TOTAL PED CRASHES	WEIGHTED SCORE	WEIGHTED RANK	NON-WEIGHTED RANK	WEIGHTED DIFFERENCE
NEWARK	**2,187**	**18261.75**	**1**	**1**	**0**
JERSEY CITY	**1,372**	**10872.59**	**2**	**2**	**0**
PATERSON	**830**	**6679.16**	**3**	**3**	**0**
IRVINGTON	**477**	**3701.86**	**4**	**4**	**0**
ELIZABETH	**383**	**3422.80**	**5**	**5**	**0**
EAST ORANGE	**370**	**2761.59**	**10**	**6**	**-4**
TRENTON	**362**	**3082.76**	**8**	**7**	**-1**
ATLANTIC CITY	**357**	**3098.66**	**7**	**8**	**1**
PASSAIC	**345**	**2614.59**	**12**	**9**	**-3**

CAMDEN	**343**	**3263.04**	**6**	**10**	**4**

After enforcement efforts are completed, DHTS analyzes the enforcement effectiveness by looking at crash data for reduction trends. Continuous analysis is conducted for all targeted enforcement efforts, comparing historical crash data at the targeted areas while monitoring incoming crash and citation data as the year progresses. Evaluation of funded programs is conducted, and adjustments are made according to the effectiveness of the enforcement effort and the value of its impact.

The evidence-based enforcement program will be continuously evaluated. Law enforcement agencies will be monitored to ensure that the project is moving forward as planned. Activity reports will be assessed against the latest crash data to identify crash reductions in targeted locations as well as any new risks that may be on the horizon. Program staff will meet with those agencies that are lacking in performance or failing to meet the objectives of the project. The State's LEL will also be utilized to assist in the monitoring process and play a greater role in working with law enforcement agency representatives where projects are falling short of meeting their goals, and partnerships will be developed and enhanced where possible to leverage additional support and capital.

Project Description – New Jersey DRE Program



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

New Jersey's DRE program is highly productive compared to the national average in terms of its ability to conduct drug evaluations and identify drivers under the influence of drugs. In 2017, New Jersey DRE officers conducted 2,001 enforcement evaluations, over twice the national average of 608 evaluations, and an increase from 1,143 in 2015. More than half of the evaluations resulted in single drug recognition (1088 of 2001), and the number of poly drug use detections was more than four times the national average (913 vs 192).

2017 New Jersey DRE Statistics

	CATEGORY	NEW JERSEY	% OF NEW JERSEY	NATIONAL TOTAL	NATIONAL AVERAGE (per State)	NJ AS% OF NATIONAL TOTAL
EVALUATIONS	**Enforcement**	2,001	83.69%	30,989	608	**6.46%**
	Training	390	16.31%	7,420	145	**5.26%**
	Total	2,391	100.00%	38,409	753	**6.23%**
DRUG CATEGORY (DRE'S OPINION)	**Depressants**	805	33.67%	9,656	189	**8.34%**
	Stimulants	494	20.66%	10,879	213	**4.54%**
	Hallucinogens	14	0.59%	200	4	**7.00%**
	Dissociative Anesthetics	65	2.72%	587	12	**11.07%**

	Narcotic Analgesics	1,112	46.51%	9,641	189	**11.53%**
	Inhalants	6	0.25%	282	6	**2.13%**
	Cannabis	581	24.30%	13,435	263	**4.32%**
POLY DRUG USE	**Total Number**	913	35.34%	9,774	192	**9.34%**
OTHER	**Alcohol Rule Outs**	4	0.17%	506	10	**0.79%**
	Medical Impairment	31	1.30%	585	11	**5.30%**
	No Opinion of Impairment	209	8.74%	2,186	43	**9.56%**
	Toxicology – No Drugs	36	1.51%	894	18	**4.03%**
	Toxicology Refused	481	20.12%	2,850	56	**16.88%**

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

New Jersey saw a 75 percent increase in the number of DRE evaluations from 2015 to 2017 (1,143 to 2,001). Notably, the Drug Recognition Experts found significant increases in the number of Poly-Drug users (89%), Cannabis users (177%), Narcotic Analgesic users (263%), Stimulant users (269%), and Depressant users (193%). Due to the success of the DRE program in New Jersey, NJDHTS will continue to support the effort to train additional officers to become DREs.

	CATEGORY	2015 NEW JERSEY	2017 NEW JERSEY	PERCENT CHANGE 2015 - 2017
EVALUATIONS	**Enforcement**	1,143	2,001	75.1%
	Training	221	390	76.5%

	Total	1,364	2,391	75.3%
DRUG CATEGORY (DRE'S OPINION)	**Depressants**	275	805	192.7%
	Stimulants	134	494	268.7%
	Hallucinogens	2	14	600.0%
	Dissociative Anesthetics	24	65	170.8%
	Narcotic Analgesics	306	1,112	263.4%
	Inhalants	0	6	
	Cannabis	210	581	176.7%
POLY DRUG USE	**Total Number**	482	913	89.4%
OTHER	**Alcohol Rule Outs**	6	4	-33.3%
	Medical Impairment	21	31	47.6%
	No Opinion of Impairment	120	209	74.2%
	Toxicology – No Drugs	25	36	44.0%
	Toxicology Refused	156	481	208.3%

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

DRE Call-Out Program Comparison

The percentage of all drug-related crashes that have occurred in counties participating in the DRE Call-Out Program has grown in every category examined (illegal drug only, medication only, or

alcohol and medication or illegal drugs). For example, whereas DRE Call-Out counties comprised only 38.1% of all drug-related crashes in 2006, in 2017 they accounted for 42.3% of all crashes – a 4% increase. Aside from Middlesex County, every County in New Jersey has experienced an increase in drug-related crashes since 2006.

