



**STATE OF NEW JERSEY**  
**HIGHWAY SAFETY PLAN**

**FEDERAL FISCAL YEAR 2018**  
October 1, 2017 through September 30, 2018

**ZERO FATALITIES**



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# NEW JERSEY FFY 2018 HIGHWAY SAFETY PLAN

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## OVERVIEW

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

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

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

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## MISSION STATEMENT

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

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## EXECUTIVE SUMMARY

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The annual plan is referred to as the Highway Safety Plan (HSP). The Federal Fiscal Year (FFY) 2018 HSP addresses the national priority program areas of NHTSA and FHWA. The following program areas will be addressed in FFY 2018: alcohol and other drug countermeasures, pedestrian and bicycle safety, occupant protection, police traffic services, community traffic safety programs, roadway safety, traffic records, emergency medical services and motorcycle safety. The State and Community Highway Safety grant program, known as the Section 402 Program, is the primary source of funding for these initiatives. Federal law requires that 40 percent of these funds be used by or for the benefit of local government. Grants are also accepted from federally tax-exempt, nonprofit organizations that provide traffic safety services throughout the State. The Plan provides for a budget of 68 percent for projects that benefit local jurisdictions.

In addition to the Section 402 Program, several other funding sources in FFY 2018 will be used to continue the highway safety program. These include the Section 405(b) Occupant Protection grant, Section 405(c) Traffic Safety Improvements grant, Section 405(d) Impaired Driving grant, Section 405(e) Distracted Driving grant, Section 405(f) Motorcycle Safety grant, Section 405(g) Graduated Driver Licensing Laws grant and Section 405(h) Non-motorized Safety grant.

The FFY 2018 HSSP includes a budget of nearly \$20 million that will be allocated as illustrated below:

FFY 2018 FEDERAL HIGHWAY SAFETY FUNDING		
<b>SECTION 402</b>	<b>STATE AND COMMUNITY GRANT PROGRAM</b>	<b>\$7,738,000</b>
<b>SECTION 405(b)</b>	<b>OCCUPANT PROTECTION</b>	<b>\$1,400,000</b>
<b>SECTION 405(c)</b>	<b>TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS</b>	<b>\$1,800,000</b>
<b>SECTION 405(d)</b>	<b>IMPAIRED DRIVING</b>	<b>\$4,467,000</b>
<b>SECTION 405(e)</b>	<b>DISTRACTED DRIVING</b>	<b>\$3,000,000</b>
<b>SECTION 405(f)</b>	<b>MOTORCYCLE SAFETY</b>	<b>\$ 200,000</b>
<b>SECTION 405(h)</b>	<b>NON-MOTORIZED SAFETY</b>	<b>\$1,275,000</b>

The FFY 2018 HSP begins with a description of the planning cycle followed by the problem identification process, goal development and project selection. A statewide overview of fatalities and injuries is followed by a performance report describing the progress towards meeting performance targets from the previous fiscal year and in the upcoming HSP.

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

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

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

DHTS manages and implements programs by region as illustrated on the chart. The regional supervisors and their staff are responsible for coordinating, monitoring and evaluating the activities and programs within these three regions.

NEW JERSEY DIVISION OF HIGHWAY TRAFFIC SAFETY REGIONS	
<b>REGION I</b>	<b>ATLANTIC, BURLINGTON, CAMDEN, CAPE MAY, CUMBERLAND, GLOUCESTER AND SALEM</b>
<b>REGION II</b>	<b>HUNTERDON, MERCER, MIDDLESEX, MONMOUTH, OCEAN, SOMERSET AND UNION</b>
<b>REGION III</b>	<b>BERGEN, ESSEX, HUDSON, MORRIS, PASSAIC, SUSSEX AND WARREN</b>



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

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

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# HIGHWAY SAFETY PLAN

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## PLANNING CYCLE

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- 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.



## PROBLEM IDENTIFICATION PROCESS

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 Crash Analysis Tool is also used to analyze crash data. The Crash Analysis Tool is a support tool, maintained by two Transportation Safety Analysts at 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 seat belt observational surveys 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 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 2018:

- **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 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.

## GOAL DEVELOPMENT

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.

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. This broad cross section of stakeholders provides 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 have increased for three consecutive years. 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 experienced on the State's roadways, and in some cases, represent increases. New Jersey has seen increases in drug-related fatalities, as well as pedestrian and bicyclist 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, and because of increased detection, the predicted values reveal an increase as well.

## 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:

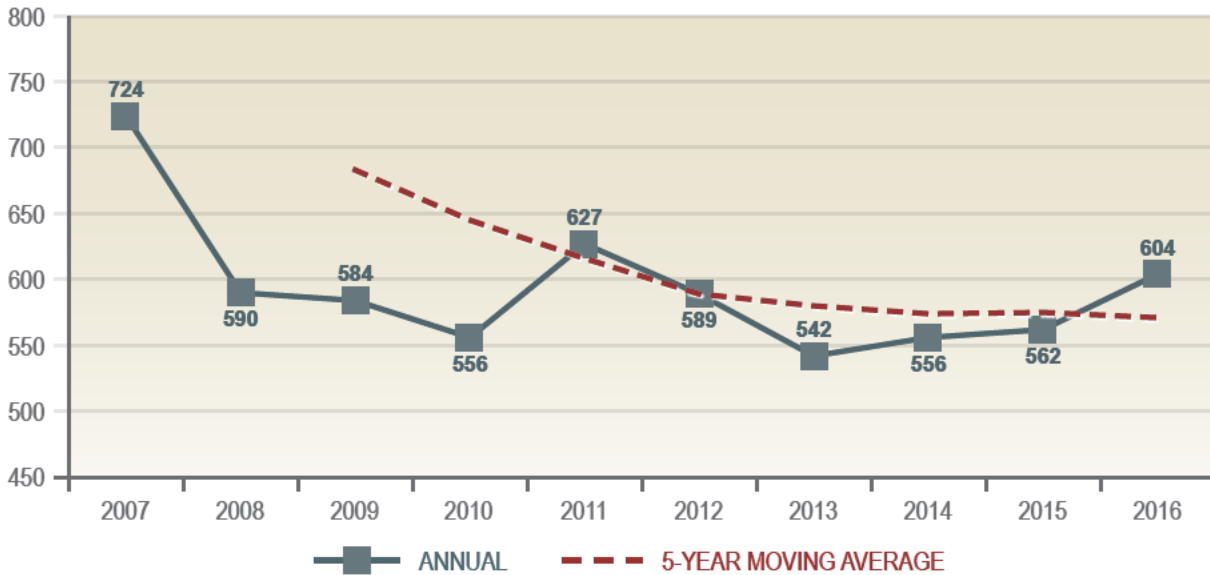
1. The degree to which the proposal addresses a State identified problem area. Primary consideration is granted to those projects addressing statewide traffic safety problems. Also, projects are considered if they are well substantiated through data analysis and support identified problem areas.
2. The 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.

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.

## STATEWIDE OVERVIEW

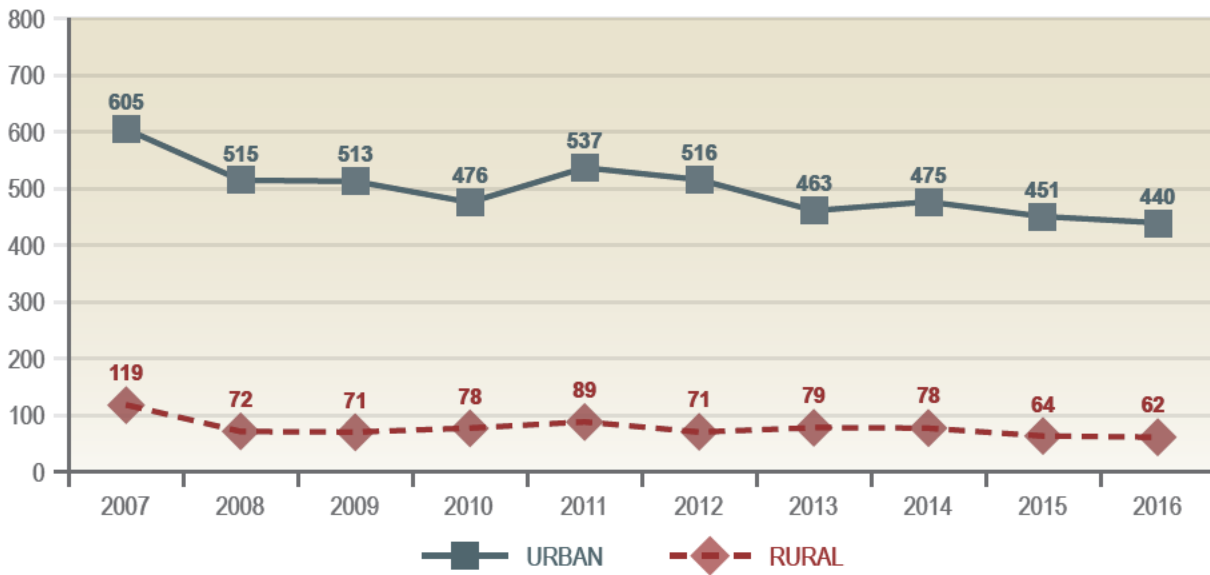
In 2016, the State experienced 604 fatalities on its roadways, resulting in a 6.95 percent increase in overall traffic fatalities from the previous year. The graph depicts overall traffic fatalities in New Jersey as well as the 5-year moving average of those fatalities.

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



Fatalities by roadway function are shown in the chart below. The figures from 2016 are projections based on 2015 figures. Urban roadway fatalities in 2015 decreased 5.1 percent from 2014, and rural roadway fatalities declined 18 percent from 78 in 2014 to 64 in 2015.

**FATALITIES BY ROADWAY FUNCTION\* – RURAL AND URBAN**



\* Excludes undefined Roadway Function.

Comparing fatalities by operator category in 2016, *Driver* (268 or 44.4%) and *Motorcyclist* (66 or 10.9%) fatalities increased compared to the 2015 total fatalities. *Passenger* fatalities (87 or 14.4%) decreased by 9 percent from 2015. *Bicyclist* (18 or 3%) increased by 1 fatality and *Pedestrian* fatalities (165 or 27.3%) decreased by 4.6 percent from 2015.

TRAFFIC RELATED FATALITIES BY CATEGORY, 2007 - 2016										
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
DRIVER	341	238	249	233	270	239	248	235	226	268
PASSENGER	137	115	99	101	105	103	95	80	96	87
PEDESTRIAN	149	135	158	139	142	156	129	168	173	165
BICYCLIST	12	20	13	13	17	14	14	11	17	18
MOTORCYCLIST	85	82	65	70	93	77	56	62	50	66
NJ STATE TOTALS	724	590	584	556	627	589	542	556	562	604
FATAL CRASHES	685	555	549	530	586	554	508	525	520	572

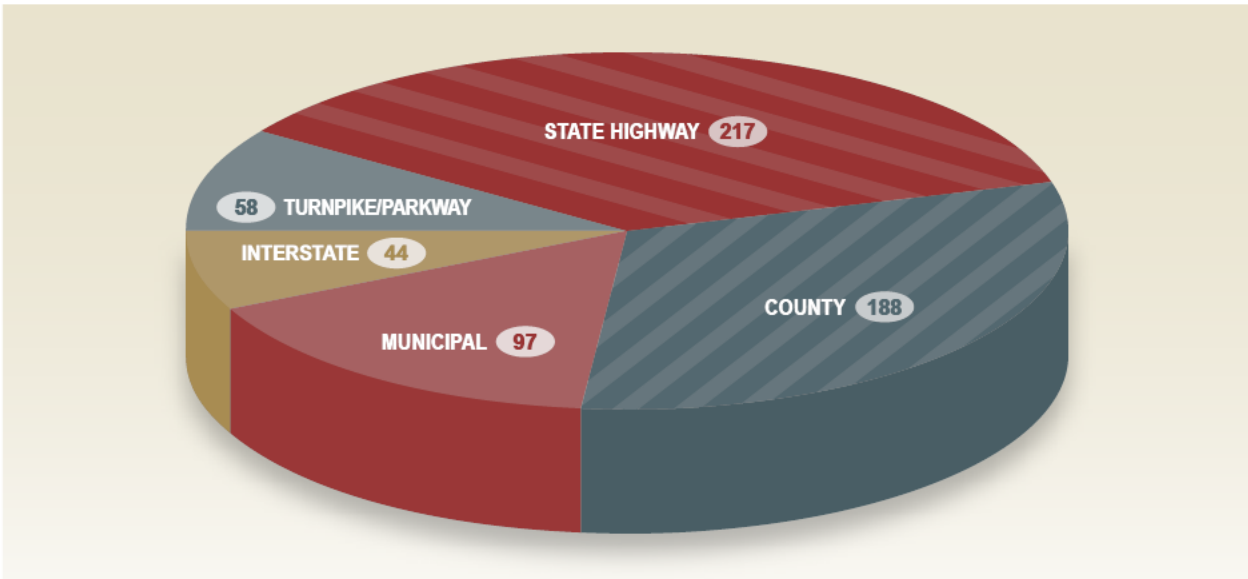
In 2016, pedestrian fatalities were the most prevalent in Essex County (22) accounting for 13.3 percent of all pedestrians killed in the State. The Counties with the highest number of motor vehicle fatalities (50) were Burlington County and Monmouth County, comprised mostly from driver fatalities followed by pedestrians. The most bicycle fatalities (4) occurred in Atlantic County followed by Cumberland County with 3 bicycle fatalities. Monmouth County had the highest number of motorcycle fatalities in 2016 (9).

2016 VICTIM CLASSIFICATION BY COUNTY						
	DRIVER	PASSENGER	PEDESTRIAN	BICYCLIST	MOTORCYCLIST	TOTAL
ATLANTIC	16	4	13	4	3	40
BERGEN	11	5	14	0	5	35
BURLINGTON	26	5	13	1	5	50
CAMDEN	12	5	14	1	7	39
CAPE MAY	7	3	2	0	0	12
CUMBERLAND	14	7	4	3	3	31
ESSEX	15	5	22	1	3	46
GLOUCESTER	14	3	7	1	2	27
HUDSON	6	2	13	1	2	24
HUNTERDON	4	5	1	0	1	11
MERCER	7	1	8	1	3	20
MIDDLESEX	28	7	10	0	3	48
MONMOUTH	24	7	10	0	9	50
MORRIS	6	5	4	0	6	21
OCEAN	24	7	8	1	1	41
PASSAIC	11	1	6	0	4	22
SALEM	11	2	1	0	1	15
SOMERSET	8	1	6	1	3	19
SUSSEX	5	4	0	0	3	12
UNION	10	5	8	1	2	26
WARREN	9	3	1	2	0	15
NJ STATE TOTALS	268	87	165	18	66	604



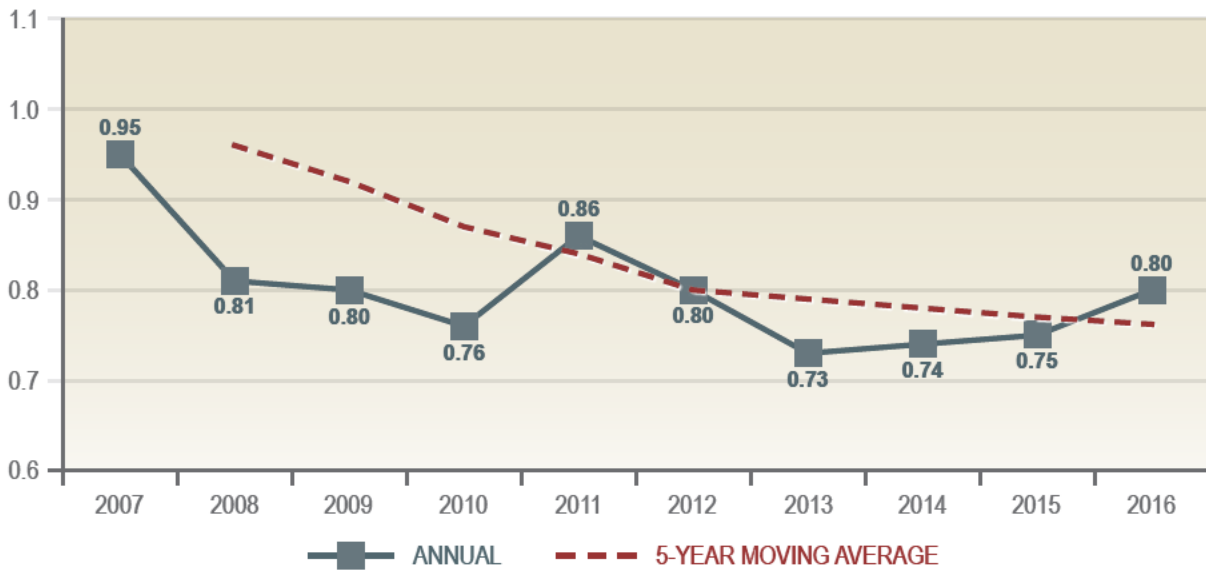
State Highways experienced the highest total of roadway fatalities (217 or 36%) in the State followed by County roadways (188 or 31%).

**FATALITIES BY ROADWAY SYSTEM, 2016**



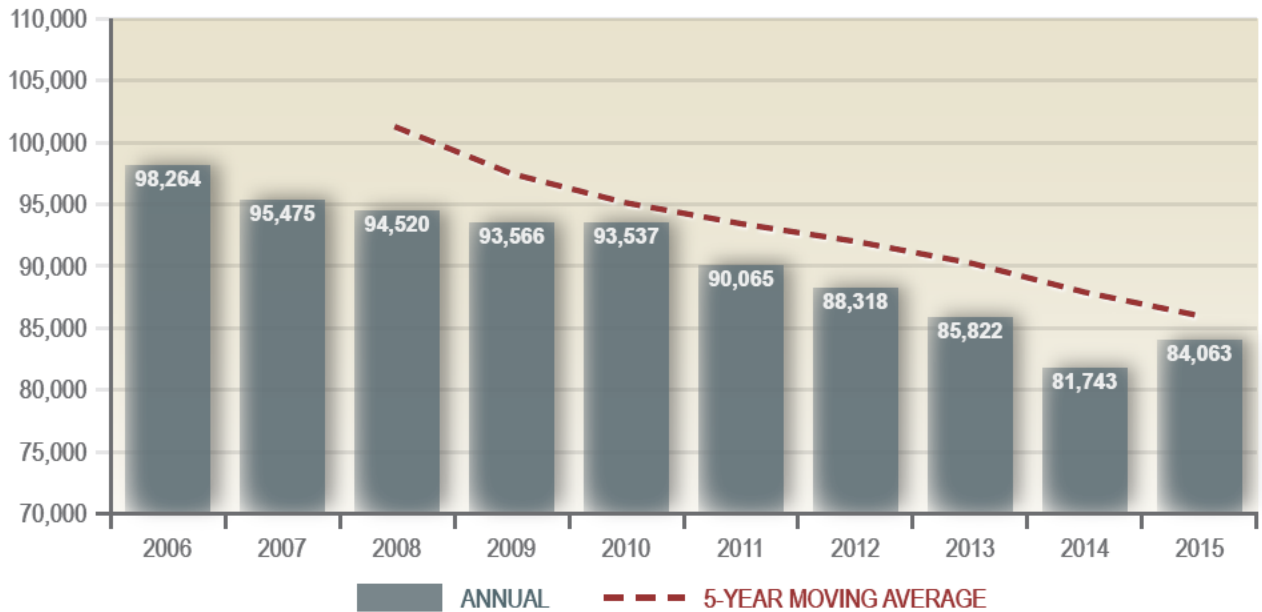
The calculations in the graph below are based on 2015 official Vehicle Miles Traveled (VMT) with the use of 2016 fatality data. The statewide fatality rate per 100 million vehicle miles traveled increased from 0.75 in 2015 to 0.80 in 2016.

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



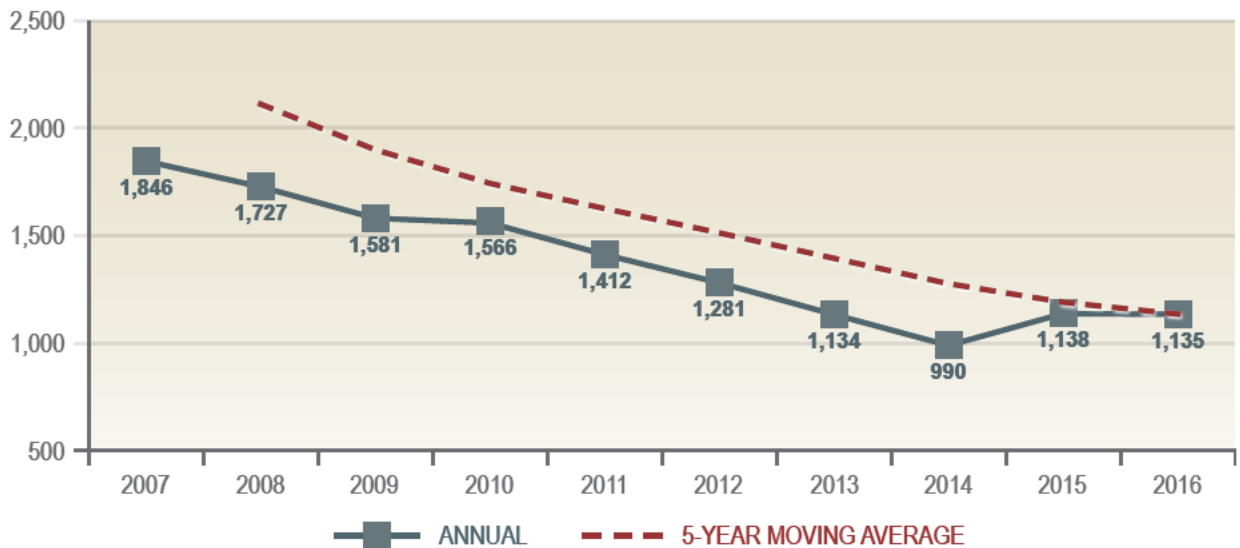
The overall number of motor vehicle injuries sustained in 2015 increased for the first time in ten years, increasing from 81,743 in 2014 to 84,063 in 2015.

**TOTAL INJURIES SUSTAINED IN MOTOR VEHICLE CRASHES**



Serious injuries sustained on New Jersey’s roadways in 2015 (1,138) increased from 2014 (990). Preliminary figures reveal that 1,135 serious injuries were sustained in 2016.

**SERIOUS INJURIES, ANNUAL AND 5-YEAR MOVING AVERAGE**



The majority of 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.

For Driver Actions, *Driver Inattention* is cited as the State’s largest contributing circumstance in crashes annually and was a cited reason in 52.4 percent of crashes in 2015, up from 50.5 percent in 2014. *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. *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* (5th). *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. *Road Surface Condition*, consisting of snowy, slushy, icy, wet, sandy and oily, was the leading Road/Environmental factor in crashes. *Animal Crashes* also play a factor in crashes on New Jersey’s roadways.

TOP CONTRIBUTING DRIVER ACTIONS IN CRASHES, 2011 - 2015						
CONTRIBUTING DRIVER ACTION	2011	2012	2013	2014	2015	TOTAL
DRIVER INATTENTION	162,566	160,660	164,433	163,956	152,433	804,048
FOLLOWING TOO CLOSELY	28,556	28,964	30,972	32,422	33,497	154,411
FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN	23,293	22,707	23,041	21,856	22,297	113,194
BACKING UNSAFELY	21,863	22,236	23,099	20,908	10,750	98,856
UNSAFE SPEED	19,205	17,878	18,556	18,430	18,018	92,087
IMPROPER LANE CHANGE	11,942	11,684	12,671	13,501	14,438	64,236
FAILED TO OBEY TRAFFIC CONTROL DEVICE	9,477	9,264	9,170	9,004	9,461	46,376
IMPROPER TURNING	8,706	8,818	8,896	9,321	8,605	44,346
IMPROPER PASSING	6,040	5,934	5,939	6,055	6,123	30,091
IMPROPER PARKING	3,694	3,461	3,734	3,599	2,105	16,593
FAILURE TO KEEP RIGHT	2,766	2,639	2,564	2,439	2,265	12,673
WRONG WAY	683	659	611	604	608	3,165
IMPROPER USE/FAILED TO USE TURN SIGNAL	633	486	514	450	433	2,516
IMPROPER USE/NO LIGHTS	139	135	128	161	124	687
OTHER DRIVER ACTION	15,409	13,703	12,835	12,783	11,619	66,349
NONE	260,336	253,556	260,648	259,635	247,811	1,281,986



**TOP CONTRIBUTING VEHICLE FACTORS IN CRASHES, 2011 - 2015**

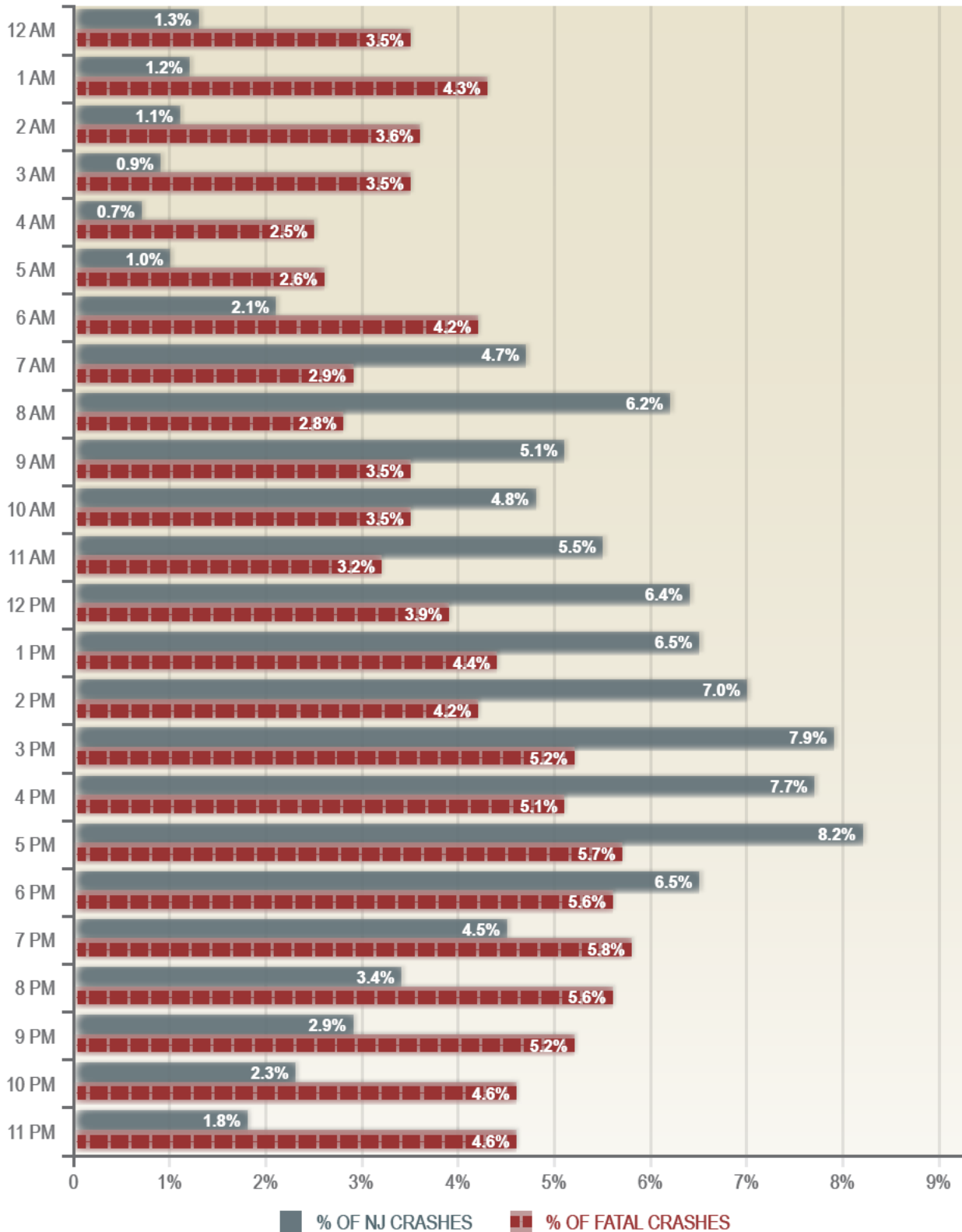
CONTRIBUTING VEHICLE FACTOR	2011	2012	2013	2014	2015	TOTAL
BRAKES	1,662	1,784	1,668	1,749	1,563	8,426
TIRES	1,067	1,106	1,257	1,004	1,074	5,508
STEERING	449	496	486	486	503	2,420
WHEELS	354	354	391	332	365	1,796
WINDOWS/WINDSHIELD	193	147	154	157	112	763
VEHICLE COUPLING/HITCH/SAFETY CHAINS	132	134	138	176	134	714
DEFECTIVE LIGHTS	98	98	89	78	81	444
MIRRORS	42	43	32	37	31	185
WIPERS	19	13	9	21	11	73
OTHER VEHICLE FACTOR	2,759	2,493	2,547	2,598	2,182	12,579

**TOP CONTRIBUTING ROAD / ENVIRONMENTAL FACTORS IN CRASHES, 2011 - 2015**

CONTRIBUTING ROAD / ENVIRONMENTAL FACTOR	2011	2012	2013	2014	2015	TOTAL
ROAD SURFACE CONDITION	11,830	7,691	10,665	14,180	12,101	56,467
ANIMALS IN ROADWAY	8,854	8,764	9,077	9,171	8,955	44,821
OBSTRUCTION/DEBRIS IN ROAD	2,542	2,258	2,225	2,454	2,221	11,700
SUN GLARE	1,444	1,343	1,588	1,558	1,367	7,300
PHYSICAL OBSTRUCTIONS (VIEW)	1,156	971	815	904	706	4,552
RUTS/ HOLES/ BUMPS	483	187	328	747	408	2,153
CONTROL DEVICE DEFECTIVE OR MISSING	189	362	129	137	106	923
IMPROPER/INADEQUATE LANE MARKINGS	71	64	46	33	56	270
IMPROPER WORK ZONE	62	40	37	40	36	215
OTHER ROADWAY FACTORS	887	652	624	690	536	3,389

The majority of crashes taking place on New Jersey's roadways occur between the hours of 7am and 6pm. Over the last five years, 76.6 percent of all crashes occurred between those hours. Compared to total crashes over the last 5 years, only 50 percent of fatal crashes took place between 7am and 6pm, the rest occurring during nighttime hours.

**NJ CRASH PERCENTAGE VERSUS FATAL CRASH PERCENTAGE BY TIME OF DAY, 2011 - 2015**



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

TOP CRASH TYPES, 2011 - 2015						
CRASH TYPE	2011	2012	2013	2014	2015	TOTAL
SAME DIRECTION - REAR END	80,069	79,546	80,891	80,529	83,986	405,021
STRUCK PARKED VEHICLE	41,537	37,464	38,681	40,348	31,962	189,992
RIGHT ANGLE	38,185	36,755	37,194	36,292	35,731	184,157
SAME DIRECTION - SIDE SWIPE	34,831	34,150	34,724	35,866	38,370	177,941
FIXED OBJECT	36,996	35,011	35,220	34,331	32,085	173,643
BACKING	24,809	24,816	25,490	24,365	11,126	110,606
ANIMAL	8,488	8,243	8,752	9,104	8,958	43,545
LEFT TURN / U TURN	6,955	6,597	6,446	6,098	6,538	32,634
PEDESTRIAN	5,592	5,350	5,250	4,829	4,406	25,427
OPPOSITE DIRECTION - HEAD ON/ANGULAR	4,595	4,100	4,397	4,629	4,450	22,171
NON-FIXED OBJECT	3,371	2,869	3,024	3,059	2,997	15,320
OTHER	1,939	2,011	2,445	3,209	3,860	13,464
OPPOSITE DIRECTION - SIDE SWIPE	2,779	2,373	2,464	2,846	2,526	12,988
PEDALCYCLIST	2,020	2,048	1,849	1,737	1,791	9,445
OVERTURNED	1,864	1,697	1,689	1,610	1,681	8,541
ENCROACHMENT	809	864	792	869	812	4,146
RAILCAR-VEHICLE	42	26	27	27	17	139



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## PERFORMANCE REPORT

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

#### FATALITIES, SERIOUS INJURIES AND FATALITY RATE

Total fatalities have increased in each of the prior three years (2014-2016) with the highest number of fatalities recorded at 604 in 2016. The last decrease in overall fatalities occurred in 2013 when there was a 9.2 percent decrease from the previous year. Driver fatalities accounted for over 40 percent of all fatalities from 2013-2015 and over 50 percent in 2016. The second largest category of fatalities is represented by pedestrians accounting for approximately 30 percent of all statewide fatalities. There has been a decrease in overall fatalities during the current year of 3 percent from 264 in 2016 to 256 as well as a slight decrease in pedestrian fatalities from 71 in 2016 to 67.

Serious injuries continue to move in a downward trend from a total of 1,281 in 2012 compared to 1,135 in 2016 while fatality rates per 100 million vehicle miles travelled have increased in each of the last three years (2014-2016).

Programs offered in the 2018 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.

#### OCCUPANT PROTECTION

The usage rate for front seat occupants in passenger motor vehicles was 93.35 percent in 2016, an increase of 1.9 percent from the previous year. Back seat occupant rates for adults increased to 45 percent in 2016, however, the overall rear-seat passenger usage rates decreased from 81 percent in 2015 to 79 percent in 2016. The highest usage rate was observed by children between 0-8 years of age at 90 percent, a decline from 95 percent in 2015. Passengers between the ages of 8-18 show a usage rate drop from 64 percent in 2015 to 60 percent in 2016. Preliminary figures for 2016 indicate a decrease in the number of unrestrained fatalities; however, nearly 10 percent of occupants killed in crashes were unbuckled.

The 2018 HSP will continue to provide funds for the Click It or Ticket mobilization. Year-round occupant protection enforcement efforts will be expanded to include nighttime enforcement programs when possible. Education programs will continue to be offered to help parents and caregivers get access to car seats and teach the importance of car seats and how to properly use and install them.

#### IMPAIRED DRIVING

A reduction in the number of alcohol impaired driving fatalities from 111 in 2015 to 100 is expected in 2016 when the data is finalized. Although encouraging in that the overall percentage of alcohol impaired driving deaths are decreasing, over 16 percent of all crashes in the State involve alcohol. Additionally, drug related fatalities account for approximately 20 percent of crashes. Drivers from 16-35 years of age account for nearly 50 percent of all alcohol involved crashes and 48 percent of all drug related crashes.

High visibility enforcement campaigns will be conducted during national 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. 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. To address this area of concern, a Judicial Outreach Liaison will be pursued in 2018.

## **DISTRACTED DRIVING**

Crashes related to driver inattention declined in 2015 to 128,496 crashes and further reductions of approximately 10 percent are expected in 2016. However, driver inattention remains the most significant cause of fatal and incapacitating crashes.

Responding to an 8 percent spike in traffic fatalities in 2016, a new initiative was implemented in 2017 that is providing state residents with a method to report dangerous drivers. The State's #77 alert system, previously used for reporting aggressive driving, can also be used to report 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 2018 and will include enforcement by State and local police and public awareness to promote the program.

## **SPEED**

Speeding is a factor in approximately 22 percent of traffic crashes. The 16-35 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 2018 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.

## **MOTORCYCLES**

Motorcycle deaths account for 11 percent of all motor vehicle crash deaths in the State. Motorcycle fatalities have generally declined since calendar year 2007 except for increases in 2011, 2014 and 2016. However, there was a 32 percent increase in motorcycle fatalities from 50 in 2015 to 66 in 2016, which was higher than anticipated. The 5-year moving average continued to decrease, and reduced from 67 in 2015 (2011-2015 average) to 62 in 2016 (2012-2016 average). The number of unhelmeted fatalities declined from 5 in 2015 to 2 in 2016.

In an effort to reduce motorcycle related crashes and fatalities, the 2018 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.

## **YOUNGER DRIVERS (16-20 YEARS OF AGE)**

Motor vehicle fatalities remain the leading cause of death among teenage males and females in the State. Young drivers were involved in 10 percent of total motor vehicle fatalities in 2016. Fatalities involving younger drivers declined from 58 in 2015 to 56 in 2016 and the five-year moving average declined from 62 in 2015 to 57 in 2016.

A continuation in the efforts to educate both parents and teens in the pre-permit or permit stage of licensure will be continued in 2018. Legislative initiatives requiring permit holders under the age of 21 to complete a minimum of 50 hours of practice driving, 10 of which must be completed during hours of darkness, will provide additional support in the effort to reduce young driver crashes and fatalities. Additionally, the DHTS along with its partners from the driver education community participated in a two-day on-site technical assistance review, conducted by the Association of National Stakeholders In Traffic Safety Education (ANSTE), on the administration of the State Driver Education program. A series of recommendations were provided that will be used to enhance the effectiveness of driver education in New Jersey and will be targeted for implementation in 2018.

## PEDESTRIANS AND BICYCLES

Reducing pedestrian and bicycle injuries and fatalities continues to be a challenge. Efforts continue to promote safe driving as well as the use and practice of safe walking and bicycling in and around the State. The overall number of pedestrian fatalities decreased in 2016 from 173 in 2015 to 165. The overall number of bicycle fatalities increased to 18 in 2016 compared to 17 in 2015.

Enforcement grants from both State and Federal funding sources that target high pedestrian crash locations will continue to be funded in 2018 in an effort to increase the exercise of due care on the roadway and compliance with appropriate traffic laws by motorists, pedestrians, and cyclists. 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.

## OLDER DRIVERS (65+)

Older drivers account for nearly 19 percent of all driver fatalities in the State. Older driver fatalities in 2016 increased slightly to 63 from 60 in 2015. 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 2018 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.

## ROADWAY SAFETY

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 21 percent from 2014 to 2015.



## PERFORMANCE GOALS

It is the ultimate goal of the NJ Division of Highway Traffic Safety to reduce the number of fatalities occurring on New Jersey's roadways through enforcement, education and encouragement through a variety of safety strategies. In some cases, the performance goals shown are reflected as increases over the moving average cycle, namely overall fatalities, drugged driving, pedestrian, bicyclist and distracted driving. The performance goals were driven on trend analysis and mirror the methodologies set forth in the Highway Safety Improvement Program to establish realistic targets that can be achieved through safety programs.