The New Jersey State Police also participate in the DRE Call-Out program and in 2017 cited over 27 percent of all drug related crashes for drugged driving (414).

Beginning in FFY2020, two additional counties that currently account for more than 10% of the drugged driving crashes in the state will begin participating in the DRE Call-Out program: Middlesex and Union County. In 2017, 5.6 percent of New Jersey's drugged driving crashes occurred in Middlesex County and 4.8 percent in Union County.

Deployment of Resources

Project Description – City of Trenton Pedestrian Safety

And

Project Description - New Jersey Pedestrian Weighting

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

A list of the top 100 municipalities, which experienced the highest number of pedestrian crashes over the last five-year period, will be used to target programmatic efforts to decrease pedestrian crashes and injuries. Resources will be targeted into these municipalities, with the cooperation of other statewide partners who can assist in the effort. Annual pedestrian grants will be provided these local jurisdictions to allow for sustained enforcement, backed up by consistent awareness efforts and messaging.

As per the Evidenced Based Enforcement section of this HSP, pedestrian crash weighting factors will also be considered to target pedestrian safety enforcement and educational grant programs. Also, the Crash Analysis Tool will assist in new targeted pedestrian safety programs in locations including the City of Trenton.

To further support and enhance the enforcement efforts, the "Street Smart NJ" educational campaign will be the primary messaging 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.

Many of the grant funded law enforcement agencies will utilize the Pedestrian Decoy enforcement program to apprehend drivers who fail to stop for pedestrians at intersections and crosswalks. Police officers in plain clothes will pose as pedestrians in marked crosswalks, while other officers watch for violations. Drivers failing to stop will be issued a citation. Officers involved in the

enforcement effort will also educate drivers about current pedestrian laws, requiring drivers to stop and remain stopped, and emphasize to pedestrians the need to use due care and not jaywalk or step into traffic outside the required crossing points.

In terms of partnerships, many statewide agencies have a stake in this important 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. In addition, the DHTS will receive assistance in project selection from the New Jersey Bicycle and Pedestrian Advisory Council (BPAC) which is coordinated by the Voorhees Transportation Center, in conjunction with the New Jersey Department of Transportation. The BPAC advises on policies, programs, research, and priorities to advance bicycling and walking as safe and viable forms of transportation and recreation. Members of the Council include bicycle and pedestrian advocates, engineering and planning professionals, and members from local, county and State agencies representing the transportation, health, environmental, and enforcement fields.

Other resources include the Department of Transportation's Pedestrian Safety Improvement Program that identifies high risk locations. The program provides for the development and implementation of pedestrian safety elements at locations based on the frequency and severity of crashes. The safety improvements include engineering improvements such as crosswalks, sidewalks, and high-intensity activated crosswalk beacons. It is critical that the DHTS coordinate with DOT on these efforts by offering assistance to implement enforcement and education countermeasures.

The Department of Transportation also advances the *Complete Streets* policies that promote safety for pedestrians, bicyclists and other users of the roadways. This is accomplished through the planning, design, construction, maintenance and operation of new and rehabilitated transportation facilities.

The enforcement initiative previously discussed will be supplemented by the State Pedestrian Safety Enforcement and Education Fund which is a repository for monies provided pursuant to subsection c. of N.J.S.A 39:4-36. Under the statute, a motorist must stop for a pedestrian crossing in the roadway in a marked crosswalk. Failure to stop may result in a fine not to exceed $200. A total of $100 of such fine is dedicated to the Fund to be used to award grants to municipalities and counties with pedestrian safety problems. In addition to compensation for law enforcement officers, the monies from the Fund can be used for the following initiatives: engineering and design of traffic signs; purchasing and installing of traffic signs; educational or training materials or media campaigns concerning pedestrian safety; compensation for authorized crossing guards assigned to an intersection, crosswalk, or other roadway; and other commodities. The State Pedestrian Safety Enforcement and Education Fund monies are an important matching component of the DHTS pedestrian safety program efforts.

DHTS will continue to work with its Federal, State, local and non-profit partners as part of the Pedestrian Safety workgroup to develop a standardized training curriculum for law enforcement agencies to assist law enforcement officers in understanding the factors associated with pedestrian

crashes, developing countermeasures and enforcement strategies, and recognizing the importance of complete and accurate crash reporting. In addition, the group will review the 2014 Pedestrian Action Plan and provide recommendations for revisions to the Plan.

Project Description – New Jersey DRE Program

The Alcohol Drug Testing Unit (A/DTU) at the Division of State Police is the lead agency in the State that oversees the coordination and administration of the Drug Recognition Expert training program, along with issuing field certifications and validations to officers. 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. Thirty DWI/SFST classes and forty DWI/SFST refresher courses are anticipated in FFY2020. Additionally, three DRE regional courses and one DRE Instructor course is 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. These DRE program efforts come with the realization that recreational marijuana use might be legalized in New Jersey in FFY2020 or beyond.

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 anticipated that 1,500 officers will be trained in ARIDE in FFY2020. The New Jersey Association of Drug Recognition Experts will also receive funds for training purposes.