CORE PERFORMANCE GOALS			
<b>NUMBER OF TRAFFIC FATALITIES*</b>			
<b>BASELINE VALUE</b>	575	<b>BASELINE START YEAR</b>	2011
<b>BASELINE END YEAR</b>	2015		
<b>TARGET VALUE</b>	586	<b>TARGET START YEAR</b>	2014
<b>TARGET END YEAR</b>	2018		
<b>GOAL STATEMENT</b>	Reduce total fatalities by -1.88% from 575 (2011-2015 average) to 586 (2014-2018 average)		
<b>JUSTIFICATION</b>	The predicted rate of reduction for 2016-2018 is 0.33%, and was established by evaluating the annual fluctuations of the number of fatalities, as well as the fluctuations for the 5-year moving averages. A conservative, yet realistic goal was established by analyzing the trends seen from year to year, accompanied by safety projects to be implemented in future years. Using this data driven reduction goal of 0.33%, the predicted figures for 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the respective years.		
<b>NUMBER OF SERIOUS INJURIES*</b>			
<b>BASELINE VALUE</b>	1,191	<b>BASELINE START YEAR</b>	2011
<b>BASELINE END YEAR</b>	2015		
<b>TARGET VALUE</b>	1,105	<b>TARGET START YEAR</b>	2014
<b>TARGET END YEAR</b>	2018		
<b>GOAL STATEMENT</b>	Reduce serious traffic injuries by 7.22% from 1,191 (2011-2015 average) to 1,105 (2014-2018 Average)		
<b>JUSTIFICATION</b>	The predicted rate of reduction for 2016-2018 is 0.25%, and was established by evaluating the annual fluctuations of the number of serious injuries, as well as the fluctuations for the 5-year moving averages. A conservative yet realistic goal was established by analyzing the trends seen from year to year, accompanied by safety projects to be implemented in future years. Using this data driven reduction goal of 0.25%, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the respective years.		
<b>FATALITIES/VMT*</b>			
<b>BASELINE VALUE</b>	0.773	<b>BASELINE START YEAR</b>	2011
<b>BASELINE END YEAR</b>	2015		
<b>TARGET VALUE</b>	0.778	<b>TARGET START YEAR</b>	2014
<b>TARGET END YEAR</b>	2018		
<b>GOAL STATEMENT</b>	Reduce fatalities/VMT by -0.59% from .773 (2011-2015 Average) to .778 (2014-2018 Average)		
<b>JUSTIFICATION</b>	VMTs for 2016, 2017 and 2018 are not available. 2015 VMTs were used as a base for calculation purposes involving these years. 2012 + 2016 are adjusted for Leap Years (366 days).		
<b>NUMBER OF UNRESTRAINED FATALITIES</b>			
<b>BASELINE VALUE</b>	135.8	<b>BASELINE START YEAR</b>	2011
<b>BASELINE END YEAR</b>	2015		
<b>TARGET VALUE</b>	109.6	<b>TARGET START YEAR</b>	2014
<b>TARGET END YEAR</b>	2018		
<b>GOAL STATEMENT</b>	Reduce unrestrained passenger fatalities by 19.32% from 135.8 (2011-2015 Average) to 109.6 (2014-2018 Average)		
<b>JUSTIFICATION</b>	The average annual rate of reduction from 2011-2015 is 5.80%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years.		

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

## CORE PERFORMANCE GOALS (Continued)

### NUMBER OF ALCOHOL INVOLVED FATALITIES

<b>BASELINE VALUE</b>	155.6	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	117.9	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce total alcohol related fatalities 24.20% from 155.6 (2011-2015 Average) to 117.9 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average rate of reduction from the 5-year moving average between 2011-2015 is 2.33%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years.				

### NUMBER OF SPEED RELATED FATALITIES

<b>BASELINE VALUE</b>	135.2	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	122.3	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce total speed related fatalities by 9.56% from 135.2 (2011-2015 Average) to 122.3 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average annual rate of reduction from 2011-2015 is -0.05%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years.				

### NUMBER OF MOTORCYCLE FATALITIES

<b>BASELINE VALUE</b>	67.4	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	50.1	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce motorcycle fatalities by 25.65% from 67.4 (2011-2015 Average) to 50.1 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average annual rate of reduction from 2011-2015 is 3.91%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years.				

### NUMBER OF UNHELMETED MOTORCYCLE FATALITIES

<b>BASELINE VALUE</b>	5.4	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	5.3	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce unhelmeted motorcycle fatalities by 2.01% from 5.4 (2011-2015 Average) to 5.3 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average annual rate of reduction from 2011-2015 is -7.78%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years.				

### NUMBER OF YOUNG DRIVER FATALITIES

<b>BASELINE VALUE</b>	62	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	57.5	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce young driver fatalities by 7.21% from 62 (2011-2015 Average) to 57.5 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average annual rate of reduction from 2011-2015 is 0.68%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years.				

**CORE PERFORMANCE GOALS** (Continued)

**NUMBER OF PEDESTRIAN FATALITIES**

<b>BASELINE VALUE</b>	153	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	170.7	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce total pedestrian fatalities by -11.60% from 153 (2011-2015 Average) to 170.7 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average rate of reduction from the 5-year moving average between 2011-2015 is -0.56%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years. New Jersey experienced a 30% increase in pedestrian fatalities in 2014 from 2013, and an additional 1% increase from 2014 to 2015. Though the predicted rate of pedestrian fatalities is 0.56% increase for subsequent years, the moving average over that same time span is likely to increase at a higher rate.				

**NUMBER OF BICYCLIST FATALITIES**

<b>BASELINE VALUE</b>	14.8	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	16.9	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce total bicyclist fatalities by -14.06% from 14.8 (2011-2015 Average) to 16.9 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average rate of reduction from the 5-year moving average between 2011-2015 is -1.29%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years. New Jersey experienced a 63% increase in bicycle fatalities from 2014-2015, which has negatively affected the moving average totals.				

**SEAT BELT OBSERVATIONAL USE**

<b>BASELINE VALUE</b>	0.9044	<b>BASELINE START YEAR</b>	2012	<b>BASELINE END YEAR</b>	2016
<b>TARGET VALUE</b>	0.9215	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Obtain a seat belt observational usage rate of no less than 92.15 percent.				
<b>JUSTIFICATION</b>	The average rate is based on data obtained from 2012-2016. Using this trend, the predicted rate for 2016, 2017 and 2018 were calculated to determine rolling averages for the following years.				

**NUMBER OF CITATIONS ISSUED OR ARRESTS MADE DURING GRANT FUNDED ENFORCEMENT ACTIVITIES**

<b>SEAT BELT</b>	40,714	<b>IMPAIRED DRIVING</b>	5,523	<b>SPEEDING</b>	27,530
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## ADDITIONAL PERFORMANCE GOALS

### NUMBER OF DRUG INVOLVED FATALITIES

<b>BASELINE VALUE</b>	111	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	113	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce drug involved fatalities by -2.10% from 111 (2011-2015 Average) to 113 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average annual rate of reduction from 2011-2015 is -6.90%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years.				

### NUMBER OF DRUG INVOLVED CRASHES

<b>BASELINE VALUE</b>	1,085.6	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	1,099.8	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce drug involved crashes by -1.31% from 1,085.6 (2011-2015 Average) to 1,099.8 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average annual rate of reduction from 2011-2015 is -0.52%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years.				

### NUMBER OF DISTRACTED DRIVING RELATED FATALITIES

<b>BASELINE VALUE</b>	79.6	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	125.7	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce total distracted driving related fatalities by -57.93% from 79.6 (2011-2015 Average) to 125.7 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average annual rate of reduction from 2011-2015 is -18.43%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years. 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.				

### NUMBER OF DISTRACTED DRIVING RELATED CRASHES

<b>BASELINE VALUE</b>	148,972.8	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	141,092.8	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce total distracted driving related crashes by 5.29% from 148,972.8 (2011-2015 Average) to 141,092.8 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average annual rate of reduction from 2011-2015 is 1.66%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years.				

### NUMBER OF SPEED RELATED CRASHES

<b>BASELINE VALUE</b>	17,909.8	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	17,180.8	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce total speed related crashes by 4.07% from 17,909.8 (2011-2015 Average) to 17,180.8 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average annual rate of reduction from 2011-2015 is 2.00%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years.				

**ADDITIONAL PERFORMANCE GOALS** (Continued)

**NUMBER OF OLDER DRIVER FATALITIES**

<b>BASELINE VALUE</b>	64.6	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	60.2	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce older driver fatalities by 6.76% from 64.6 (2011-2015 Average) to 60.2 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average annual rate of reduction from 2011-2015 is -0.60%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years. As the population ages, New Jersey expects to see an increase in the total number of older drivers involved in crashes, however, the moving average is expected to decline.				

**NUMBER OF WORK ZONE RELATED CRASHES**

<b>BASELINE VALUE</b>	6,142.2	<b>BASELINE START YEAR</b>	2011	<b>BASELINE END YEAR</b>	2015
<b>TARGET VALUE</b>	5,178	<b>TARGET START YEAR</b>	2014	<b>TARGET END YEAR</b>	2018
<b>GOAL STATEMENT</b>	Reduce Work Zone related crashes by 15.70% from 6,142.2 (2011-2015 Average) to 5,178 (2014-2018 Average)				
<b>JUSTIFICATION</b>	The average annual rate of reduction from 2011-2015 is 5.25%. Using this trend, the predicted figures for 2016, 2017 and 2018 were calculated using this reduction rate to determine rolling averages for the following years.				



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## PERFORMANCE PLANS

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### PLANNING AND ADMINISTRATION

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**Project Name: PLANNING AND ADMINISTRATION**

Sub-Recipient: **DIVISION OF HIGHWAY TRAFFIC SAFETY**

Total Project Amount: **\$500,000**

**Project Description:**

The DHTS is responsible for 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.

Funding Source: **SECTION 402**

Maintenance of Effort: **0**

Indirect Cost: **\$12,148**

Local Benefit: **0**

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## ALCOHOL AND OTHER DRUG COUNTERMEASURES

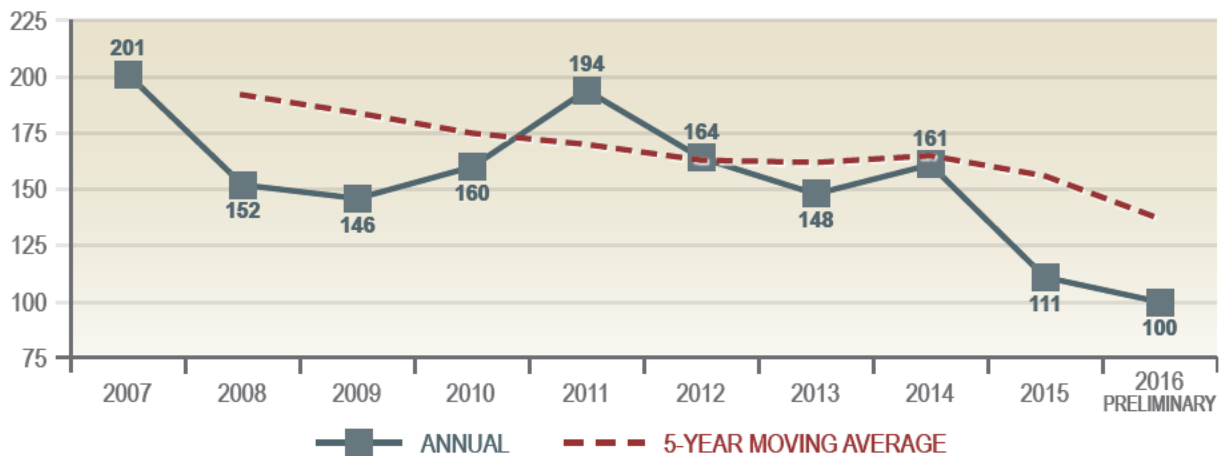
### ALCOHOL IMPAIRED • GENERAL OVERVIEW

Due to the large volume of alcohol related pending cases that remain open in 2016, the numbers analyzed in this area are based on 2015 fatal records and preliminary data from 2016.

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 approximately 39,485 alcohol involved crashes, resulting in 778 fatalities (2011-2015). Driving while intoxicated remains a major factor in contributing to fatalities, crashes and injuries on the State's roadways. The State experienced an increase in alcohol related fatalities from 2013 to 2014 with declines seen in 2015. Preliminary numbers in 2016 show a further decline. Although there have been fewer alcohol involved crashes (7.0% reduction from 2014 to 2015 and a 21.2% reduction from 2011 to 2015), alcohol impaired driving accounts for a large portion of fatalities occurring on the roadways (19.8% in 2015 and 16.6% in 2016 based on preliminary numbers).

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

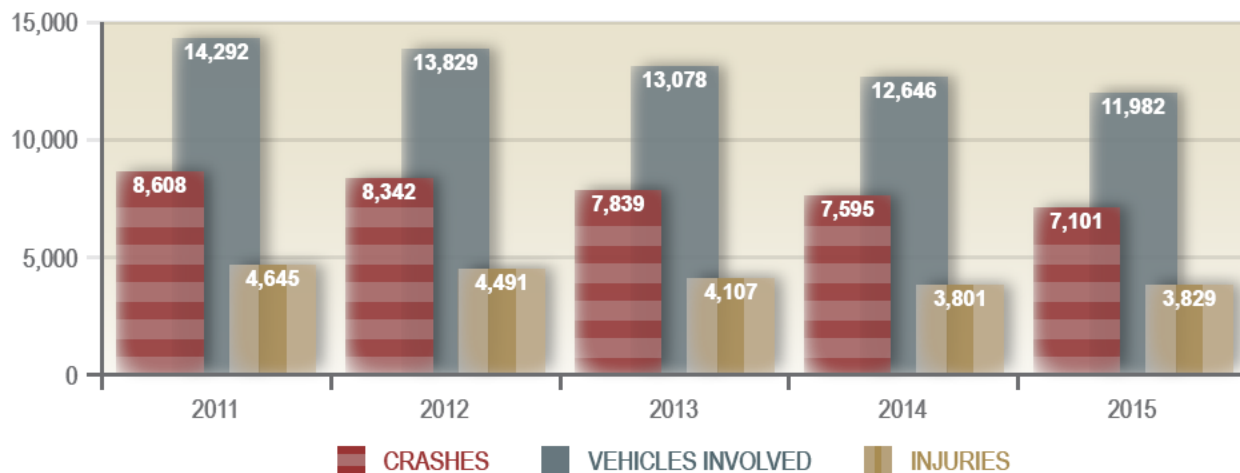


#### PROPORTION OF ALCOHOL RELATED FATALITIES VERSUS TOTAL NEW JERSEY MV FATALITIES



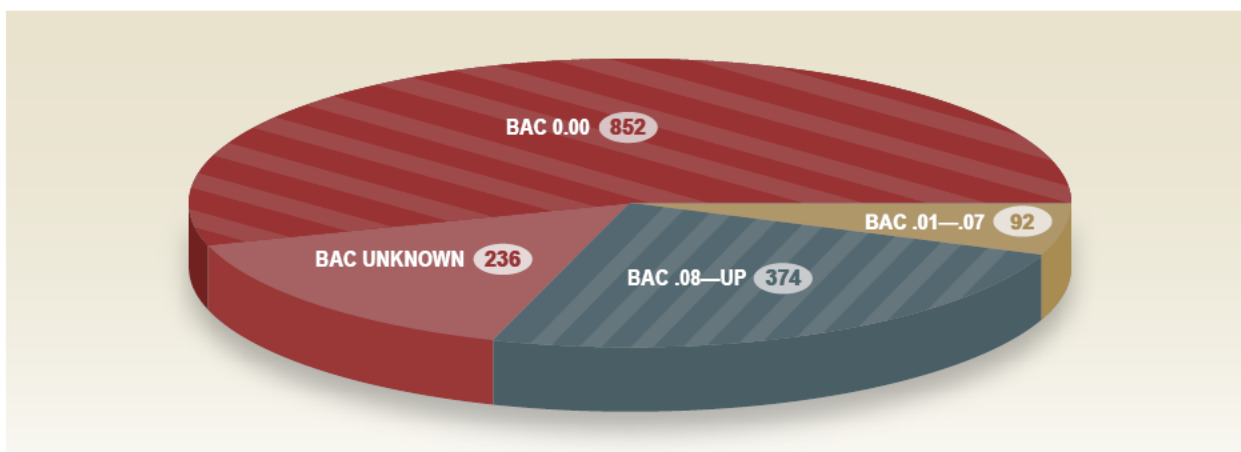
Forty-six percent (45.8%) of all crashes involving alcohol over the past five years (2011-2015) were single-vehicle crashes involving only one driver.

**GENERAL OUTCOME OF ALCOHOL RELATED CRASHES, 2011 - 2015**



Two hundred and seventy six (276) drivers died in motor vehicle crashes on New Jersey’s roadways in 2015. Fifty-seven percent had no alcohol in their system. Just over five percent of drivers fatally injured had a BAC between .01 - .07, below the legal limit, and approximately 18 percent of fatally injured drivers had a blood alcohol concentration of .08 or higher. Twenty percent (20%) of drivers fatally injured were not tested for alcohol.

**BLOOD ALCOHOL CONCENTRATIONS OF FATALLY INJURED DRIVERS, 2011 - 2015**



**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 44 percent of drivers involved in alcohol related crashes for both male and female drivers from 2011-2015. Male drivers account for nearly 70 percent of all alcohol related crashes that occurred from 2011-2015.

**PERCENTAGE OF ALCOHOL RELATED CRASHES BY AGE GROUP AND GENDER, 2011 - 2015**

% OF ALL AGE GROUPS	AGE GROUP	AGE % OF GENDER		GENDER % OF AGE GROUP	
		MALE	FEMALE	MALE	FEMALE
0.03%	0-15	0.04%	0.03%	76.5%	23.5%
5.74%	16-20	5.64%	5.98%	68.4%	31.6%
17.32%	21-25	17.37%	17.18%	69.8%	30.2%
14.59%	26-30	14.79%	14.12%	70.6%	29.4%
11.86%	31-35	12.31%	10.83%	72.3%	27.7%
9.55%	36-40	9.66%	9.32%	70.4%	29.6%
9.47%	41-45	9.25%	9.98%	68.0%	32.0%
9.52%	46-50	8.99%	10.71%	65.8%	34.2%
8.20%	51-55	8.07%	8.50%	68.5%	31.5%
5.80%	56-60	5.87%	5.66%	70.4%	29.6%
3.48%	61-65	3.53%	3.36%	70.7%	29.3%
4.43%	66+	4.46%	4.34%	70.2%	29.8%
100.00%	TOTALS*	100.00%	100.00%	69.6%	30.4%

\* 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 466 drivers with a blood alcohol concentration level of .01 or greater died on New Jersey’s roadways from 2011-2015. The “high-risk” drivers, age 21-34, accounted for 46 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 (66%). Approximately nine out of ten fatally injured drivers with a BAC of .01 or greater were New Jersey Residents.

Approximately six percent of fatally injured drivers had a previous DWI. In 2015, 22.3 percent of fatally injured drivers had no valid license (not licensed 3.2%, suspended 17.5%, or revoked license 1.6%).