Funds will also be used to obtain training in the latest trends in drug use and abuse, litigation and new resources. Under the authority of the Attorney General, the A/DTU also spearheads the on-going training and re-certification of police officers to operate approved chemical breath test instruments that recognize alcohol indicators present in suspects. Funds will be used to maintain breathalyzer related instruments used for training and testing. It is expected that a major focus and expense in this area in FFY2020 will be the statewide roll out of a new version of the Alcotest breathalyzer unit.

The DRE call-out program will be operational in eleven counties (Bergen, Atlantic/Camden, Monmouth, Morris/Sussex, Ocean, Somerset/Hunterdon, Middlesex, and Union). This is an expansion from FFY2019, and as shown in the Evidence Based Enforcement section of this plan, demonstrates the robust DRE Call-out program that exists in the state. The Division of State Police will also participate in the program. DRE training will be provided to law enforcement officers. County and municipal prosecutors will be included in the implementation and expansion of the program to provide an understanding of the depth of the training and the expertise it creates for a successful prosecution. Chiefs of Police will also need to have an understanding of the training and what is required. Judicial outreach efforts targeting judges will also be carried out. Law enforcement officers in the counties with call out programs will be advised of the protocol so they

can call on a DRE when needed. Funds will be used to pay for the overtime services provided by the DRE at the time of the call-out.

Effectiveness Monitoring

Project Description – City of Trenton Pedestrian Safety

In 2020, NJ DHTS will continue to provide support to the NJTPA StreetSmart campaign, which includes safety programming in the City of Trenton. An analysis was completed to focus on the circumstances of pedestrian related crashes in Trenton that was supplied to the individuals engaged int he campaign. The analysis focused on some of the specific locations of where pedestrian crashes are occurring, as well as a temporal analysis. The temporal analysis helps to determine if there is a specific time where enforcement could be applied or if there is a particular age group or demographic that can be educated. This study is an example of how DHTS uses data to inform stakeholders on the safety concerns of the state, and strategies on how and where to address them.

Utilizing the NJDHTS Crash Analysis Tool, before-and-after analyses will be conducted to identify specific locations and contributing factors in the safety of pedestrian traffic within the City of Trenton. Findings will determine the potential need to adjust strategies and to establish new targets to enhance safety within the community.

Project Description - New Jersey Pedestrian Weighting

After enforcement efforts are completed, DHTS analyzes the enforcement effectiveness by looking at crash data for reduction trends. Continuous analysis is conducted for all targeted enforcement efforts, comparing historical crash data at the targeted areas while monitoring incoming crash and citation data as the year progresses. Evaluation of funded programs is conducted, and adjustments are made according to the effectiveness of the enforcement effort and the value of its impact.

The evidence-based enforcement program will be continuously evaluated. Law enforcement agencies will be monitored to ensure that the project is moving forward as planned. Activity reports will be assessed against the latest crash data to identify crash reductions in targeted locations as well as any new risks that may be on the horizon. Program staff will meet with those agencies that are lacking in performance or failing to meet the objectives of the project. The State's LEL will also be utilized to assist in the monitoring process and play a greater role in working with law enforcement agency representatives where projects are falling short of meeting their goals.

Project Description – New Jersey DRE Program

New Jersey's DRE program is highly productive compared to the national average in terms of its ability to conduct drug evaluations and identify drivers under the influence of drugs. In 2017, New Jersey DRE officers conducted 2,001 enforcement evaluations, over twice the national average of 608 evaluations, and an increase from 1,143 in 2015. More than half of the evaluations resulted

in single drug recognition (1088 of 2001), and the number of poly drug use detections was more than four times the national average (913 vs 192).

The DEC Coordinator for the State of New Jersey will continue to collect DRE evaluation forms that are entered into the National Database for DRE efforts. Analyses will be performed in the areas of single-drug detection, poly-drug detection and specify the types of drugs individuals are under the influence of at the time of the assessment.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
High Visibility Saturation Patrols
Speed and Distracted Driving
Supporting Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
Distracted and Speed Enf.	Enforcement Programs
DWI Enforcement	DWI Enforcement Mobilization
Enforcement	Seat Belt Enforcement

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Division of State Police
Gloucester County Prosector's Office
Somerset County Prosecutor's Office
Allentown PD
Asbury Park PD
Atlantic City PD
Avalon PD
Bay Head PD
Belleville PD
Berkeley Twp. PD
Bloomingdale PD
Bordentown PD
Burlington City PD
Burlington Twp. PD
Byram PD
Camden County PD
Carteret PD

Chatham PD
Cherry Hill PD
Clifton PD
Delanco PD
Delran PD
Denville PD
Dunellen PD
East Brunswick PD
East Rutherford PD
Eatontown PD
East Windsor PD
Egg Harbor PD
Englishtown PD
Essex County Sheriff
Ewing Twp. PD
Farifield PD
Freehold Borough PD
Fairview PD
Freehold Twp. PD
Galloway PD
Garfield PD
Glen Rock PD
Gloucester Twp. PD
Guttenberg PD
Hackettstown PD
Haledon PD
Hamburg PD
Hamilton Twp. PD (Mercer Co.)
Harding Twp. PD

Harvey Cedars PD
Hightstown PD
Hudson County Sheriff
Irvington PD
Kinnelon PD
Lakehurst PD
Lawrence PD
Leonia PD
Livingston PD
Lodi PD
Long Beach Twp. PD
Lopatcong PD
Lower Twp. PD
Lumberton PD
Mansfield Twp. PD (Warren County)
Mantoloking PD
Metuchen PD
Middlesex PD
Millburn PD
Millville PD
Monroe Twp. PD (Middlesex County)
Montclair PD
Montvale PD
Moonachie PD
Morris Plains PD
Mountainside PD
Mullica Twp. PD
Netcong PD
North Bergen PD