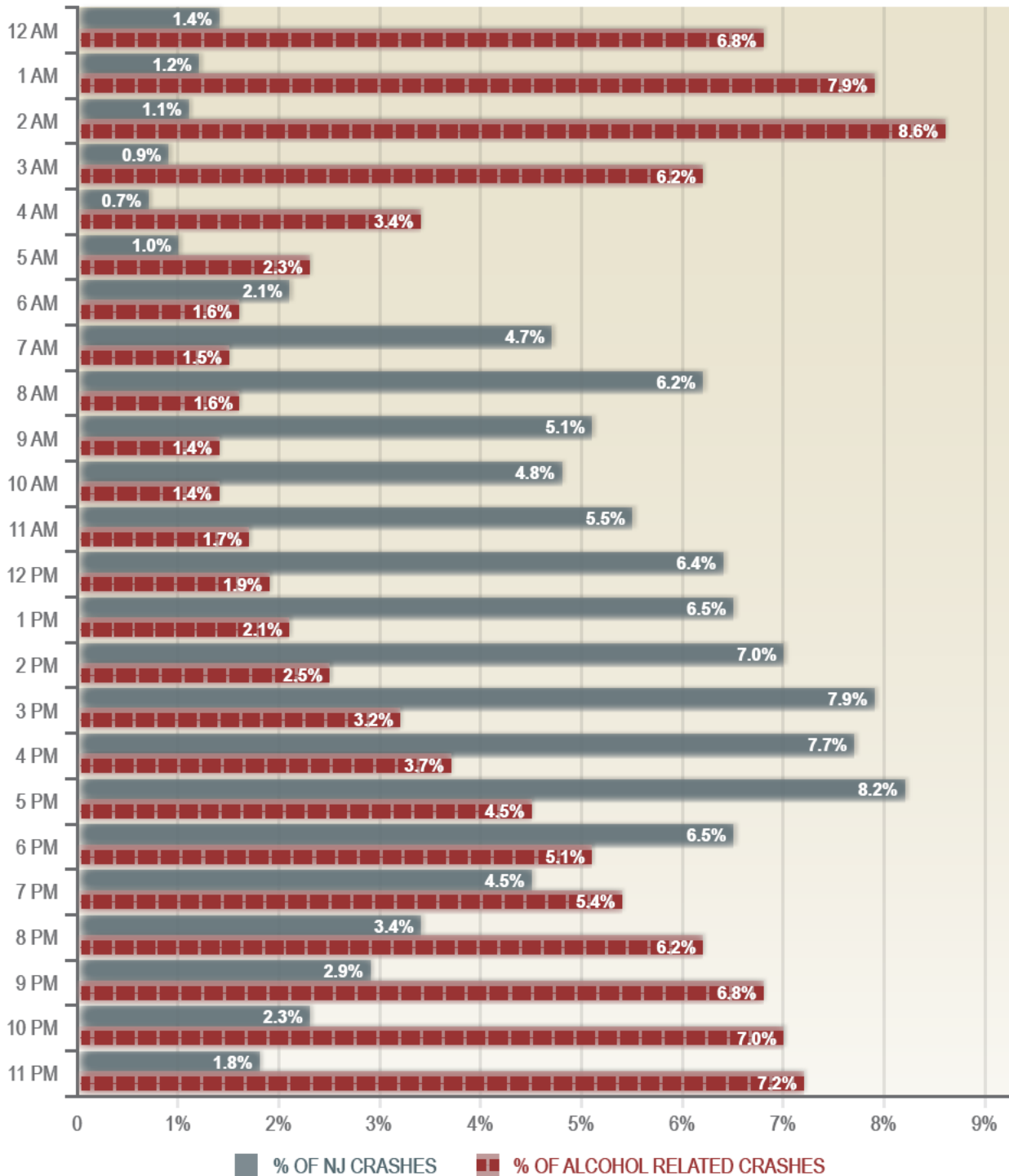
**CHARACTERISTICS OF FATALLY INJURED DRIVERS BY PERCENTAGE, BAC > 0.00**

		2011	2012	2013	2014	2015	TOTAL
AGE	<21	6.6%	5.9%	2.3%	7.6%	6.3%	5.8%
	21-34	41.8%	47.5%	51.1%	40.2%	50.8%	45.7%
	35-49	29.5%	15.8%	23.9%	26.1%	27.0%	24.5%
	50+	22.1%	30.7%	22.7%	26.1%	15.9%	24.0%
SEX	MALE	84.4%	87.1%	86.4%	80.4%	88.9%	85.2%
	FEMALE	15.6%	12.9%	13.6%	19.6%	11.1%	14.8%
NUMBER OF VEHICLES	SINGLE VEHICLE	66.4%	66.3%	62.5%	62.0%	73.0%	65.7%
	MULTIPLE VEHICLES	33.6%	33.7%	37.5%	38.0%	27.0%	34.3%
	VALID LICENSE	95.9%	96.0%	96.6%	94.6%	76.2%	92.5%
	PREVIOUS DWI	5.7%	5.9%	4.5%	8.7%	3.2%	5.8%
	NJ RESIDENT	92.6%	86.1%	95.5%	96.7%	92.1%	92.5%
SPEED RELATED	NO	47.5%	52.5%	39.8%	51.1%	50.8%	48.3%
	YES	41.0%	44.6%	51.1%	38.0%	49.2%	44.2%
	UNKNOWN	11.5%	3.0%	9.1%	10.9%	0.0%	7.5%
TOTAL FATALLY INJURED DRIVERS		122	101	88	92	63	466

## 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. Most alcohol involved crashes take place during the evening hours. 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-eight percent of all alcohol involved crashes take place during this time interval.

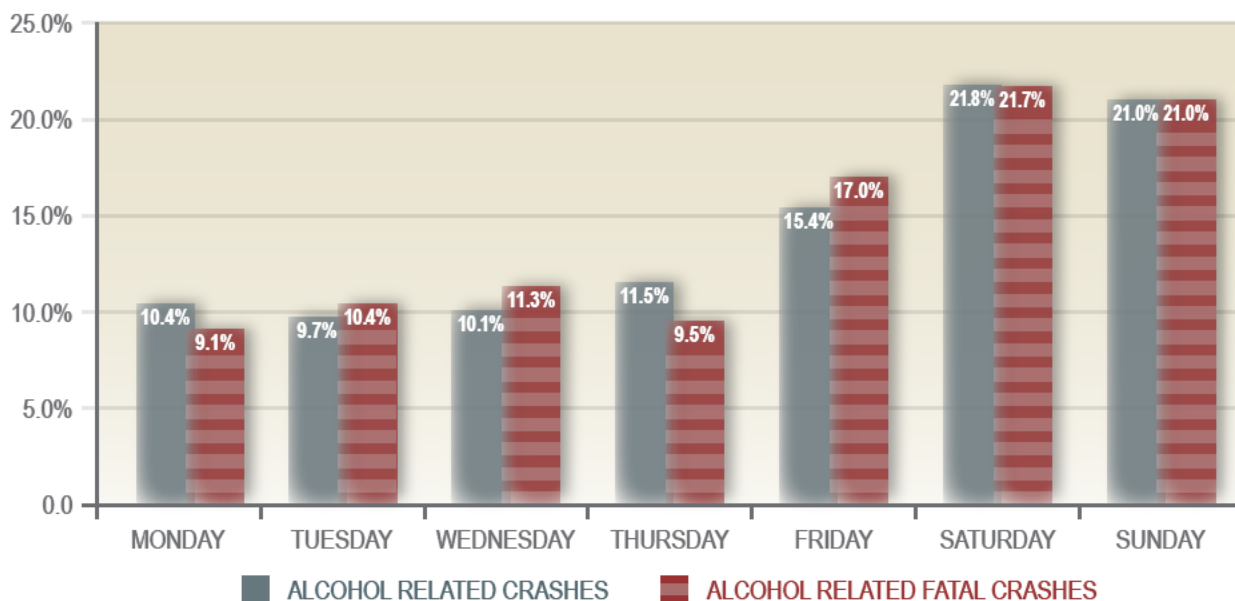
**NJ CRASH PERCENTAGE VERSUS ALCOHOL RELATED CRASH PERCENTAGE BY TIME OF DAY, 2011 - 2015**





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 60%, 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, 2011 - 2015**



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).

**PERCENTAGE OF ALCOHOL RELATED CRASHES AS ANNUAL TOTAL BY MONTH**

MONTH	2011	2012	2013	2014	2015
JANUARY	8.09%	7.71%	8.48%	7.74%	6.90%
FEBRUARY	7.48%	7.30%	7.60%	7.73%	6.24%
MARCH	8.05%	8.25%	9.22%	8.57%	8.51%
APRIL	8.19%	8.76%	8.42%	7.66%	7.60%
MAY	8.79%	8.38%	8.73%	9.26%	8.48%
JUNE	8.19%	8.80%	8.20%	8.10%	7.89%
JULY	8.88%	8.46%	8.14%	8.26%	9.20%
AUGUST	7.96%	8.89%	8.46%	9.12%	8.82%
SEPTEMBER	7.64%	8.75%	7.76%	8.03%	7.79%
OCTOBER	9.11%	8.13%	7.45%	7.89%	8.86%
NOVEMBER	8.31%	7.67%	8.70%	8.76%	9.15%
DECEMBER	9.32%	8.89%	8.84%	8.89%	10.58%
TOTAL ALCOHOL RELATED CRASHES	8,608	8,342	7,839	7,595	7,101

## 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. Cumberland (2.0% increase) was the only county to experience an increase in the total number of alcohol involved crashes over the past five years. Warren County experienced a 25 percent increase in alcohol involved crashes from 2014–2015, Cumberland County experienced a 4.5 percent increase, Somerset experienced a 2.5 percent increase, Essex County experienced a 1.8 percent increase, and Hunterdon County experienced a 1.7 percent increase. It is important to note that the total number of alcohol involved crashes has reduced over the last three years.

PERCENTAGE CHANGE FROM PREVIOUS YEAR IN ALCOHOL RELATED CRASHES BY COUNTY, 2011 - 2015							
	COUNTY	2011	2012	2013	2014	2015	2010 - 2015 CHANGE
REGION I	ATLANTIC	4.5%	-1.1%	-3.4%	-4.2%	-12.8%	-4.4%
	BURLINGTON	-7.7%	-2.6%	-3.5%	-3.4%	-1.5%	-2.2%
	CAMDEN	3.2%	-11.6%	4.5%	-8.5%	-12.9%	-5.9%
	CAPE MAY	10.8%	-8.8%	1.1%	-25.1%	-9.0%	-8.9%
	CUMBERLAND	1.0%	1.0%	8.5%	-3.5%	4.5%	2.0%
	GLOUCESTER	7.4%	-8.8%	-19.1%	10.8%	-1.4%	-4.2%
	SALEM	14.4%	-5.2%	-7.6%	10.6%	-23.3%	-5.5%
REGION II	HUNTERDON	1.5%	-0.7%	-12.5%	0.8%	1.7%	-2.3%
	MERCER	-9.4%	-3.3%	-13.5%	2.2%	-14.5%	-6.1%
	MIDDLESEX	-5.5%	-4.5%	-7.1%	-2.9%	-5.8%	-4.1%
	MONMOUTH	3.3%	-6.5%	-0.3%	-8.9%	-6.2%	-4.5%
	OCEAN	-7.5%	0.2%	-8.1%	-8.5%	-3.6%	-4.1%
	SOMERSET	-4.0%	2.0%	-5.9%	-0.8%	2.5%	-0.5%
	UNION	-1.7%	-4.8%	-9.0%	12.0%	-7.5%	-2.1%
REGION III	BERGEN	-11.7%	3.9%	-5.6%	0.4%	-15.7%	-3.6%
	ESSEX	2.9%	3.1%	-14.8%	3.5%	1.8%	-1.5%
	HUDSON	3.5%	3.5%	-12.2%	-1.4%	-7.6%	-3.7%
	MORRIS	5.2%	-4.4%	-6.8%	-4.9%	-0.7%	-3.4%
	PASSAIC	1.2%	2.7%	-12.1%	-0.7%	-14.1%	-5.1%
	SUSSEX	16.4%	-19.5%	3.2%	-11.1%	-5.6%	-7.0%
	WARREN	22.5%	-18.1%	17.7%	-30.1%	25.8%	-3.2%
TOTAL PERCENTAGE CHANGE			-3.1%	-6.0%	-3.1%	-6.5%	-3.8%

Monmouth (8.1%) and Bergen (8.0%) Counties had the most alcohol involved crashes. Camden, Essex, and Ocean Counties all accounted for 7.2 percent of crashes, respectively. Of the total alcohol involved fatalities between 2011 and 2015 (826), Burlington, Monmouth, and Ocean Counties accounted for over one-quarter of alcohol involved fatalities in the State.

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

<b>ALCOHOL INVOLVED CRASHES (BAC &gt; 0.00), TOP 3 MUNICIPALITIES BY COUNTY</b>			
	<b>ALCOHOL-RELATED CRASHES 2011 - 2015</b>	<b>PERCENT OF COUNTY TOTAL</b>	<b>% CHANGE FROM 2010 - 2014</b>
<b>ATLANTIC COUNTY</b>	<b>2,184</b>		<b>-3.3%</b>
ATLANTIC CITY	401	18.4%	-10.3%
EGG HARBOR TOWNSHIP	366	16.8%	-1.1%
HAMILTON	314	14.4%	-7.6%
<b>BERGEN COUNTY</b>	<b>3,308</b>		<b>-5.6%</b>
TEANECK	185	5.6%	-4.1%
HACKENSACK	158	4.8%	1.9%
GARFIELD	153	4.6%	-3.2%
<b>BURLINGTON COUNTY</b>	<b>2,378</b>		<b>-3.7%</b>
MOUNT LAUREL	214	9.0%	1.4%
EVESHAM	193	8.1%	-6.8%
PEMBERTON TOWNSHIP	172	7.2%	-7.0%
<b>CAMDEN COUNTY</b>	<b>3,064</b>		<b>-5.0%</b>
CAMDEN	605	19.7%	6.9%
PENNSAUKEN	384	12.5%	-1.0%
CHERRY HILL	335	10.9%	0.6%
<b>CAPE MAY COUNTY</b>	<b>806</b>		<b>-6.0%</b>
MIDDLE	176	15.6%	-12.4%
LOWER	151	16.4%	-7.4%
UPPER	112	13.9%	-5.1%
<b>CUMBERLAND COUNTY</b>	<b>1,106</b>		<b>2.2%</b>
VINELAND	406	39.7%	1.0%
BRIDGETON	219	19.4%	-0.9%
MILLVILLE	156	11.6%	7.6%
<b>ESSEX COUNTY</b>	<b>2,619</b>		<b>-0.9%</b>
NEWARK	849	32.4%	0.8%
EAST ORANGE	289	11.0%	5.9%
BLOOMFIELD	257	9.8%	0.0%
<b>GLOUCESTER COUNTY</b>	<b>1,448</b>		<b>-2.8%</b>
WASHINGTON	271	18.7%	-2.5%
DEPTFORD	175	12.1%	-0.6%
MONROE	161	11.1%	1.3%

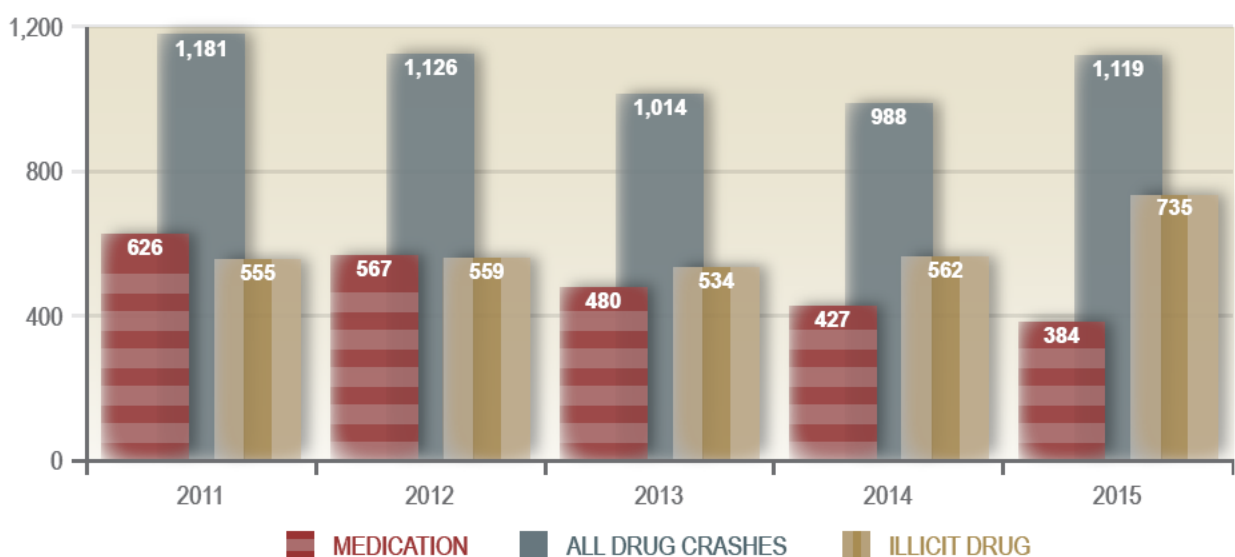
	ALCOHOL-RELATED CRASHES 2011 - 2015	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2010 - 2014
<b>HUDSON COUNTY</b>	<b>1,854</b>		<b>-2.8%</b>
JERSEY CITY	530	28.6%	-1.5%
UNION CITY	224	12.1%	-7.8%
KEARNY	208	11.2%	-4.1%
<b>HUNTERDON COUNTY</b>	<b>634</b>		<b>-2.0%</b>
READINGTON	93	14.7%	-7.9%
RARITAN	80	12.6%	-5.9%
CLINTON TOWNSHIP	75	11.8%	-1.3%
<b>MERCER COUNTY</b>	<b>1,448</b>		<b>-7.7%</b>
HAMILTON	453	31.3%	-6.8%
TRENTON	284	19.6%	-6.0%
LAWRENCE	125	8.6%	-6.7%
<b>MIDDLESEX COUNTY</b>	<b>2,789</b>		<b>-5.1%</b>
EDISON	273	9.8%	5.4%
OLD BRIDGE	272	9.8%	-8.1%
WOODBIDGE	265	9.5%	-11.7%
<b>MONMOUTH COUNTY</b>	<b>3,258</b>		<b>-3.6%</b>
MIDDLETOWN	337	10.3%	-0.9%
WALL	289	8.9%	1.0%
HOWELL	271	8.3%	3.0%
<b>MORRIS COUNTY</b>	<b>2,168</b>		<b>-2.3%</b>
PARSIPPANY-TROY HILLS	308	14.2%	-1.9%
MORRISTOWN	162	7.5%	-3.6%
ROCKAWAY TOWNSHIP	139	6.4%	9.4%
<b>OCEAN COUNTY</b>	<b>2,869</b>		<b>-5.4%</b>
TOMS RIVER	650	22.7%	-7.0%
BRICK	411	14.3%	-5.7%
LAKESWOOD	325	11.3%	1.6%
<b>PASSAIC COUNTY</b>	<b>2,251</b>		<b>-4.5%</b>
CLIFTON	540	24.0%	-8.2%
PATERSON	496	22.0%	-4.2%
PASSAIC	345	15.3%	-5.2%
<b>SALEM COUNTY</b>	<b>441</b>		<b>-2.2%</b>
CARNEYS POINT	96	21.8%	4.3%
PITTSBORO	75	17.0%	-1.3%
MANNINGTON	70	15.9%	2.9%

	ALCOHOL-RELATED CRASHES 2011 - 2015	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2010 - 2014
SOMERSET COUNTY	1,227		-1.3%
BRIDGEWATER	192	15.6%	4.3%
FRANKLIN	179	14.6%	2.9%
NORTH PLAINFIELD	110	9.0%	0.9%
SUSSEX COUNTY	794		-3.3%
VERNON	131	16.5%	-5.1%
SPARTA	119	15.0%	-0.8%
WANTAGE	79	9.9%	6.8%
UNION COUNTY	2,245		-2.5%
UNION	363	16.2%	2.0%
ELIZABETH	311	13.9%	-9.6%
LINDEN	265	11.8%	0.4%
WARREN COUNTY	594		1.7%
PHILLIPSBURG	87	14.6%	-2.2%
ALLAMUCHY	62	10.4%	5.1%
HACKETTSTOWN	58	9.8%	3.6%

## DRUGGED IMPAIRED • GENERAL OVERVIEW

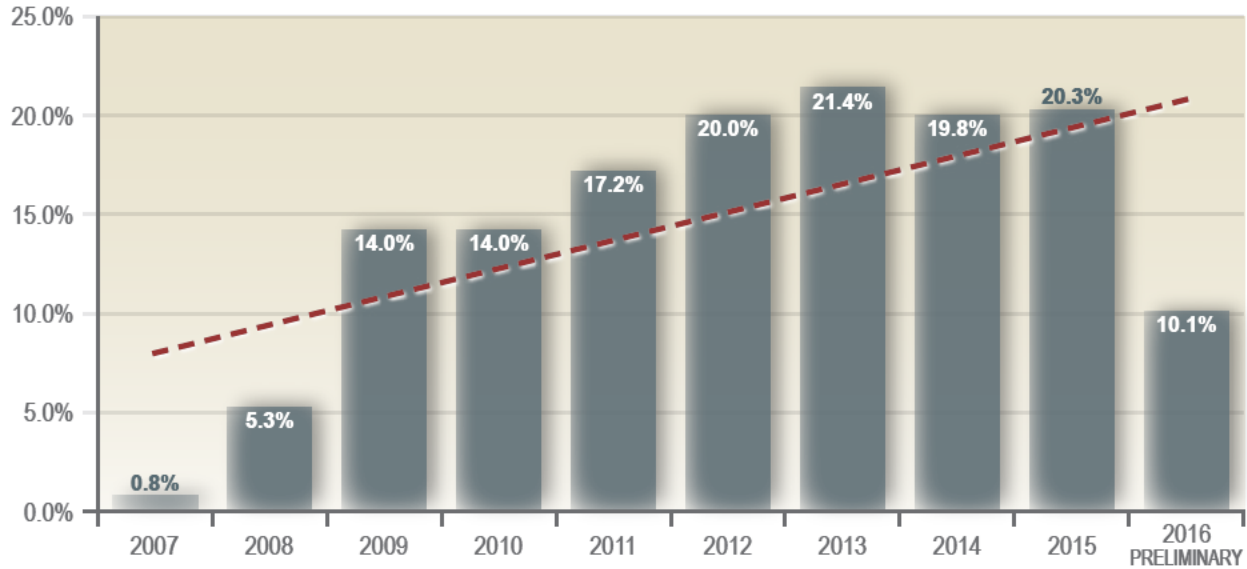
It is important to recognize and address the increase of dangers imposed by drivers under the influence of illicit drugs and prescription medications. The number of illegal drug related crashes increased in 2015, from 562 in 2014 to 735; however, the number of prescription drug related crashes declined in 2015, from 427 in 2014 to 384. The State is beginning to experience a surge in the number of illicit drug related crashes, accounting for nearly 66 percent of all drug impaired crashes (medication vs. illicit) and comprised 20 percent of motor vehicle fatalities in 2015 and 2016 respectively. Note the drug-related fatal crashes for 2016 are preliminary and subject to increase; approximately 50 percent of cases are still awaiting final drug test results.