North Brunswick PD
North Wildwood PD
Nutley PD
Ocean Gate PD
Ocean Twp. PD (Monmouth County)
Ocean Twp. PD (Ocean County)
Old Bridge PD
Palmyra PD
Paramus PD
Parsippany-Troy Hills PD
Passaic PD
Pemberton Borough PD
Pennsauken PD
Pennsville PD
Pine Beach PD
Pine Hill PD
Plumsted PD
Point Pleasant Beach PD
Rahway PD
Ramsey PD
Ridgefield Park PD
River Vale PD
Rockaway PD
Runnemede PD
Saddle River PD
Sayreville PD
Sea Bright PD
Secaucus PD
Ship Bottom PD

South Brunswick PD
Roselle Park PD
South Hackensack PD
South Toms River PD
Springfield Twp. PD
Stafford PD
Stanhope PD
Stratford PD
Teaneck PD
Tenafly PD
Trenton PD
Union City PD
Barnegat Twp. PD
Sea Girt PD
Union Twp. PD
Vineland PD
Wayne PD
Westampton PD
Wildwood PD
Winslow PD
Woodbridge PD
Woodland Park PD

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

The *Click It or Ticket* campaign will be conducted from May 18 – May 31, 2020 to increase seat belt use and educate the public about the impact belt use has on reducing injuries and fatalities in motor vehicle crashes. Funds will be provided to state and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. Approximately 125 state, county and municipal police departments will receive funds to participate in the enforcement efforts. All education-related occupant protection initiatives conducted at the local level will utilize

DHTS' *Buckle Up — Everyone, Every Ride* materials. Special emphasis will be placed on rear seat belt usage and nighttime seat belt usage.

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.

A list of locations throughout the State that have a high percentage of unrestrained motor vehicle crashes will be identified and used for selecting grant participants during the *Click It or Ticket* mobilization. The results of the annual seat belt survey are also used to target those counties that have the lowest occupant usage rates.

In an effort to employ strategies of "sustained seat belt enforcement" throughout the year, the Division of State Police will schedule personnel on an overtime basis to patrol 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.

Awareness and the importance of wearing a seat belt will be further enhanced by the distribution of education materials, earned media efforts, paid media conducted by NHTSA, *Click It or Ticket* banners and displays on dynamic message signs on major highways. Visibility is further heightened when 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.

List of Task for Participants & Organizations

Click or tap here to enter text.

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Supporting Enforcement

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
Child Passenger Safety	Child Passenger Safety Education

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **626**

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **202**

Populations served - rural: **385**

Populations served - at risk: **39**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Supporting Enforcement

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
Child Passenger Safety	Child Passenger Safety Education

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **10**

Estimated total number of technicians: **250**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
9/11/2018
12/11/2018
3/12/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Patricia Ott**

Title of State's Traffic Records Coordinator: **State Traffic Records Coordinator**

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

Robert Agos	Office of Information Technology
Project Manager	
El-Rhonda Williams Alston	MVC
Director, Compliance & Safety	
Rob Babitz	NJ State Police
Kevin Bartels	NJ State Police
Sergeant First Class	
Allison Beas	NHTSA
Regional Program Manager	
Stephen Choborda	NJ Dept. of Transportation
Manager	
Andrew Clark	NJ Dept. of Transportation
Program Specialist	

Robert Clarke Traffic Safety Specialist	South Jersey Transportation Planning Organization
Joseph Costello State Programs Manager	Federal Motor Carrier Safety Administration
Michael Cox CDL Coordinator	NJ Motor Vehicle Commission
Gabrielle Fausel Principal Planner	North Jersey Transportation Planning Authority
Grace Faughnan Senior Engineer	NJ Dept. of Transportation
Zenobia Fields Director, Dept. of Planning	North Jersey Transportation Planning Authority
Thomas Fitzgerald	NJ Office of Information Technology
Tim Franco President	NJ Police Traffic Officers Assn
Sascha Frimpong Manager, Local Programs	North Jersey Transportation Planning Authority
Layla Fryc Traffic Engineer	NJ Turnpike Authority
Baher Girgis Project Engineer	NJ Dept. of Transportation
Lisa Glodowski FARS Analyst/Hwy Safety Specialist	NJ Fatal Accident Reporting System
Lois Goldman Director, Regional Planning	North Jersey Transportation Planning Authority
Keith Hamas	North Jersey Transportation Planning Authority

Principal Planner	
Eric Heitmann	NJ Division of Highway Traffic Safety
Director	
Matthew Horner	NJ State Police
Captain	
Mohammad Jalayer	Rowan University
Aimee Jefferson	North Jersey Transportation Planning Authority
Principal Planner	
Michael Juliano	NJ Dept. of Transportation
Principal Engineer	
Nancy Kelly-Goodstein	NJ Dept. of Health Office of Emergency Medical Services
Assistant Director	
Shari Leichter	NJ Motor Vehicle Commission
Administrative Analyst	
Janet Leli	Rutgers University Local Technical Assistance Program
Associate Director	
Dave Maruca	Rutgers University Local Technical Assistance Program
Program Development	
Nicole Minutoli, Esq.	NJ Dept. of Transportation
Director, Multimodal Services	
Christine Mittman	North Jersey Transportation Planning Authority
Principal Planner	
Kevin Murphy	Delaware Valley Regional Planning Commission
Assistant Manager	