DRUG RELATED (ILLICIT & MEDICATION) CRASHES, 2011 - 2015





## DRUGGED DRIVING FATALITIES AS A PERCENTAGE OF TOTAL FATALITIES



## DRUGGED IMPAIRED • 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 65 percent of total drug-related crashes that occurred from 2011-2015.

PERCENTAGE OF DRUG INVOLVED CRASHES BY AGE GROUP AND GENDER, 2011 - 2015

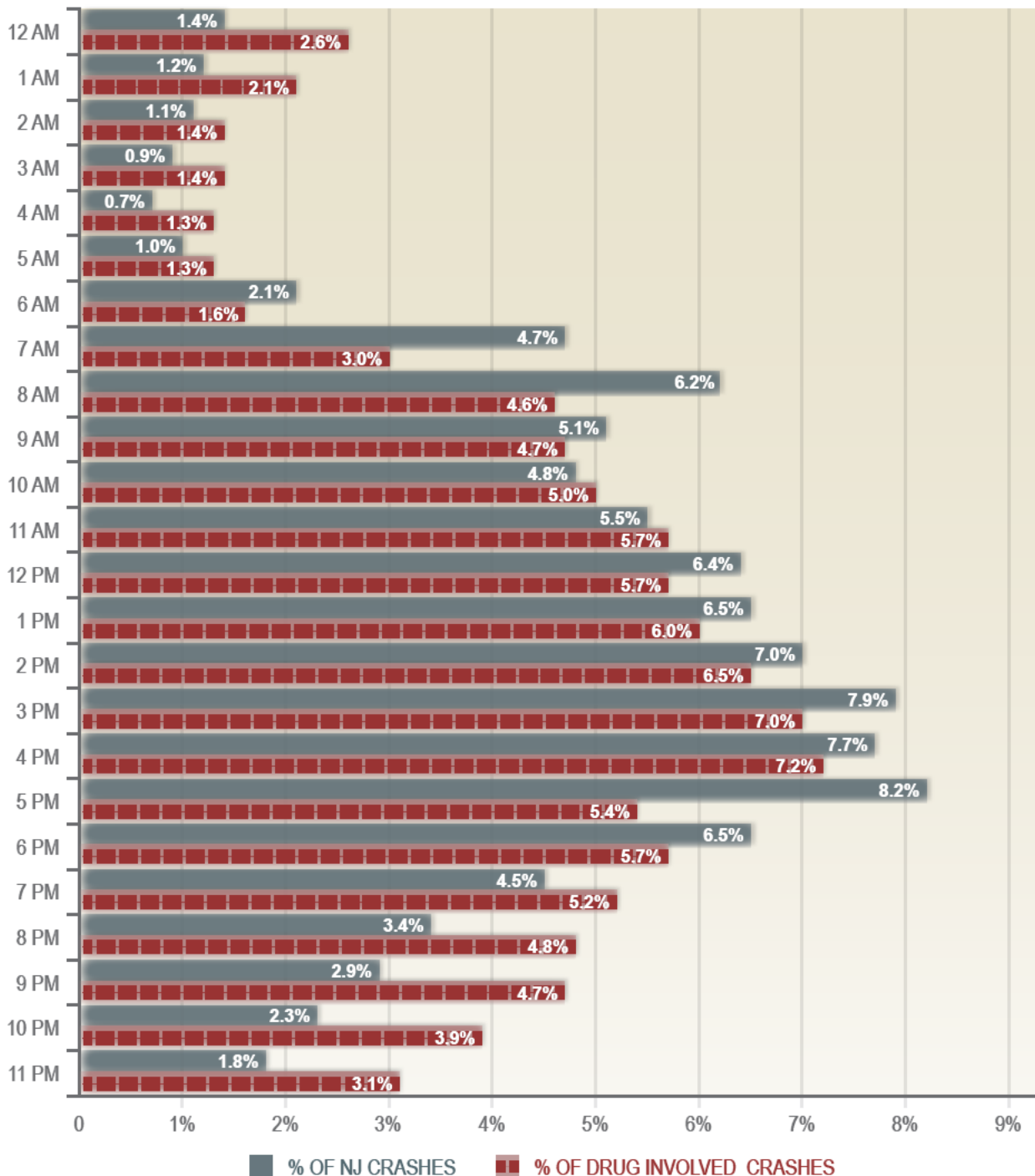
% OF ALL AGE GROUPS	AGE GROUP	AGE % OF GENDER		GENDER % OF AGE GROUP	
		MALE	FEMALE	MALE	FEMALE
0.0%	0-15	0.0%	0.0%	100.0%	0.0%
6.0%	16-20	6.4%	5.1%	70.5%	29.5%
14.6%	21-25	15.8%	12.3%	70.9%	29.1%
14.6%	26-30	15.3%	13.5%	68.4%	31.6%
12.5%	31-35	13.2%	11.3%	69.0%	31.0%
9.6%	36-40	9.7%	9.5%	66.0%	34.0%
9.4%	41-45	8.6%	10.8%	60.4%	39.6%
8.8%	46-50	8.1%	10.0%	60.7%	39.3%
8.3%	51-55	7.5%	10.0%	58.9%	41.1%
5.8%	56-60	5.8%	5.8%	66.0%	34.0%
4.2%	61-65	3.9%	4.8%	60.9%	39.1%
6.2%	66+	5.8%	7.0%	61.2%	38.8%
100.00%	TOTALS*	100.00%	100.00%	65.8%	34.4%

\* Excludes undefined driver age or gender type.

## DRUGGED IMPAIRED • ANALYSIS OF OCCURRENCE

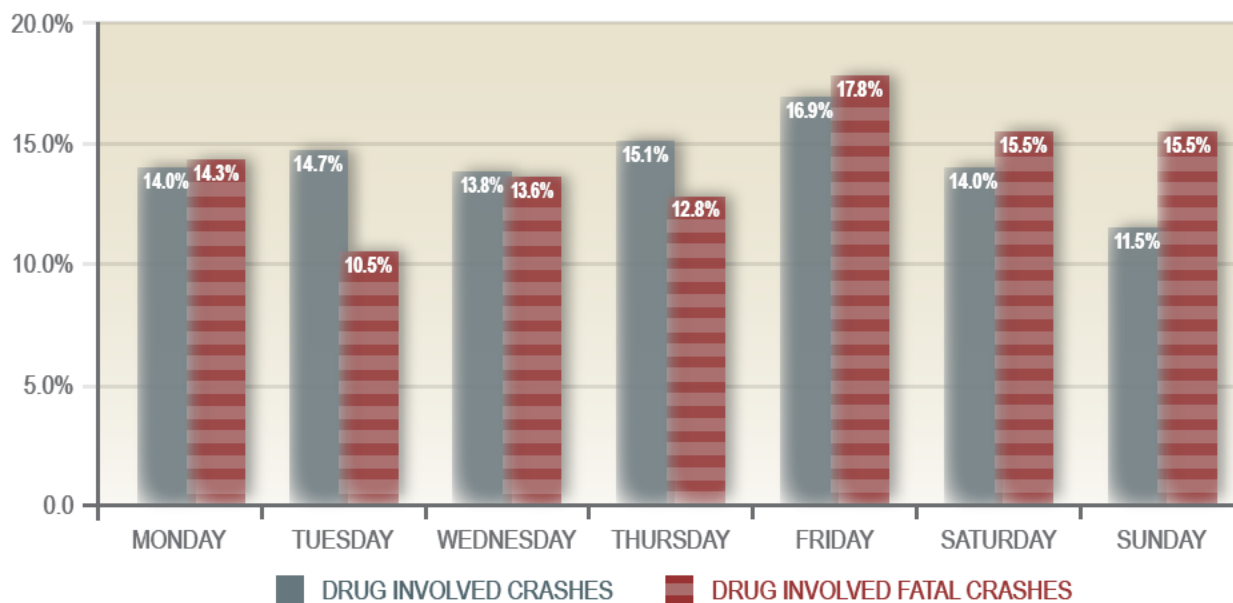
To assist in targeting the enforcement of drivers driving under the influence of drugs, it is important to observe when drug involved crashes are most likely to occur. Most drug involved crashes occur during the evening hours. Similar to trends seen in alcohol involvement, there is an overrepresentation of drug involved crashes beginning at 7pm and ending at 5am. However, only 32 percent of drug involved crashes take place during that time interval compared to 68 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.

**NJ CRASH PERCENTAGE VERSUS DRUG INVOLVED CRASH PERCENTAGE BY TIME OF DAY, 2011 - 2015**



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 on Fridays, with fatal drug-involved crashes also overrepresented throughout the weekend on Saturday and Sunday, spilling over into Monday. It is important to note that almost 18 percent of all drug involved fatalities occur on Fridays, typically between the hours of 7pm and 5am.

**DRUG INVOLVED CRASH % VERSUS DRUG INVOLVED FATAL CRASH % BY DAY OF WEEK, 2011 - 2015**



Similar to alcohol impairment, there is not much of a deviation of frequency from month-to-month in drug involved crashes. The table depicts a slight uptick in drug involvement during the months of April, May, June, July and August.

PERCENTAGE OF DRUG INVOLVED CRASHES AS ANNUAL TOTAL BY MONTH					
MONTH	2011	2012	2013	2014	2015
JANUARY	7.0%	6.0%	9.0%	8.1%	5.6%
FEBRUARY	7.9%	8.2%	8.7%	7.1%	5.7%
MARCH	6.4%	9.1%	9.4%	7.2%	6.6%
APRIL	8.0%	8.8%	10.2%	9.5%	7.4%
MAY	7.7%	9.5%	10.2%	9.9%	7.5%
JUNE	9.4%	8.8%	8.9%	7.6%	8.9%
JULY	9.6%	9.1%	7.6%	8.8%	9.1%
AUGUST	9.4%	9.3%	7.3%	8.7%	8.9%
SEPTEMBER	8.8%	7.8%	9.2%	10.0%	9.2%
OCTOBER	8.6%	9.1%	7.6%	8.3%	9.7%
NOVEMBER	9.1%	7.3%	6.5%	7.8%	9.7%
DECEMBER	8.0%	6.9%	5.6%	7.0%	11.5%
TOTAL DRUG INVOLVED CRASHES	1,181	1,126	1,014	988	1,119

## DRUGGED IMPAIRED • ANALYSIS OF LOCATION

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 2011 - 2015	PERCENT OF STATE/COUNTY TOTAL	% CHANGE FROM 2010- 2014
<b>ATLANTIC COUNTY</b>	<b>278</b>	<b>5.1%</b>	<b>7.9%</b>
EGG HARBOR TOWNSHIP	49	17.6%	-12.2%
HAMILTON	47	16.9%	-6.4%
GALLOWAY	37	13.3%	16.2%
<b>BERGEN COUNTY</b>	<b>369</b>	<b>6.8%</b>	<b>-7.0%</b>
TEANECK	17	4.6%	-17.6%
RIDGEWOOD	13	3.5%	0.0%
SADDLE BROOK	13	3.5%	15.4%
<b>BURLINGTON COUNTY</b>	<b>387</b>	<b>7.1%</b>	<b>6.2%</b>
EVESHAM	42	10.9%	2.4%
MOUNT LAUREL	40	10.3%	-2.5%
DELRAN	26	6.7%	3.8%
<b>CAMDEN COUNTY</b>	<b>634</b>	<b>11.7%</b>	<b>0.0%</b>
CAMDEN	177	27.9%	3.4%
GLOUCESTER TOWNSHIP	79	12.5%	-12.7%
CHERRY HILL	68	10.7%	14.7%
<b>CAPE MAY COUNTY</b>	<b>85</b>	<b>1.6%</b>	<b>3.5%</b>
MIDDLE	27	31.8%	3.7%
LOWER	14	16.5%	0.0%
UPPER	11	12.9%	18.2%
<b>CUMBERLAND COUNTY</b>	<b>65</b>	<b>1.2%</b>	<b>4.6%</b>
VINELAND	24	36.9%	12.5%
MILLVILLE	13	20.0%	7.7%
MAURICE RIVER	6	9.2%	33.3%
<b>ESSEX COUNTY</b>	<b>390</b>	<b>7.2%</b>	<b>3.8%</b>
NEWARK	136	34.9%	5.1%
BLOOMFIELD	40	10.3%	-7.5%
EAST ORANGE	31	7.9%	9.7%
<b>GLOUCESTER COUNTY</b>	<b>266</b>	<b>4.9%</b>	<b>2.6%</b>
DEPTFORD	51	19.2%	2.0%
WASHINGTON	46	17.3%	-6.5%
MONROE	24	9.0%	0.0%

	DRUG-RELATED CRASHES 2011 - 2015	PERCENT OF STATE/COUNTY TOTAL	% CHANGE FROM 2010 - 2014
HUDSON COUNTY	243	4.5%	3.7%
JERSEY CITY	108	44.4%	10.2%
BAYONNE	35	14.4%	22.9%
KEARNY	20	8.2%	10.0%
HUNTERDON COUNTY	100	1.8%	15.0%
RARITAN	22	22.0%	9.1%
CLINTON TOWNSHIP	17	17.0%	23.5%
READINGTON	12	12.0%	8.3%
MERCER COUNTY	189	3.5%	-5.3%
HAMILTON	55	29.1%	-12.7%
TRENTON	40	21.2%	0.0%
HOPEWEL	19	10.1%	5.3%
MIDDLESEX COUNTY	353	6.5%	-9.3%
WOODBIDGE	49	13.9%	-4.1%
OLD BRIDGE	35	9.9%	-5.7%
EDISON	34	9.6%	-14.7%
MONMOUTH COUNTY	410	7.6%	-1.2%
MIDDLETOWN	62	15.1%	-1.6%
WALL	47	11.5%	-6.4%
HOWELL	42	10.2%	16.7%
MORRIS COUNTY	297	5.5%	1.0%
PARSIPPANY-TROY HILLS	58	19.5%	0.0%
ROXBURY	26	8.8%	3.8%
ROCKAWAY TOWNSHIP	24	8.1%	-4.2%
OCEAN COUNTY	477	8.8%	-0.2%
TOMS RIVER	138	28.9%	9.4%
BRICK	65	13.6%	-9.2%
JACKSON	44	9.2%	4.5%
PASSAIC COUNTY	261	4.8%	-7.7%
PATERSON	73	28.0%	-11.0%
CLIFTON	47	18.0%	-14.9%
WAYNE	37	14.2%	-10.8%
SALEM COUNTY	72	1.3%	-5.6%
MANNINGTON	23	31.9%	4.3%
CARNEYS POINT	12	16.7%	-16.7%
OLDMANS	7	9.7%	14.3%



	DRUG-RELATED CRASHES 2011 - 2015	PERCENT OF STATE/COUNTY TOTAL	% CHANGE FROM 2010 - 2014
<b>SOMERSET COUNTY</b>	<b>126</b>	<b>2.3%</b>	<b>4.0%</b>
BRIDGEWATER	17	13.5%	5.9%
FRANKLIN	13	10.3%	0.0%
SOMERVILLE	12	9.5%	16.7%
<b>SUSSEX COUNTY</b>	<b>95</b>	<b>1.8%</b>	<b>6.3%</b>
VERNON	12	12.6%	33.3%
SPARTA	11	11.6%	0.0%
FRANKLIN	10	10.5%	-20.0%
<b>UNION COUNTY</b>	<b>267</b>	<b>4.9%</b>	<b>7.9%</b>
UNION	63	23.6%	15.9%
ELIZABETH	37	13.9%	10.8%
CLARK	19	7.1%	10.5%
<b>WARREN COUNTY</b>	<b>105</b>	<b>1.9%</b>	<b>16.2%</b>
HACKETTSTOWN	15	14.3%	20.0%
PHILLIPSBURG	14	13.3%	0.0%
ALLAMUCHY	13	12.4%	0.0%

## **Project Name: ALCOHOL AND OTHER DRUG COUNTERMEASURES PROGRAM MANAGEMENT**

Sub-Recipient: **DIVISION OF HIGHWAY TRAFFIC SAFETY**

Total Project Amount: **\$340,000**

### **Project Description:**

Funds will be provided for program managers to coordinate alcohol and drug countermeasure activities with local, State and community organizations. These include working with local, State and community organizations to develop awareness campaigns; supporting and assisting local, county and State task 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 \$335,000 of the budgeted amount in the alcohol and other drug countermeasures program area. Additionally, another \$5,000 is budgeted for travel and other miscellaneous expenditures.

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

Maintenance of Effort: **0**

Indirect Cost: **\$8,260**

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## **COUNTERMEASURE STRATEGY: TRAINING**

### ***Effectiveness of Countermeasure***

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).

### ***Assessment of Safety Impacts***

Training members of the law enforcement community in alcohol and drug impairment will help to ensure officers receive the skill set necessary to identify and apprehend the impaired driver and increase drunk driving arrests. Providing training and guidance to prosecutors who oversee court related issues 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 because of the limitations of toxicology testing.

### ***Linkage between Problem Identification and Performance Targets***

Alcohol and Drug Impaired Driving Arrests have declined by 10 percent from calendar year 2011-2015. Similarly, convictions have also declined by nearly 10 percent from calendar year 2010-2014.

ALCOHOL AND DRUG IMPAIRED DRIVING ARRESTS, 2011 - 2015				
2011	2012	2013	2014	2015
26,496	26,521	24,876	23,982	23,719

DWI CONVICTIONS, 2011 - 2015				
2011	2012	2013	2014	2015
36,064	35,803	35,063	34,345	32,566

Standardized field sobriety testing (SFST) and Drug Recognition Expert (DRE) training are the cornerstones to DWI enforcement. Giving officers the skills and confidence is a critical investment in any DWI enforcement program. Officers who can clearly and concisely describe an arrest become even more important in obtaining DWI convictions.

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

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

**Total Project Amount: \$1,045,000**

**Project 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. 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. Ten DWI/SFST classes will be held and three DWI/SFST refresher courses will also be held. Additionally, one DRE regional course and one DRE Instructor course will be conducted.

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. Five classes will be conducted. 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.

**Funding Source: SECTION 405(d)**

**Maintenance of Effort: 0**

**Indirect Cost: 0**

**Local Benefit: \$725,000**

**COUNTERMEASURE STRATEGY: DRUGGED DRIVING TRAINING**

**Effectiveness of Countermeasure**

A growing body of research suggests that many illicit, prescription, and over-the-counter drugs may impair a driver's ability to operate a vehicle (Couper & Logan, 2004; Jones, Shinar, & Walsh, 2003, and Kelly, Darke & Ross, 2004). The research investigating the effect of drugs on driving has had variable results. Several studies suggest that a benzodiazepine user is at increased risk of being involved in a crash (Movig et al., 2004; Rapoport et al., 2009), although some studies have not found these results. The findings for marijuana also have been variable, although

a recent meta-analysis concluded marijuana doubles the risk of a crash (Asbridge, Hayden, & Cartwright, 2012). Generally, the risk appears highest when marijuana has been used recently, and especially when marijuana is combined with alcohol (Beriness & Simpson, 2006; Sewell, Poling, & Sofuoglu, 2009).

### **Assessment of Safety Impacts**

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. This problem has created a need to create an education program to train local officers on drug related DWI investigations, 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 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 officers will also be available to not only process individuals, but to also follow through with the case and testify in court.

### **Linkage between Problem Identification and Performance Targets**

The five-year average (2011-2015) for drugged driving related crashes was 1,086. In 2015, approximately 20 percent of all fatalities were drug related. There was also a 13 percent increase in drug related crashes in 2015 from 988 in 2014 to 1,119 in 2015. The DRE call-out program will assist in helping to identify impairment in drivers under the influence of drugs other than alcohol. Manpower shortage in local law enforcement agencies makes this an especially important initiative in today's environment of shared services. 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.

### **Project Name: DRE CALL-OUT PROGRAM**

**Sub-Recipients: COUNTY PROSECUTOR OFFICES**

**Total Project Amount: \$412,000**

**Project Description:**

The DRE call-out program will be operational in eight counties. 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 conversation 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. Law enforcement officers in the counties will be advised of the program so they can call on a DRE when needed. Funds will be used to pay for the services provided by the DRE at the time of the call-out.

**Funding Source: SECTION 405(d)**

**Maintenance of Effort: 0**

**Indirect Cost: 0**

**Local Benefit: \$412,000**

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## **COUNTERMEASURE STRATEGY: ENFORCEMENT**

### **Effectiveness of Countermeasure**

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

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

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

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

### **Assessment of Safety Impacts**

Enforcement is the most critical element in the system for controlling drinking drivers. Highly visible patrols making arrests for driving while intoxicated, particularly when coupled with an effective public information campaign, can reduce the incidence of alcohol related crashes by increasing the perceived risk of arrest.

### **Linkage between Problem Identification and Performance Targets**

A review of alcohol related crashes by county over a five-year period (2011-2015) reveals an overall decrease in crashes. However, over a one-year period, there has been an increase in alcohol involved crashes in Cumberland, Essex, Hunterdon, Somerset and Warren counties. 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.

### **Project Name: DWI ENFORCEMENT**

Sub-Recipients: **STATE, COUNTY AND MUNICIPAL LAW ENFORCEMENT AGENCIES**

Total Project Amount: **\$2,400,000**

#### **Project 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 200 State, county and local police agencies will partner with DHTS during the summer holiday enforcement campaign that will be conducted from August 17 — September 3, 2018. In addition, another 150 police departments are expected to participate in the winter holiday season crackdown which will be held from December 14, 2017 — January 1, 2018.

County-wide enforcement grants will also be provided to conduct sustained year-long DWI enforcement efforts separate from the mobilization crackdowns. 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 receive 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.

A five-year analysis of alcohol related crashes by county is conducted 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.

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 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.

Funding Source: **SECTION 405(d)** Maintenance of Effort: **\$1,100,000**

Indirect Cost: **0**

Local Benefit: **\$2,100,000**

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## COUNTERMEASURE STRATEGY: UNDERAGE COMPLIANCE CHECKS

### *Effectiveness of Countermeasure*

In a compliance check, law enforcement officers watch as underage people attempt to purchase alcohol and cite the vendor for a violation if a sale is made. Several studies document that well-publicized and vigorous compliance checks reduced sales to youth; for example, a review of eight high quality studies found that compliance checks reduced sales to underage people by an average of 42 percent (Elder et al., 2007).

### *Assessment of Safety Impacts*

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

### *Linkage between Problem Identification and Performance Targets*

Underage alcohol use remains a persistent problem with serious health and safety consequences. In addition to the age 21 minimum legal drinking age, zero-tolerance laws make it illegal for individuals under age 21 to drive after drinking with any alcohol in their system. In spite of underage drinking laws and prevention programs, underage alcohol consumption remains at high levels. Drivers in New Jersey under the age of 21 are slightly overrepresented in alcohol related crashes. Drivers in this age group account for 6 percent of all alcohol related crashes while representing only 5 percent of licensed drivers.

### **Project Name: UNDERAGE ENFORCEMENT**

Sub-Recipients: **DIVISION OF ALCOHOLIC BEVERAGE CONTROL AND DIVISION OF STATE POLICE**

Total Project Amount: **\$425,000**

Project Description:

The purchase and consumption of alcohol by underage persons, as well as the over-consumption of alcohol by patrons in licensed beverage establishments has been a long-standing problem. Using the resources provided by this task, the Division of Alcoholic Beverage Control 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 used 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. A total of \$195,000 will be provided for the two programs.

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.

Throughout the term of the grant, teams will be dispatched to conduct undercover investigative operations in licensed establishments, as well as, conducting surveillance of licensed liquor stores. The teams will consist of Investigators from the ABC and Detectives from the Division of Criminal Justice working at times in conjunction with other law enforcement agencies. An operation involving licensed beverage establishments is anticipated to last approximately six (6) hours. Team members are placed in the licensed establishments to survey the presence of underage purchase or consumption, or intoxicated patrons or employees. These members will communicate with other members when sufficient surveillance is conducted to locate those suspected of illegal conduct. At this time, additional team members shall enter the establishment and conduct the appropriate criminal and administrative investigation. As for licensed liquor stores, surveillance will be conducted by teams at each liquor store to uncover underage purchase/sale activity. Whenever violations are uncovered, an appropriate criminal and administrative investigation will take place. A total of \$260,000 will be allocated for the year-long program.

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.

Funding Source: **SECTION 405(d)**

Maintenance of Effort: **0**

Indirect Cost: **0**

Local Benefit: **\$307,000**

## COUNTERMEASURE STRATEGY: YOUTH PROGRAMS

### *Effectiveness of Countermeasure*

Virtually all college students experience the effects of college drinking, whether they drink or not (National Institute on Alcohol Abuse and Alcoholism, 2013). Therefore, it is important to address dangerous drinking behaviors and the cultural expectations, habits, and behaviors that occur among college students. Studies reveal that over 1,700 college student deaths each year are linked to alcohol, with a majority due to automobile crashes.

The 2014 Monitoring the Future Study finds 35.4 percent of college students report binge drinking compared to 29.3 percent of their peers not enrolled in college. The National Council on Alcoholism and Drug Dependence in 2015 reports that about four out of five college students drink alcohol and approximately half of those students consume through binge drinking.

### *Assessment of Safety Impacts*

General awareness programs are important to remind students about the risks of driving after drinking and a message that requires constant reinforcement. However, these general awareness programs are best combined with other programs that focus on individual behavior change and enhanced enforcement.

### *Linkage between Problem Identification and Performance Targets*

The 16-25 year old age group in the State represents 23 percent of drivers involved in alcohol related crashes. According to the American College Health Association, National College Health Assessment conducted at select New Jersey colleges and universities indicates that upwards to 66 percent of college students consume alcohol and 19 percent drive after drinking.

### **Project Name: COLLEGE CAMPUS INITIATIVES**

**Sub-Recipients: COLLEGE AND UNIVERSITIES**

**Total Project Amount: \$185,000**

#### **Project Description:**

The College of New Jersey (CNJ) will hold statewide events such as the Peer Institute as a way 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.

Stockton University will sponsor alcohol/drug education workshops on campus emphasizing the risks associated with alcohol/drug abuse and driving. In addition, 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.

The Rutgers Comprehensive Alcohol and Traffic Education and Enforcement Program will focus on helping to reduce the number of people killed or seriously injured in crashes caused by impaired drivers. The program combines community prevention efforts in law enforcement with innovative educational and community outreach activities on campus. A series of supplemental enforcement programs will be scheduled, which include DWI stops and the comprehensive *Check for 21* program. The education component will provide

training resources for police officers to disseminate materials throughout the Rutgers community. Rutgers police officers will also receive training on alcohol and drug abuse prevention techniques. Police officers will serve as mentors and conduct drug and alcohol abuse education programs for the campus population.

New Jersey City University will focus on strengthening the relationship between university students and high school students in the Jersey City area through interactive role modeling exercises and a peer education training program. The program will focus on training peer educators to present interactively on various issues including alcohol use and abuse and reaching out to the campus community by providing university students with information and resources on alcohol and driving.

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.

Funds will be used for educational materials that will be distributed at campus events, peer education trainings regarding drinking and driving and enforcement overtime for campus police.

Funding Source: **SECTION 405(d)**

Maintenance of Effort: **0**

Indirect Cost: **0**

Local Benefit: **\$185,000**

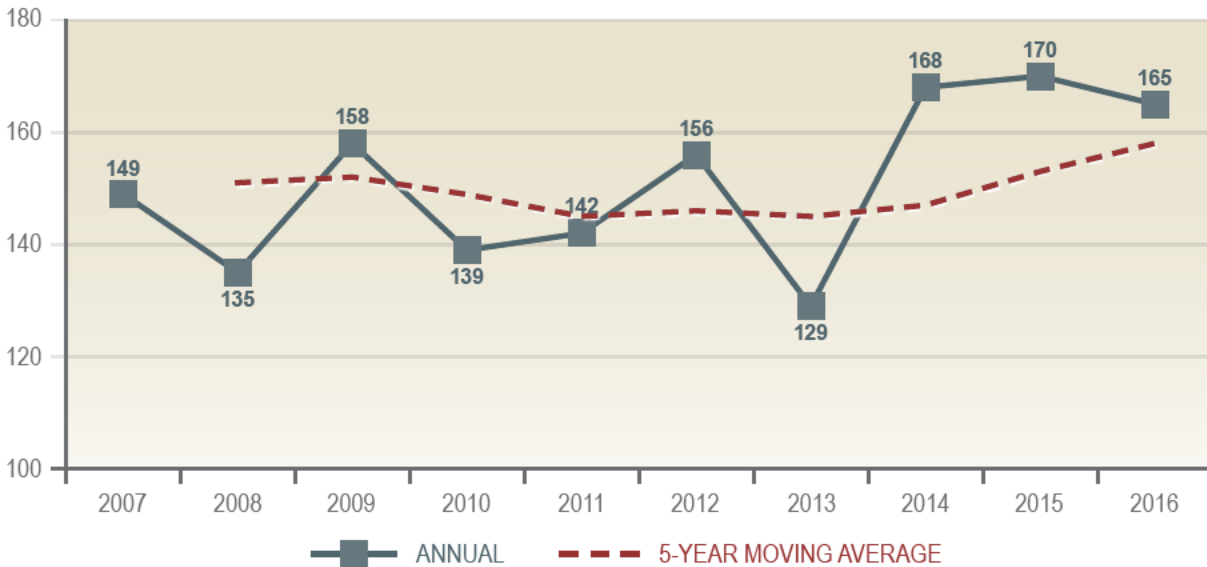
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## PEDESTRIAN AND BICYCLE SAFETY

### PEDESTRIAN SAFETY • GENERAL OVERVIEW

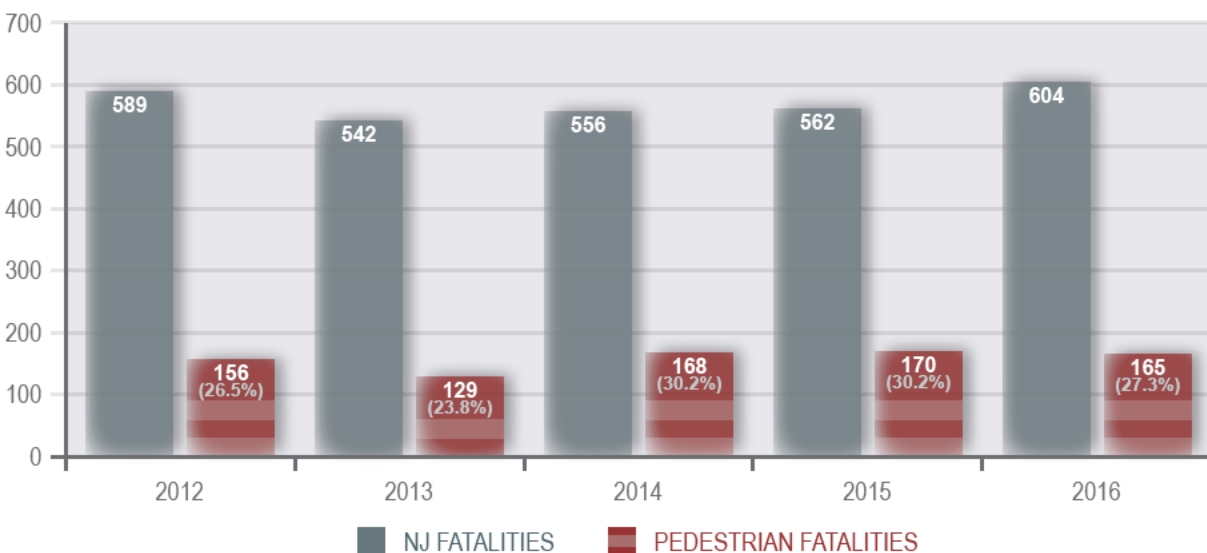
Over the last ten year period, from 2007-2016, there have been a total of 1,511 pedestrian fatalities in the State, 165 occurring in 2016 alone. In 2015, pedestrian fatalities marked the highest total over the ten-year period and represented a three percent increase since 2014. In 2016, 165 pedestrians died on New Jersey's roadways, resulting in a 2.9 percent reduction from 2015.

PEDESTRIAN FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



Pedestrian safety remains a major focus of educational and enforcement programs in New Jersey as pedestrian fatalities represented 30 percent of total roadway fatalities in 2014 and 2015, and 27.3 percent in 2016.

PROPORTION OF PEDESTRIAN FATALITIES VERSUS TOTAL NEW JERSEY FATALITIES, 2012 - 2016



Reductions in the number of crashes between motor vehicles and pedestrians have been seen throughout the State each year since 2011. 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. As a result of those efforts, a reduction in the non-fatal injury rate for pedestrians can be seen from 2010 through 2014, with the first increase in non-fatal injuries occurring in 2015.

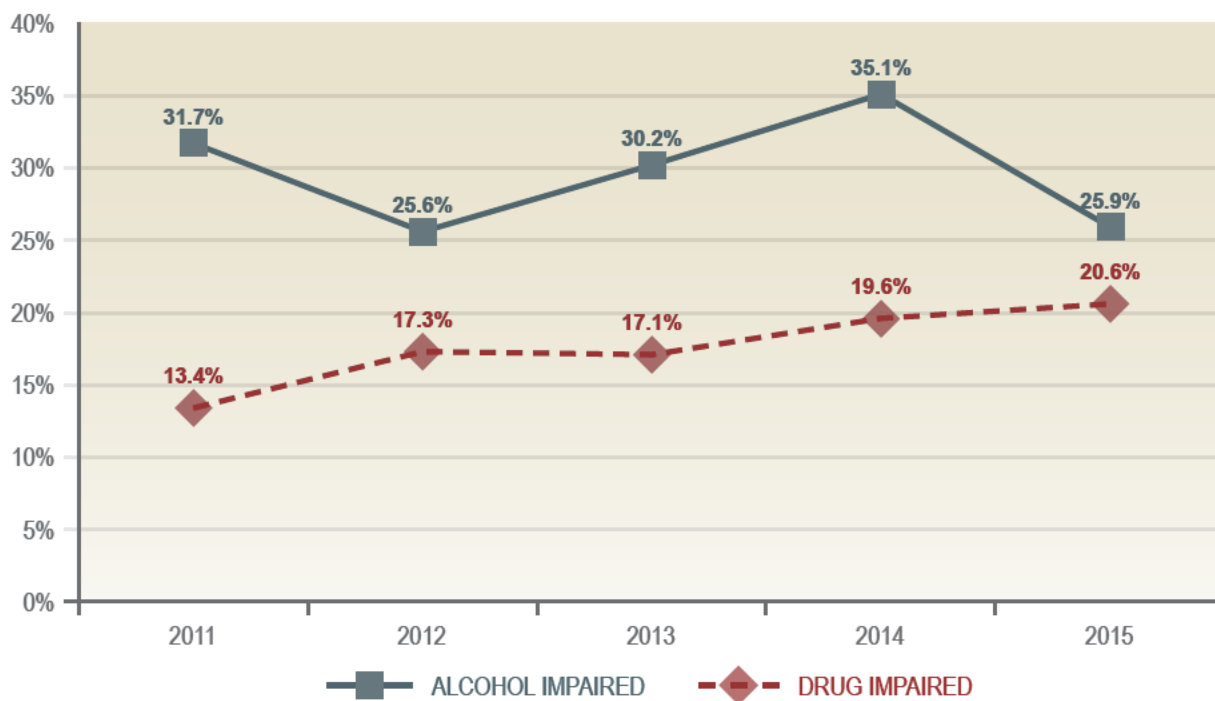
PEDESTRIAN INJURIES BY SEVERITY, 2011 - 2015					
	2011	2012	2013	2014	2015
TOTAL PEDESTRIAN CRASHES	6,108	5,732	5,649	5,214	4,709
KILLED	142	156	129	168	170
TOTAL INJURED	4,859	4,317	4,208	3,842	3,948
SERIOUS INJURY (A)	276	254	195	173	175
MODERATE INJURY (B)	1,479	1,251	1,199	1,064	1,214
MINOR INJURY (C)	3,104	2,812	2,814	2,605	2,559
FATALITY RATE PER 100,000 POPULATION	1.61	1.76	1.45	1.88	1.90
NON FATAL INJURY RATE PER 100,000 POPULATION	54.95	48.64	47.22	42.98	44.07

The majority of pedestrians involved in crashes had one or more factors reported. Forty-two percent (42.8%) of crashes with pedestrians occurred at an intersection. The most common factor for pedestrians was “Running/ Darting Across Traffic” (2,399 or 8.8%), followed by “Crossing Where Prohibited” (2,358 or 8.6%). Over the last five years, approximately a quarter of pedestrians involved in crashes were running or darting across traffic where they should not have been crossing and were not visible to the driver because they were wearing dark clothing.

CONTRIBUTING CIRCUMSTANCES IN CRASHES WITH PEDESTRIANS AND INTERSECTION INVOLVEMENT, 2011 - 2015				
CONTRIBUTING CIRCUMSTANCE	AT INTERSECTION	AT OR NEAR RAILROAD CROSSING	NOT AT INTERSECTION	TOTAL
RUNNING/DARTING ACROSS TRAFFIC	627	3	1,769	2,399
CROSSING WHERE PROHIBITED	467	1	1,890	2,358
PEDESTRIAN INATTENTIVE	635	2	1,308	1,945
DARK CLOTHING/LOW VISIBILITY TO DRIVER	751	0	1,065	1,816
DRIVER INATTENTIVE	306	0	359	665
PEDESTRIAN FAILED TO OBEY TRAFFIC CONTROL DEVICE	494	2	151	647
FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN	212	1	333	546
WALKING IN ROAD WHEN SIDEWALK PRESENT	105	0	418	523
OTHER DRIVER/BICYCLIST ACTION	94	0	131	225
WALKING ON WRONG SIDE OF ROAD	23	0	125	148
NONE (PEDESTRIAN)	3,651	9	2,937	6,597
NONE (DRIVER/BICYCLE)	2,591	3	2,393	4,987
OTHER PEDESTRIAN FACTORS	993	0	2,097	3,090
UNKNOWN	14,871	23	19,482	34,376

Walking while impaired is just as dangerous as getting behind the wheel while impaired. Over the past five years (2011-2015), 17.8 percent of fatally injured pedestrians were under the influence of drugs, either illicit or medication. Pedestrians walking under the influence of alcohol accounted for 29.7 percent of all pedestrian fatalities over the past five years (2011-2015). Alcohol use among fatally injured pedestrians occurred mostly in the nighttime hours of 9pm to 4:59am. Similar trends are seen in drug use among fatally injured pedestrians.