Simon Nwachukwu	NJ Dept. of Transportation
Project Engineer	
Edward O'Connor	NJ Division of Highway Traffic Safety
Debra Orzol	NJ Dept. of Transportation
Software Development Specialist	
Himanshu Patel	NJ Dept. of Transportation
Srinivas Pentapalli	NJ Turnpike Commission
Software Engineering Manager	
Jeffrey Perlman	North Jersey Transportation Planning Authority
Manager, Envir. Planning & Mob.	
Jason Piotrowski	NJ State Police
Lieutenant	
Robert Porreca	NJ Motor Vehicle Commission
Shannon Purdy	National Highway Traffic Safety Administration
Regional Program Manager	
Mike Rizol	NJ State Police
Lieutenant, Traffic Officer	
Mike Russo	NJ Department of Transportation
Assistant Commmissioner	
Nick Schock	NJ Police Traffic Officers Assn
President	
Tim Seplaki	NJ Dept. of Health Office of Emergency Medical Services
Public Health Rep 1	
Keith Skilton	Federal Highway Administration

Safety Engineer	
Elisabeth Smith	NJ Dept. of Transportation
Software Development Specialist 2	
Steven Somogyi	NJ Administrative Office of the Courts
Assistant Director	
Anne-Marie Starcati-Aloe	NJ Dept. of Transportation
Paul Thomas	NJ Dept. of Transportation
Section Chief	
Joseph Weiss	Rutgers University - Div. of Highway Traffic Safety
Transportation Safety Analyst	
William Yarzab	North Jersey Transportation Planning Authority
Senior Planner, Safety	
Chris Zajac	NJ Dept. of Transportation
Project Engineer	

Traffic Records System Assessment

Section 3: Traffic Records Assessment (TRA)

New Jersey completed its most recent TRA in May 2017 with the following overview and recommendations:

Table 3.1: NJ Traffic Records Assessment Module Score Breakdown

	Number of Questions	NJ Rating	54-State Average*

Overall	391	63.4%	65.0%
TRCC Management	19	84.7%	82.9%
Strategic Planning	16	69.8%	79.1%
Data Use & Integration	13	59.6%	60.8%
Crash	44	75.4%	72.3%
Vehicle	39	67.0%	65.0%
Driver	45	62.5%	66.9%
Roadway	38	73.0%	61.9%
Citation/Adjudication	54	58.5%	62.0%
EMS/Injury Surveillance	123	53.8%	59.7%

***includes NJ**

TRCC Management

Strengths:

4. The State Traffic Records Coordinating Committee meets quarterly and has a large, diverse and active group of attendees. This avenue for communication and coordination forms the core of a successful traffic records system.

5.

6. Recommendations: None

7.

8. Considerations:

9. The Charter should be signed by the heads of all agencies that house databases containing one of the traffic records system components.

10. To ensure that support for the committee's work remains strong, the Charter should be updated and re-signed annually at the same time the Strategic Plan is updated.

11.

12.

Strategic Planning

Strengths

The State was proactive in developing a survey to obtain input from system owners and data users to identify system deficiencies that might call for a project in the strategic plan.

Recommendations: None

Considerations:

The TRCC should develop a process to identify and address technical assistance and training needs.

The process used to develop the Strategic Plan was well thought out and effective; it should be documented in the Plan so that it can be used in the future.

The Strategic Plan should be reviewed and updated annually.

Project prioritization should not rely on cost and funding availability, but on the importance of and need for the project in light of data improvement.

Crash

The New Jersey centralized crash data system is the custodial responsibility of the New Jersey Department of Transportation's (NJDOT) Bureau of Transportation Data and Safety (BTDS). Crash data is collected by State and local law enforcement agencies on the New Jersey Crash Investigation Report form (NJTR-1) using both electronic and paper processes. The BTDS receives an average of 300,000 crash reports per year that are processed, scanned, verified, and stored in the centralized crash data system. The data is used to identify problems, select and evaluate countermeasures, as well as

describe the safety situation annually as documented in the Strategic Highway Safety Plan (SHSP).

35.

36. Strengths:

37. New Jersey has succeeded in implementing a well-designed procedure for detecting high frequency errors through the crash reviewer "verification" process.

38. New Jersey revised and adopted a new crash form, "NJTR-1", and performed a MMUCC compliance review, providing a 10% improvement from the old form.

39.

40. Recommendations:

41. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Advisory.

    1. Response to Recommendation: Through the recently let Electronic Data Transfer (EDT) contract with the NJDOT, updates to the crash data dictionary will be coordinated along with the development and deployment of the EDT system.

42. Improve the interfaces with the Crash data system to reflect best practices identified in the Advisory.

    1. Response to Recommendation: *The Crash Data System currently interfaces internally with the NJDOT's Data Warehouse with the pavement, drainage, maintenance, congestion, bridge, and traffic systems. Externally the crash data is sent to the Enterprise Data Warehouse, overseen by the Office of Information Technology (OIT) where it interfaces with emergency medical services data and driver and vehicle data provided through the Motor Vehicle Commission (MVC). Challenges exist for the DOT to interface with local agency data, but discussions are taking place with the state's three MPOs to develop a plan to collect and share information.*

43. Improve the data quality control program for the Crash data system to reflect best practices identified in the Advisory.