**IMPAIRED PEDESTRIAN FATALITY PERCENTAGE BY IMPAIRMENT TYPE, 2011 - 2015**



**IMPAIRED PEDESTRIAN FATALITY PERCENTAGE BY IMPAIRMENT TYPE AND TIME OF DAY**

YEAR	DRUGS INVOLVED		ALCOHOL INVOLVED	
	5:00AM — 8:59PM	9:00PM — 4:59AM	5:00AM — 8:59PM	9:00PM — 4:59AM
2011	4.2%	9.2%	9.9%	21.8%
2012	8.3%	9.0%	6.4%	19.2%
2013	7.8%	9.3%	11.6%	18.6%
2014	10.1%	9.5%	17.3%	17.9%
2015	10.6%	10.0%	10.0%	15.9%

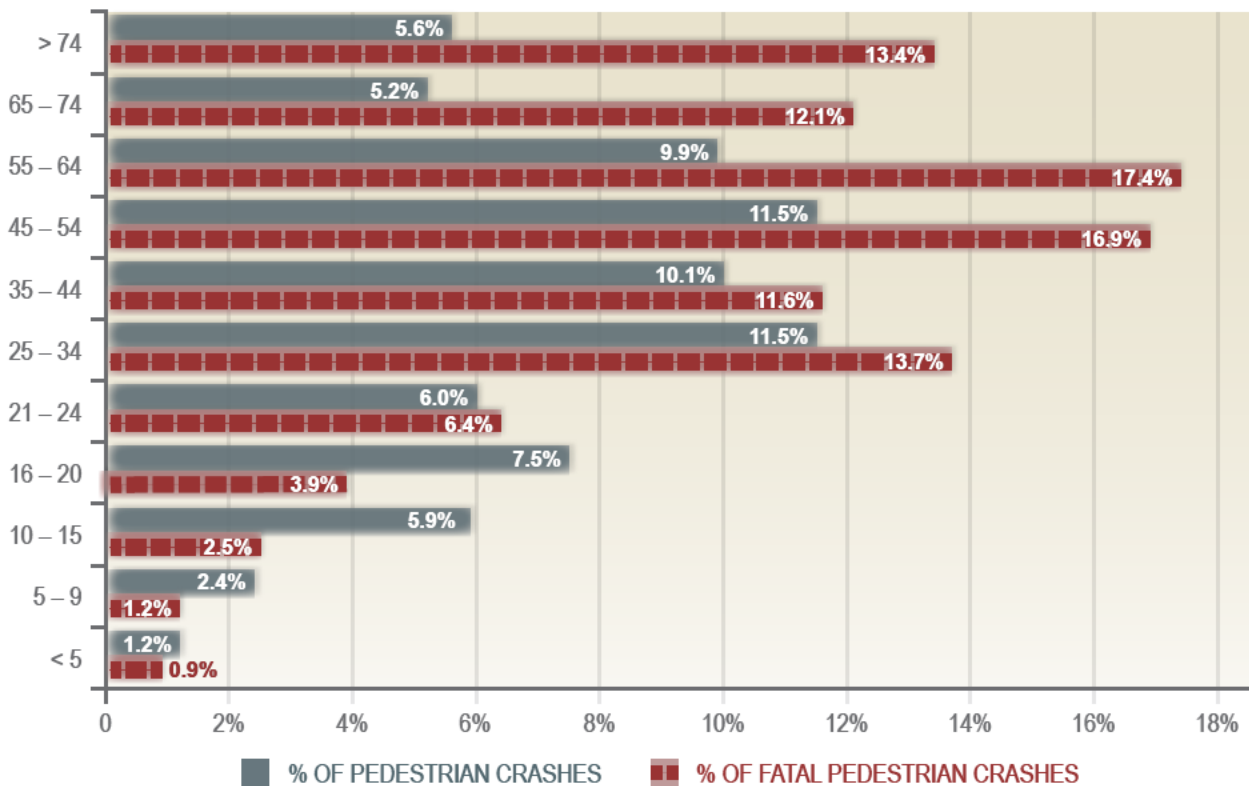


## PEDESTRIAN SAFETY • ANALYSIS OF AGE/GENDER

Pedestrian related crashes continue to be a concern for younger travelers, specifically the 0-15 year-old age group, representing 9.5 percent of total pedestrians involved in motor vehicle crashes. The age group of 16–20 represented 7.5 percent of total pedestrians involved in crashes over the past five years (2011–2015). Pedestrian safety education is an important component for all genders and all age groups. Younger populations experience the highest numbers of crashes with motor vehicles, mostly due to their inability to drive an automobile and the general inexperience of travelling roadways by foot. Pedestrian safety is also a concern for the older populations, which can be attributed to a number of circumstances, such as signal timing and pedestrian infrastructure and being required to travel by foot in non-pedestrian friendly locations.

Over the past five years (2011–2015), the 55–64 year-old age group has represented the largest proportion of pedestrians being struck and killed (17.4%) in the State, followed by 45–54 year olds (16.9%). The younger populations, 0–15 year olds, represent 4.6 percent of total pedestrians being killed even though they are involved in 9.5 percent of pedestrian involved crashes.

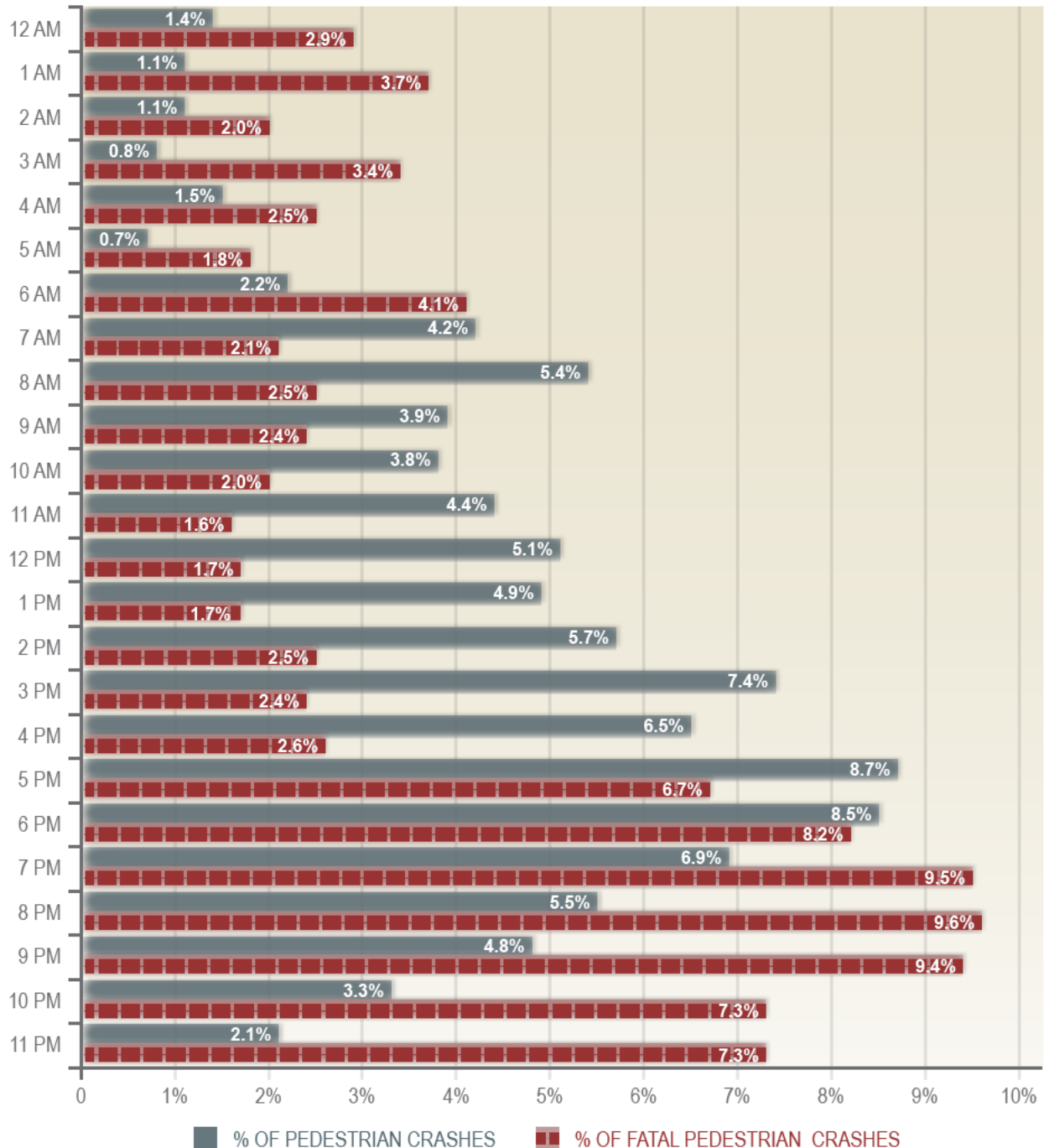
PEDESTRIAN CRASH % VERSUS FATAL PEDESTRIAN CRASH % BY AGE GROUP, 2011 - 2015



## 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 2011-2015 there was an overrepresentation of fatal pedestrian crashes from 7pm until 7am, consisting of 63.5 percent of all pedestrian fatalities. The highest volume of pedestrian crashes over the last five years occurred during the 5pm hour, (8.7% of all pedestrian crashes). During the early commute times of 7-9 am, 13.4 percent of crashes involving pedestrians occurred and 7 percent of pedestrian fatalities occur. Twenty-four percent (24.1%) of crashes involving pedestrians occurred during the afternoon commute times of 5-7pm.

PEDESTRIAN CRASH % VERSUS FATAL PEDESTRIAN CRASH % BY TIME OF DAY, 2011 - 2015



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 34.1 percent of all pedestrian fatalities over the past five years (2011-2015). 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, 2011 - 2015				
MONTH	FATAL PEDESTRIAN CRASHES		PEDESTRIAN CRASHES	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
JANUARY	65	8.6%	2,334	8.5%
FEBRUARY	52	6.9%	1,909	7.0%
MARCH	85	11.3%	2,114	7.7%
APRIL	44	5.8%	2,052	7.5%
MAY	50	6.6%	2,349	8.6%
JUNE	43	5.7%	2,121	7.7%
JULY	52	6.9%	1,988	7.3%
AUGUST	52	6.9%	1,987	7.2%
SEPTEMBER	54	7.2%	2,202	8.0%
OCTOBER	72	9.5%	2,647	9.7%
NOVEMBER	76	10.1%	2,753	10.0%
DECEMBER	109	14.5%	2,956	10.8%
<b>TOTALS</b>	<b>754</b>	<b>100.0%</b>	<b>27,412</b>	<b>100.0%</b>

PEDESTRIAN INVOLVED CRASHES BY DAY OF WEEK, 2011 - 2015				
MONTH	FATAL PEDESTRIAN CRASHES		PEDESTRIAN CRASHES	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
MONDAY	107	14.2%	3,959	14.4%
TUESDAY	100	13.3%	4,188	15.3%
WEDNESDAY	100	13.3%	4,254	15.5%
THURSDAY	99	13.1%	4,160	15.2%
FRIDAY	127	16.8%	4,643	16.9%
SATURDAY	128	17.0%	3,556	13.0%
SUNDAY	96	12.7%	2,652	9.7%
<b>TOTALS</b>	<b>754</b>	<b>100.0%</b>	<b>27,412</b>	<b>100.0%</b>

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 2018.

## PEDESTRIAN SAFETY • ANALYSIS OF LOCATION

A table that represents the Top 10 municipalities 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; 9.1 percent of all pedestrian crashes in the State occurred in Newark, followed by Jersey City (6.31%) and Paterson (4.17%).

PEDESTRIAN INVOLVED CRASHES, TOP 10 MUNICIPALITIES, 2011 - 2015			
RANK	MUNICIPALITY	CRASHES	% OF TOTAL
1	NEWARK	2,489	9.08%
2	JERSEY CITY	1,731	6.31%
3	PATERSON	1,143	4.17%
4	CAMDEN	534	1.95%
5	IRVINGTON	528	1.93%
6	PASSAIC	500	1.82%
7	TRENTON	498	1.82%
8	ATLANTIC CITY	454	1.66%
9	EAST ORANGE	450	1.64%
10	UNION CITY	448	1.63%

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 (4,930 crashes) had the highest 5-year total (2011-2015) of pedestrian crashes in the State consisting of 17.9 percent of all pedestrian crashes up from 17.1 percent in 2010-2014. Over 50 percent of all pedestrian crashes in Essex County over the past five years occurred in Newark, followed by Irvington with 10.7 percent.

Hudson County had the second highest number of pedestrian crashes over the past five years (2011-2015 with 3,921) consisting of 14.3 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 11.4 percent.

It is important to analyze trends occurring in municipalities and counties throughout the State, not only for the highest volumes of pedestrian crashes, but also the changes seen over time. Though a municipality or county may not have the highest, or even second-to-highest occurrences, it may be experiencing a pedestrian crash problem. For example, Flemington in Hunterdon County had an 11.5 percent increase in pedestrian crashes over the last five years, increasing from a five year cumulative total in 2010-2014 of 23 to 26 in 2011-2015. Overall, Hunterdon County had a 6.6 percent increase in pedestrian crashes from 2010-2014 to 2011-2015. Cape May County experienced a 28.8 percent increase in the number of pedestrian crashes occurring over the last five years. However, the top two towns with the most crashes in Cape May (Middle Township and Wildwood) both saw a decrease in pedestrian crashes, 3.3 and 8.1 percent respectively. Further education and pedestrian awareness efforts should be enhanced in these types of communities that are experiencing cumulative increases.

PEDESTRIAN CRASHES, TOP 3 MUNICIPALITIES BY COUNTY			
	PEDESTRIAN CRASHES 2011 - 2015	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2010 - 2014
<b>ATLANTIC COUNTY</b>	<b>934</b>		<b>-10.1%</b>
ATLANTIC CITY	454	48.6%	-17.0%
EGG HARBOR TOWNSHIP	87	9.3%	8.0%
GALLOWAY	82	8.8%	2.4%
<b>BERGEN COUNTY</b>	<b>3,444</b>		<b>-5.7%</b>
HACKENSACK	362	10.5%	-7.2%
FORT LEE	236	6.9%	-8.1%
TEANECK	190	5.5%	-10.5%
<b>BURLINGTON COUNTY</b>	<b>692</b>		<b>-2.6%</b>
MOUNT LAUREL	71	10.3%	1.4%
WILLINGBORO	68	9.8%	-5.9%
EVESHAM	45	6.5%	4.4%
<b>CAMDEN COUNTY</b>	<b>1,388</b>		<b>-4.4%</b>
CAMDEN	534	38.5%	-2.1%
CHERRY HILL	139	10.0%	-1.4%
PENNSAUKEN	110	7.9%	5.5%
<b>CAPE MAY COUNTY</b>	<b>365</b>		<b>23.8%</b>
MIDDLE	60	17.0%	-3.3%
WILDWOOD	37	11.0%	-8.1%
OCEAN CITY	36	9.9%	2.8%
<b>CUMBERLAND COUNTY</b>	<b>402</b>		<b>-7.2%</b>
VINELAND	173	43.0%	-16.2%
BRIDGETON	102	25.4%	-8.8%
MILLVILLE	93	23.1%	4.3%
<b>ESSEX COUNTY</b>	<b>4,930</b>		<b>-1.6%</b>
NEWARK	2,489	50.5%	-0.3%
IRVINGTON	528	10.7%	-1.9%
EAST ORANGE	450	9.1%	1.8%
<b>GLOUCESTER COUNTY</b>	<b>389</b>		<b>-15.7%</b>
WASHINGTON	57	14.7%	-14.0%
MONROE	56	14.4%	-12.5%
GLASSBORO	55	14.1%	-7.3%
<b>HUDSON COUNTY</b>	<b>3,921</b>		<b>-2.1%</b>
JERSEY CITY	1,731	44.1%	-1.9%
UNION CITY	448	11.4%	0.0%
BAYONNE	384	9.8%	-0.8%

	PEDESTRIAN CRASHES 2011 - 2015	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2010 - 2014
<b>HUNTERDON COUNTY</b>	<b>106</b>		<b>6.6%</b>
FLEMINGTON	26	24.5%	11.5%
RARITAN	20	18.9%	-5.0%
READINGTON	8	7.5%	-12.5%
<b>MERCER COUNTY</b>	<b>1,030</b>		<b>-7.2%</b>
TRENTON	498	48.3%	-5.6%
HAMILTON	174	16.9%	-13.2%
EWING	78	7.6%	-2.6%
<b>MIDDLESEX COUNTY</b>	<b>1,936</b>		<b>-6.3%</b>
NEW BRUNSWICK	390	20.1%	0.0%
WOODBIDGE	266	13.7%	3.4%
PERTH AMBOY	255	13.2%	4.3%
<b>MONMOUTH COUNTY</b>	<b>1,147</b>		<b>-9.2%</b>
MIDDLETOWN	111	9.7%	-9.0%
NEPTUNE TOWNSHIP	109	9.5%	-9.2%
ASBURY PARK	108	9.4%	-11.1%
<b>MORRIS COUNTY</b>	<b>720</b>		<b>-10.0%</b>
MORRISTOWN	120	16.7%	-1.7%
PARSIPPANY-TROY HILLS	83	11.5%	-16.9%
DOVER	74	10.3%	-31.1%
<b>OCEAN COUNTY</b>	<b>1,114</b>		<b>-11.0%</b>
LAKESWOOD	332	29.8%	-1.5%
TOMS RIVER	244	21.9%	-10.2%
BRICK	121	10.9%	-19.0%
<b>PASSAIC COUNTY</b>	<b>2,433</b>		<b>-6.0%</b>
PATERSON	1,143	47.0%	-3.8%
PASSAIC	500	20.6%	-3.8%
CLIFTON	409	16.8%	-5.6%
<b>SALEM COUNTY</b>	<b>68</b>		<b>-5.9%</b>
CARNEYS POINT	15	22.1%	0.0%
MANNINGTON	12	17.6%	8.3%
SALEM	12	17.6%	8.3%
<b>SOMERSET COUNTY</b>	<b>543</b>		<b>-9.4%</b>
FRANKLIN	105	19.3%	-1.0%
NORTH PLAINFIELD	84	15.5%	-8.3%
BRIDGEWATER	58	10.7%	-24.1%

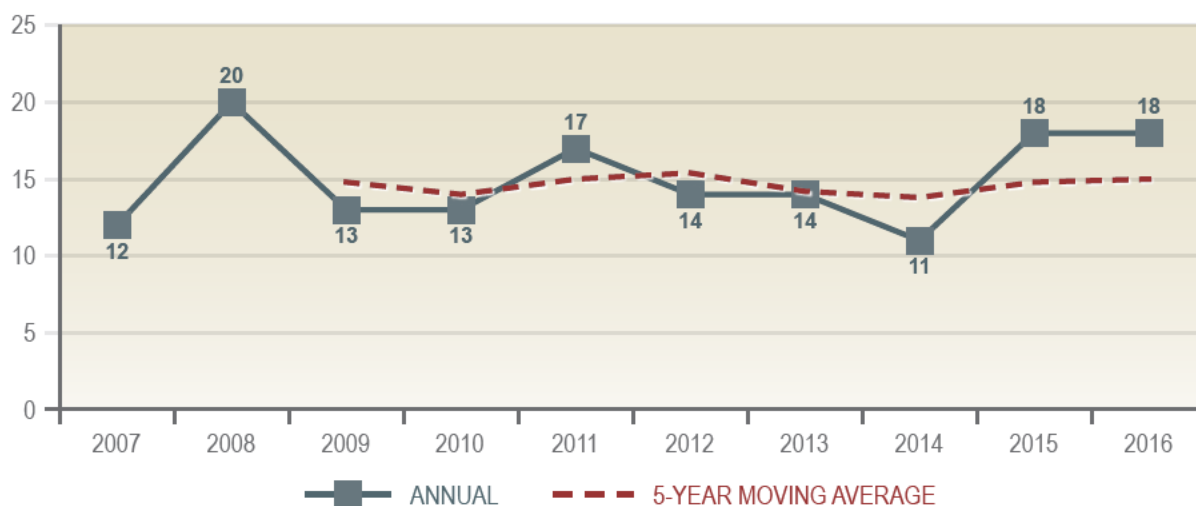


	PEDESTRIAN CRASHES 2011 - 2015	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2010 - 2014
SUSSEX COUNTY	131		-6.1%
NEWTON	34	26.0%	-5.9%
SPARTA	17	13.0%	-23.5%
FRANKLIN	12	9.2%	0.0%
UNION COUNTY	1,674		-11.7%
ELIZABETH	301	18.0%	-35.9%
UNION	245	14.6%	-4.9%
PLAINFIELD	235	14.0%	-4.7%
WARREN COUNTY	145		-9.7%
HACKETTSTOWN	38	26.2%	-10.5%
PHILLIPSBURG	32	22.1%	-12.5%
WASHINGTON	16	11.0%	6.3%

## BICYCLE SAFETY • GENERAL OVERVIEW

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 2007-2016, there have been a total of 150 bicyclist fatalities in the State, 18 occurring in 2016 alone, the same number as 2015. Bicycle fatalities represented 3 percent of total roadway fatalities in 2016, the same percentage as 2015. 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.