    1. Response to Recommendation: *The NJDOT is in the process of reviewing their existing performance measures for the crash data system and is anticipating developing additional measures as well as continuing to utilize current ones. These will include measures for Crash Data Quality, Electronic Data Transfer, and Crash Records Verification.*

Considerations:

44. The State should update the crash system documentation and expand the data dictionary to include text-based descriptions of the data elements; this updated documentation could be included in a formal statewide Traffic Records Inventory.

45.

46. **Driver**

47.

48. The Driver file is in a single location that is in a database managed by the New Jersey Office of Information Technology (OIT), a facility shared by the New Jersey Motor Vehicle Commission (MVC). Conviction data (including those for DUI) is transmitted from the courts to the driver system and is linked though the drivers' license number.

49.

50. Strengths

51.

52. Recommendations:

53. Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Advisory.

    1. Response to Recommendation: Through the improvements and enhancements that MVC is making to move towards Real ID, they will consider this recommendation as they move forward.

54. Improve the procedures/ process flows for the Driver data system to reflect best practices identified in the Advisory.

    1. Response to Recommendation: Through the improvements and enhancements that MVC is making to move towards Real ID, they will consider this recommendation as they move forward.

55. Improve the data quality control program for the Driver data system to reflect best practices identified in the Advisory.

    1. Response to Recommendation: Through the improvements and enhancements that MVC is making to move towards Real ID, they will consider this recommendation as they move forward.
    Considerations:

56. The State should develop a data quality management program for the driver system, with measures of data quality taken at regular intervals.

57.

58.

59. **Vehicle**

60.

61. The New Jersey Motor Vehicle Commission (MVC) is the custodial agency of the State's vehicle data system in a single location, and vehicle reports can be retrieved using the VIN, Registration Plate Number and Driver/Owner Autopic or Corpcode. Driver and vehicle titles and registrations are separate databases in a Datacom DB relational system and are linked by connecting keys. No personal information is stored on the Vehicle database.

62.

63. Strengths:

64. The posting and removal of stolen vehicle flags, based on information from law enforcement meet the recommendations for Advisory ideal.

65.

66. The retention of brand histories reported from previous States of record meets the Advisory idea, and steps from initial titling and registration to final entry into the statewide vehicle system are documented in a process flow diagram.

67.

68. Recommendations:

69. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

    1. Response to Recommendation: MVC does not currently have the resources to implement the recommendation.

70. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Advisory.

    1. Response to Recommendation: MVC does not currently have the resources to implement the recommendation.

71. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Advisory.

    1. Response to Recommendation: MVC does not currently have the resources to implement the recommendation.
    Considerations:

72. Prior to the vehicle system upgrade, baseline performance measures for vehicle data quality attributes should be developed and performance levels determined, so that improvements from the system upgrade can be documented.

73.

74. **Roadway**

75.

76. The New Jersey Department of Transportation's Bureau of Transportation Data and Safety is the custodial agency that collects and maintains roadway data. They develop and maintain the Straight Line Diagram (SLD) which is the main reference for the State's centerline roadway inventory. The SLD was originally designed as a planning tool, but has become a standard information platform for many other purposes within and outside the NJDOT, including engineering, maintenance and operations. Consultants collect information on a yearly basis to populate the SLD which includes the roadway features and characteristics. All state highways, county 500 routes, many county 600 and 700 routes and some local roadways are available in the SLD.

77.

78. BTDS is also responsible for administering NJDOT's Traffic Monitoring Program, which is in compliance with Federal regulations and guidelines. The program includes the collection, processing, summarization, and reporting of traffic count data along New Jersey's roadways. This program consists of continuous and short-term elements. Both of these elements are conducted by BTDS in accordance with the FHWA Traffic Monitoring Guide (TMG) and the American Association of State Highway and Transportation Officials (AASHTO) Guidelines for Traffic Data Programs. The traffic counting program is designed to utilize, at a minimum, 48-hour short-term counts to produce estimates of Annual Average Daily Traffic (AADT).

79.

80. <u>Strengths</u>

81. All roadway data is linked and the State has developed a warehouse which can be queried.

82. The State collects the majority of MIRE Fundamental Data Elements on all public roads.

83.

84. <u>Recommendations:</u>

85. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

    1. ***Response to Recommendation:*** *The NJDOT is in the process of reviewing their existing performance measures for the roadway data system and is anticipating*

developing additional measures as well as continuing to utilize current ones. The NJDOT is also working with the three MPOs to collect data at the county and local levels to incorporate into the SLD for a more complete and accurate assessment of all public roadways.

Considerations:

86. The guidelines and processes for data collection should be formalized and included in the Roadway system data dictionary.

87. The State should review the Data Capabilities Assessment conducted by the FHWA and incorporate suggested improvements into the Strategic Plan.

88. State engineers should work with local entities, through the TRCC, to develop methodologies to capture 100 percent of public roadway data.

89.

90. **Citation/Adjudication**

91.

92. The New Jersey Administrative Office of the Courts (AOC) has developed the Automated Traffic System (ATS) and Automated Complaint System (ACS) that serve as the point of entry for traffic and criminal complaints. The ATS/ACS applications capture the court disposition information for each offense entered into the system. The disposition information is transmitted electronically to the New Jersey State Police (NJSP), the Motor Vehicle Commission (MVC), and other State agencies. As a result, all citations can be tracked from issuance to posting of convictions on the driver file.

93.

94. Strengths

95. The Judiciary has developed a single, interoperable case management system for all municipal courts within the State that contains data on all traffic violations, the Automated Traffic System.

Recommendations:

96. Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

1. Response to Recommendation: This recommendation references several national organizations and databases that provides guidance on ideal practices or receive/report data on a state and national levels but which were not reflected in the responses in the TRA. The following information is provided on NJ's participation with those organizations:

1. ***Uniform Crime Reporting Program (UCR) – The NJ State Police Uniform Crime Reporting Unit is responsible for reporting crime information in accordance with the Federal Bureau of Investigations (FBI) standards;***

2. ***National Crime Information Center (NCIC) – The NJ State Police State Bureau of Identification is responsible for receiving, verifying, coding, processing, and dissemination of all criminal history record information utilized by criminal justice agencies for criminal justice purposes and noncriminal justice agencies for licensing/employment purposes;***

3. ***National Incident-Based Reporting System (NIBRS) – The NJ State Police Uniform Crime Reporting Unit utilizes the NIBRS standards, manuals, and guidance to provide incident information to this national database;***

4. ***National Law Enforcement Telecommunications System (NLETS) – The NJ State Police Criminal Justice Information System Control Unit is designated as the Control System Agency (CSA) by the FBI, and provides statewide management to criminal justice users with respect to CJIS data. The system consists of over 900 criminal justice agencies and provides users with computerized data from the New Jersey Motor Vehicle Commission (NJMVC), National Crime Information System (NCIC), and the National Law Enforcement Telecommunications system (NLETS);***

5. ***National Information Exchange Model (NIEM) Justice – The NJ State Police has led this effort by using a standards-based approach to information sharing challenges with over 500 police agencies within the state. Beginning with Global Justice XML Data Model (GJXDM) and then incorporating NIEM, the state was able to accommodate many different industry solution providers fairly. New Jersey created an Information Exchange Package Document (IEPD) and a set of Data Sharing Extract Guidance rules to help facilitate the exchange of data (consisting mostly of CAD and RMS excerpts) for the Statewide Master Name Index called NJ-Data Exchange;***

6. ***The State is aware of the National Center for State Courts (NCSC), Global Justice Reference Architecture (GRA), and the Model Impaired Driving Records Information System (MIDRIS) guidelines and specifications and will look to incrementally review and incorporate these as funding warrants.***

EMS/Injury Surveillance

The pre-hospital data collection system is managed by the New Jersey Department of Health Office of Emergency Medical Services. Paper reports are not accepted into the State file, but since NJ is not a mandatory reporting State only 80% of all EMS responses are captured and submitted electronically. The State system is NEMSIS 2.2.1-compliant and advancements are underway with approximately 75% of all agencies using NEMSIS 3.4. All data collection software systems are also NEMSIS-compliant and incorporate edit checks and validations to ensure that the data falls within acceptable parameters. The NJ Bridge Data Base provides an interface between EMS and hospital data systems; it also functions to track record submissions, both initial and upon correction and resubmission.

Strengths

97. There is a sound feedback loop between the users and data collectors, as well as performance reporting to submitting agencies from the State. All these processes are clearly documented, including process flows.

98.

Recommendations:

99. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

    1. ***Response to Recommendation:*** *At the time of the TRA, an interface with NJ's Trauma Registry did not exist. As of this writing a pilot program with one Trauma Center has been on-going with reported successful results. The Registry has received grant funding to further advance this initiative to other Centers around the state.*

100. Improve the data quality control program for the Injury Surveillance systems to best reflect practices identified in the Traffic Records Program Assessment Advisory.

    1. ***Response to Recommendation:*** *At the time of the TRA, the OEMS did not regularly post their performance measures. Beginning in the fall of 2017, monthly performance measures are posted to the agency's website (http://www.state.nj.us/health/ems/) and capture the following measures:*

    1. Agency response times by county for EMS, ALS (Advanced Life Support) and BLS (Basic Life Support)

    2. Total EMS, ALS, and BLS calls per county

    3. Call Types by county

4. Top 5 call types by county

Data Use & Integration

5.

Strengths

101. The New Jersey Office of Information Technology is developing a contract which will facilitate electronic submission of crash reports by various law enforcement agencies which will allow use of edit checks and validation rules to provide timely feedback to reporting officers.

102.

103. Recommendations:

104. Improve the traffic records system capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

1. Response to Recommendation: Currently the Data Warehouse overseen by the Office of Information Technology (OIT) comprises the crash, EMS, motor vehicle inspection and driver information data systems. There are no current efforts to include additional data systems at this time.

Traffic Records for Measurable Progress

2018 Strategic Plan Projects

Project Title	Agency	Costs	NHTSA 405c	Continuation or New
Crash				
Electronic Data Transfer	NJDOT	$5,000,000*		N
Crash Records Verification	NJDOT	$750,000	✓	C
Crash Geocoding	Rutgers University	$44,026	✓	C
Crash Analysis Tool	DHTS	$131,000	✓	C
Fatal Accident Reporting Automation Feasibility Project	FARS	$25,000*	✓	N
NJTR-1 Training	Rutgers University	$63,000	✓	C
Roadway				
Traffic Monitoring Systems	NJDOT	$17,800,000		C
Injury Surveillance				
Electronic Patient Care Reporting	DOH OEMS	$350,000	✓	C
Automated Location Devices for	DOH OEMS	$75,000*	✓	N
Emergency Response Vehicles				
Event Data Recorders Feasibility Project	DOH OEMS	$35,000*	✓	N
Citation/Adjudication				
Municipal Automated Complaint System	AOC	tbd		C
Driver				
Comprehensive System	MVC	tbd		C
Vehicle				
Comprehensive System	MVC	tbd		C
Data Integration				
Data Warehouse	OIT	$367,000	✓	C

* Estimated Costs

Traffic Records Supporting Non-Implemented Recommendations

Vehicle

The New Jersey Motor Vehicle Commission (MVC) is the custodial agency of the State's vehicle data system in a single location, and vehicle reports can be retrieved using the VIN, Registration Plate Number and Driver/Owner Autopic or Corpcode. Driver and vehicle titles and registrations are separate databases in a Datacom DB relational system and are linked by connecting keys. No personal information is stored on the Vehicle database.

Strengths:

105. The posting and removal of stolen vehicle flags, based on information from law enforcement meet the recommendations for Advisory ideal.

106.

107. The retention of brand histories reported from previous States of record meets the Advisory idea, and steps from initial titling and registration to final entry into the statewide vehicle system are documented in a process flow diagram.

108.

109. Recommendations:

110. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

1. Response to Recommendation: MVC does not currently have the resources to implement the recommendation.

111. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Advisory.

1. Response to Recommendation: MVC does not currently have the resources to implement the recommendation.

112. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Advisory.

1. Response to Recommendation: MVC does not currently have the resources to implement the recommendation.
Considerations:

113. Prior to the vehicle system upgrade, baseline performance measures for vehicle data quality attributes should be developed and performance levels determined, so that improvements from the system upgrade can be documented.

Traffic Records for Model Performance Measures

Completeness and timeliness. See below.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Documents
NJ STRCC Strategic Plan Jun2018.docx
STRCC 2019 Copy of Membership_titles.xlsx
Copy of NJ EMS Data (6-1-18 to 5-31-19).xlsx

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
Information System	Traffic Records Information System

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Documents
NJ STRCC Strategic Plan Jun2018.docx
STRCC 2019 Copy of Membership_titles.xlsx
Copy of NJ EMS Data (6-1-18 to 5-31-19).xlsx

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: **5/30/2017**

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Low-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing 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 an authorized period of not less than 6 months.	No

405(d) 24-7 Sobriety programs grant

Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	No

Sobriety program information

Legal citations: **No**

State program information: **No**

Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	No

Program information

State program information that authorize a Statewide 24-7 sobriety program.

405(e) Distracted driving grant

Sample Questions

Which of the following actions could lead to distracted driving?

A. (___) Adjusting the radio or CD player

B. (___) Eating

C. (___) Using a cellular phone or any other electronic device

D. (___) All of the above

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:**Primary Offense**

Date enacted: **1/20/2004**

Date amended: **6/27/2013**

Prohibition on texting while driving.

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on texting while driving.**

Legal Citation: **N.J.S.A. 39:4-97.3a**

Amended Date:

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **N.J.S.A. 39:4-97.3b**

Amended Date:

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **N.J.S.A. 39:4-97.3d**

Amended Date: **6/27/2013**

Legal citations for exemptions to the State's texting ban:

Citations

Legal Citation Requirement:

Legal Citation: **N.J.S.A. 39:4-97.3 (No Exemptions)**

Amended Date:

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:**Primary Offense**

Date enacted: **1/20/2004**

Date amended: **1/20/2004**

Prohibition on youth cell phone use while driving.

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: **N.J.S.A. 39:3-13.2a and 39:3-13.4a. and c.**

Amended Date: **4/15/2009**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **N.J.S.A. 39:4-97.3b**

Amended Date: **4/15/2009**

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **N.J.S.A. 39:4-97.3d**

Amended Date: **6/27/2013**

Legal citations for exemptions to the State's youth cell phone use ban.

Citations

Legal Citation Requirement:

Legal Citation: **N.J.S.A. 39:3-13 (No Exemptions)**

Amended Date:

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: **Yes**

Motorcyclist awareness program: **No**

Reduction of fatalities and crashes: **No**

Impaired driving program: **No**

Reduction of impaired fatalities and accidents: **No**

Use of fees collected from motorcyclists: **Yes**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **New Jersey Motor Vehicle Commission**

State authority name/title: **Sue Fulton, Chief Administrator**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: **(i) Motorcycle Safety Foundation Basic Rider Course**

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Atlantic County	3,717
Bergen County	10,636
Burlington County	7,425
Camden County	6,447
Essex County	5,803

Mercer County	3,527
Middlesex County	9,592
Monmouth County	10,107
Morris County	7,505
Ocean County	10,718
Somerset County	3,794
Sussex County	5,418

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **118,958**

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: **Data State**

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law or regulation requiring that 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.	No
The State law appropriating funds demonstrates that for the current fiscal year, for requiring 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.	No

405(g) State graduated driver licensing incentive grant

Graduated driver licensing

Date that 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. The statute must be in effect and be enforced during the entire fiscal year of the grant.

Graduated driver licensing law last amended on:

Legal citations demonstrating that the State statute meets the requirement.

Learner's permit stage

Requirement Description	State citation(s) captured
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.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No
Must be accompanied and supervised at all times.	No
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.	No
Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

Legal citations demonstrating that the State statute meets the requirement.

Intermediate stage

Requirement Description	State citation(s) captured
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.	No
Applicant must pass behind-the-wheel driving skills assessment.	No

In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
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
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

405(h) Nonmotorized safety grant

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: **Official documents**

Official documents

Official documents that demonstrate 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.

Law: **No**

Regulation: **No**

Binding policy directive: **No**

Letter from the Governor: **No**

Court order: **No**

Other: **No**

Enter other document type:

Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:

Requirement Description	State citation(s) captured
Law(s) that demonstrate 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.	No

Official documents that demonstrate 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.

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.