**BICYCLIST FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE**



In 2015, bicycles were involved in 0.69 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. As a result of those efforts, a reduction in the non-fatal injury rate for cyclists has been seen over the last five years (2.71 rate reduction from 2011 – 2015). However, the overall fatality rate increased slightly in 2015 to 0.20 cyclists per 100,000 population from 0.19 cyclists per 100,000 population in 2014.

**BICYCLIST INJURIES BY SEVERITY, 2011 - 2015**

	2011	2012	2013	2014	2015	TOTAL
<b>TOTAL BICYCLE CRASHES</b>	2,149	2,156	1,929	1,844	1,910	9,888
<b>KILLED</b>	17	14	14	11	18	73
<b>TOTAL INJURED</b>	1,594	1,469	1,277	1,148	1,372	6,860
<b>SERIOUS INJURY (A)</b>	45	49	29	26	33	182
<b>MODERATE INJURY (B)</b>	649	551	483	437	499	2,619
<b>MINOR INJURY (C)</b>	900	869	765	685	840	4,059
<b>UNKNOWN</b>	583	673	638	685	521	3,055
<b>FATALITY RATE PER 100,000 POPULATION</b>	0.19	0.16	0.16	0.12	0.20	0.16
<b>NON FATAL INJURY RATE PER 100,000 POPULATION</b>	18.03	16.55	14.33	12.84	15.32	15.41

The majority of crashes with bicyclists had one or more factors reported. The most common factor for cyclists involved in crashes was “Driver Inattention” (1,981 or 20%), followed by “Failure to Yield the Right of Way to Cyclist” (748 or 7.2%). “Riding the Wrong Way” was the third most cited circumstance in crashes, constituting 6.4 percent of all crashes with cyclists.

**CONTRIBUTING CIRCUMSTANCES IN CRASHES WITH BICYCLISTS, 2011 - 2015**

CONTRIBUTING CIRCUMSTANCE	2011	2012	2013	2014	2015	TOTAL
DRIVER INATTENTION	481	423	373	333	338	1,948
FAILED TO YIELD RIGHT OF WAY TO BICYCLIST	169	154	141	142	142	748
WRONG WAY	147	159	130	110	105	651
FAILED TO OBEY TRAFFIC CONTROL DEVICE	135	121	129	133	91	609
FAILURE TO KEEP RIGHT (BICYCLIST)	106	110	99	64	59	438
IMPROPER USE / NO LIGHTS	31	18	22	28	19	118
BRAKES	23	14	24	22	20	103
UNSAFE SPEED	22	27	17	27	19	112
IMPROPER TURNING	13	28	22	15	20	98
IMPROPER PASSING	14	14	21	12	26	87
NONE (BICYCLIST)	2,203	2,275	1,965	1,914	1,836	10,193
NONE (DRIVER)	739	808	744	675	713	3,679
OTHER DRIVER / BICYCLIST ACTION	352	346	328	311	245	1,582
UNKNOWN	70	89	69	80	110	418

**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 13.8 percent of all bicycle related crashes from 2011-2015 while the 16-20 year old rider accounted for 11.2 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 82 percent of all cyclists involved in crashes over the last five years. As seen in the table, younger populations experience the highest numbers of crashes with motor vehicles, mostly due to their inability to drive an automobile, the general inexperience of bicycling in and around roadways and their lack of motor skills.

**PERCENTAGE OF BICYCLISTS INVOLVED IN CRASHES BY AGE GROUP AND GENDER, 2011 - 2015**

AGE GROUP	% OF BICYCLISTS IN CRASHES	MALE	FEMALE	UNKNOWN
0-15	13.8%	11.6%	2.0%	0.2%
16-20	11.2%	9.3%	1.9%	0.1%
21-25	8.5%	6.8%	1.5%	0.2%
26-30	5.9%	4.9%	0.9%	0.1%
31-35	4.9%	4.0%	0.9%	0.1%
36-40	4.6%	3.9%	0.6%	0.0%
41-45	5.3%	4.4%	0.8%	0.1%
46-50	6.1%	5.2%	0.9%	0.1%
51-55	6.2%	5.2%	1.0%	0.1%
56-60	4.3%	3.9%	0.5%	0.0%
61-65	2.4%	2.2%	0.3%	0.0%
66+	4.7%	4.0%	0.7%	0.1%
UNKNOWN	22.0%	16.2%	2.9%	2.9%
<b>TOTALS</b>	<b>100.00%</b>	<b>81.5%</b>	<b>14.6%</b>	<b>3.9%</b>

## BICYCLE SAFETY • ANALYSIS OF OCCURRENCE

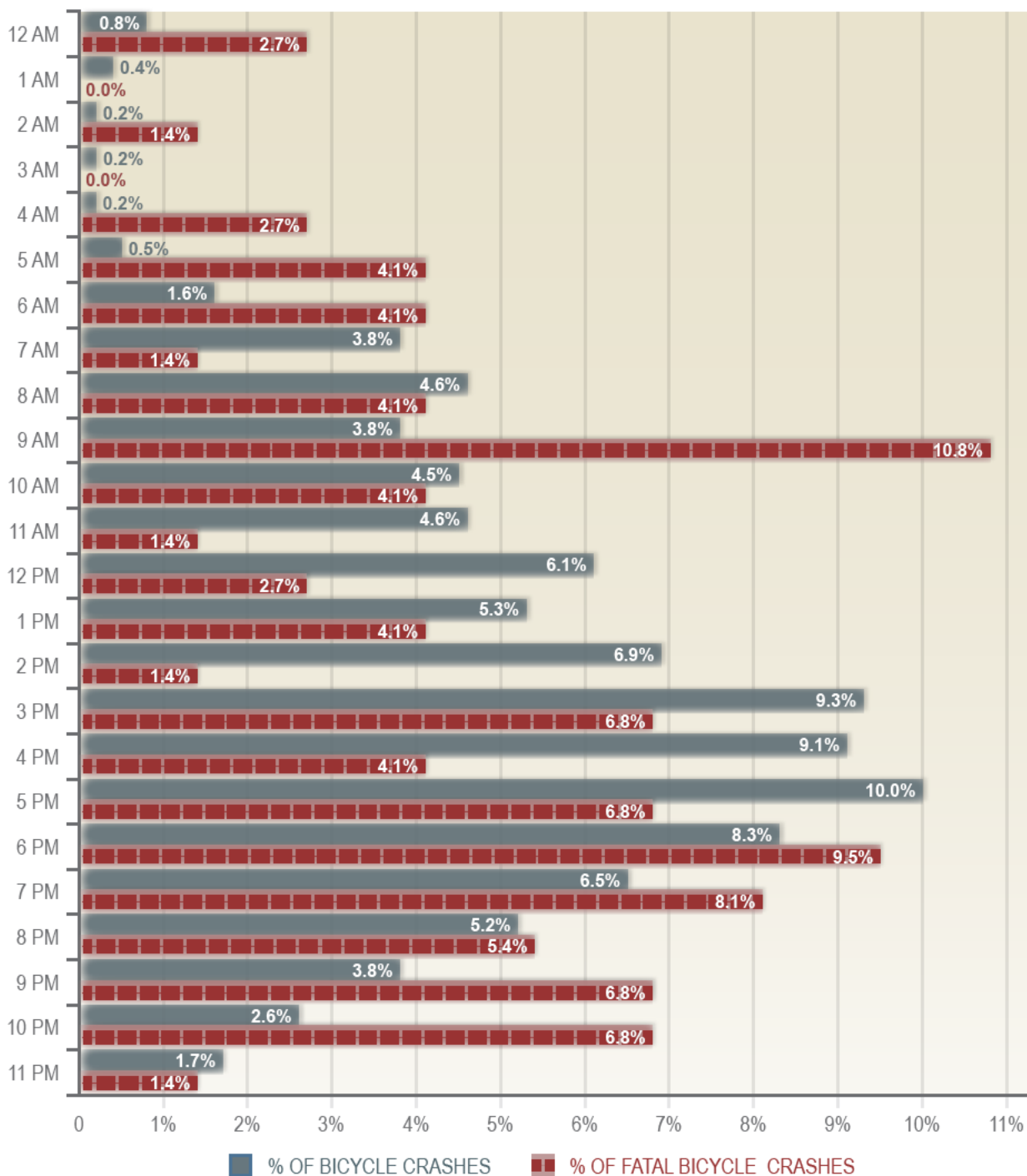
The occurrence of crashes involving bicycles by month and by day of week provides insight as to why crashes between motor vehicles and bicyclists occur. During the period from 2011-2015, the month that experienced the highest volume of bicycle crashes were July and August with 1,450 and 1,454 crashes, respectively. July and August each accounted for 14.5 percent of all crashes with bicycles over the past five years. As expected, the warmer months accounted for the highest rates of occurrence, with May through September making up 64 percent of all crashes that occurred. According to the data, the Day of Week occurrence does not vary greatly from day-to-day; although it appears fatal crashes may be overrepresented on Sundays.

BICYCLE INVOLVED CRASHES BY MONTH, 2011 - 2015				
MONTH	FATAL BICYCLE CRASHES		BICYCLE CRASHES	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
JANUARY	5	6.8%	246	2.5%
FEBRUARY	4	5.4%	246	2.5%
MARCH	7	9.5%	434	4.3%
APRIL	2	2.7%	692	6.9%
MAY	7	9.5%	1,032	10.3%
JUNE	11	14.9%	1,272	12.7%
JULY	5	6.8%	1,450	14.5%
AUGUST	8	10.8%	1,454	14.5%
SEPTEMBER	11	14.9%	1,173	11.7%
OCTOBER	4	5.4%	922	9.2%
NOVEMBER	4	5.4%	571	5.7%
DECEMBER	6	8.1%	506	5.1%
<b>TOTALS</b>	<b>74</b>	<b>100.0%</b>	<b>9,998</b>	<b>100.0%</b>

BICYCLE INVOLVED CRASHES BY DAY OF WEEK, 2011 - 2015				
MONTH	FATAL BICYCLE CRASHES		BICYCLE CRASHES	
	CRASHES	PERCENTAGE	CRASHES	PERCENTAGE
MONDAY	11	14.9%	1,447	14.5%
TUESDAY	9	12.2%	1,442	14.4%
WEDNESDAY	12	16.2%	1,465	14.7%
THURSDAY	8	10.8%	1,457	14.6%
FRIDAY	8	10.8%	1,559	15.6%
SATURDAY	10	13.5%	1,421	14.2%
SUNDAY	16	21.6%	1,207	12.1%
<b>TOTALS</b>	<b>74</b>	<b>100.0%</b>	<b>9,998</b>	<b>100.0%</b>

Similar to the trend seen in overall motor vehicle crashes, the majority of bicycle related crashes occur within the afternoon commuting times of 4pm – 6pm accounting for 27.4 percent of total bicycle related crashes from 2011-2015. 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 9am, 6pm and 7pm, collectively representing 28.7 percent of all fatalities.

**BICYCLE CRASH PERCENTAGE VERSUS FATAL BICYCLE CRASH PERCENTAGE BY TIME OF DAY, 2011 - 2015**



The younger the cyclist the more prone they are to have a conflict with a motor vehicle. As the age of the bicyclist increases, there is a decrease in the number of crashes experienced. Overall, in 2015 bicycle fatalities represented roughly 3 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.

## BICYCLE SAFETY • ANALYSIS OF LOCATION

The top ten municipalities have been identified where crashes have occurred over the last five years. Although there remains 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. In the cases of Lakewood and Toms River, which both made the top ten list, these are suburban areas that experience large populations of leisure travelers traveling to nearby shore communities in the summer months. Over the last five years, 4.97 percent of all crashes involving cyclists in the State occurred in Jersey City, followed by Newark (3.51%) and Lakewood (2.49%).

BICYCLE INVOLVED CRASHES, TOP 10 MUNICIPALITIES, 2011 - 2015			
RANK	MUNICIPALITY	CRASHES	% OF TOTAL
1	JERSEY CITY	497	4.97%
2	NEWARK	351	3.51%
3	LAKWOOD	249	2.49%
4	CAMDEN	194	1.94%
5	ATLANTIC CITY	179	1.79%
6	PATERSON	159	1.59%
7	PASSAIC	141	1.41%
8	BRICK	139	1.39%
9	UNION CITY	135	1.35%
10	TOMS RIVER	133	1.33%

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. Bergen County (1,178 crashes) had the highest five year total of bicycle crashes in the State making up 11.2 percent of all bicycle crashes over the past five years. Nine percent of all bicycle crashes over the past five years in Bergen County occurred in Hackensack, followed by Fort Lee.

Hudson County had the second highest number of bicycle crashes over the past five years (1,108) accounting for 10.5 percent of all bicycle crashes. Forty-five percent of all bicycle crashes in Hudson County occurred in Jersey City, followed by Union City with 13 percent.

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, Glassboro in Gloucester County had a 16.2 percent increase in bicycle crashes over the last five years, increasing from a five year cumulative total in 2009-2013 of 31 to 37 in 2010-2014. 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 2011 - 2015	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2010 - 2014
<b>ATLANTIC COUNTY</b>	<b>474</b>		<b>-14.0%</b>
ATLANTIC CITY	179	37.8%	-19.7%
EGG HARBOR TOWNSHIP	55	11.6%	-16.7%
VENTNOR	38	8.0%	18.8%
<b>BERGEN COUNTY</b>	<b>1,090</b>		<b>-12.3%</b>
HACKENSACK	99	9.1%	-16.8%
FORT LEE	68	6.2%	-4.2%
GARFIELD	61	5.6%	-3.2%
<b>BURLINGTON COUNTY</b>	<b>327</b>		<b>-11.4%</b>
EVESHAM	28	8.6%	-12.5%
MOUNT LAUREL	27	8.3%	28.6%
PEMBERTON TOWNSHIP	26	8.0%	18.2%
<b>CAMDEN COUNTY</b>	<b>664</b>		<b>-10.6%</b>
CAMDEN	194	29.2%	-15.7%
CHERRY HILL	84	12.7%	21.7%
PENNSAUKEN	48	7.2%	-17.2%
<b>CAPE MAY COUNTY</b>	<b>390</b>		<b>-3.5%</b>
OCEAN CITY	92	23.6%	10.8%
WILDWOOD	54	13.8%	-15.6%
LOWER	45	11.5%	-19.6%
<b>CUMBERLAND COUNTY</b>	<b>211</b>		<b>-0.9%</b>
VINELAND	113	53.6%	-10.3%
MILLVILLE	50	23.7%	2.0%
BRIDGETON	27	12.8%	8.0%
<b>ESSEX COUNTY</b>	<b>841</b>		<b>-0.9%</b>
NEWARK	351	41.7%	14.0%
MONTCLAIR	68	8.1%	-16.0%
EAST ORANGE	60	7.1%	7.1%
<b>GLOUCESTER COUNTY</b>	<b>240</b>		<b>2.6%</b>
GLASSBORO	42	17.5%	35.5%
MONROE	31	12.9%	24.0%
WOODBURY	28	11.7%	-12.5%
<b>HUDSON COUNTY</b>	<b>1,026</b>		<b>-7.1%</b>
JERSEY CITY	497	48.4%	4.9%
UNION CITY	135	13.2%	-3.6%
BAYONNE	105	10.2%	-8.7%

	BICYCLE CRASHES 2011 - 2015	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2010 - 2014
<b>HUNTERDON COUNTY</b>	<b>65</b>		<b>-1.5%</b>
FLEMINGTON	13	20.0%	8.3%
READINGTON	8	12.3%	0.0%
RARITAN	6	9.2%	-14.3%
<b>MERCER COUNTY</b>	<b>383</b>		<b>-22.3%</b>
TRENTON	83	21.7%	-37.1%
HAMILTON	73	19.1%	-34.2%
PRINCETON	54	14.1%	17.4%
<b>MIDDLESEX COUNTY</b>	<b>708</b>		<b>-11.2%</b>
NEW BRUNSWICK	131	18.5%	9.2%
EDISON	91	12.9%	-15.0%
WOODBIDGE	78	11.0%	-17.9%
<b>MONMOUTH COUNTY</b>	<b>845</b>		<b>-12.2%</b>
NEPTUNE TOWNSHIP	95	11.2%	13.1%
ASBURY PARK	78	9.2%	-4.9%
LONG BRANCH	66	7.8%	-33.3%
<b>MORRIS COUNTY</b>	<b>300</b>		<b>-18.5%</b>
MORRISTOWN	39	13.0%	14.7%
PEQUANNOCK	28	9.3%	-15.2%
PARSIPPANY-TROY HILLS	25	8.3%	-24.2%
<b>OCEAN COUNTY</b>	<b>923</b>		<b>-1.1%</b>
LAKESWOOD	249	27.0%	2.9%
BRICK	139	15.1%	24.1%
TOMS RIVER	133	14.4	-7.0%
<b>PASSAIC COUNTY</b>	<b>507</b>		<b>-24.6%</b>
PATERSON	159	31.4%	-31.2%
PASSAIC	141	27.8%	-14.0%
CLIFTON	107	21.1%	-16.4%
<b>SALEM COUNTY</b>	<b>37</b>		<b>-24.5%</b>
MANNINGTON	13	35.1%	-7.1%
PENNSVILLE	7	18.9%	-50.0%
PITTSBORO	5	13.5%	-28.6%
<b>SOMERSET COUNTY</b>	<b>295</b>		<b>-5.8%</b>
FRANKLIN	69	23.4%	1.5%
BRIDGEWATER	39	13.2%	18.2%
BOUND BROOK	26	8.8%	4.0%

	BICYCLE CRASHES 2011 - 2015	PERCENT OF COUNTY TOTAL	% CHANGE FROM 2010 - 2014
<b>SUSSEX COUNTY</b>	<b>37</b>		<b>-32.7%</b>
SPARTA	9	24.3%	-10.0%
VERNON	4	10.8%	-33.3%
HAMPTON	4	10.8%	300.0%
<b>UNION COUNTY</b>	<b>581</b>		<b>-16.0%</b>
PLAINFIELD	102	17.6%	1.0%
ELIZABETH	67	11.5%	-46.4%
LINDEN	52	9.0%	-5.5%
<b>WARREN COUNTY</b>	<b>54</b>		<b>-14.3%</b>
PHILLIPSBURG	20	37.0%	-13.0%
HACKETTSTOWN	16	29.6%	6.7%
WASHINGTON	5	9.3%	-44.4%

**Project Name: PEDESTRIAN/BICYCLE SAFETY PROGRAM MANAGEMENT**

Sub-Recipient: **DIVISION OF HIGHWAY TRAFFIC SAFETY**

Total Project Amount: **\$65,000**

**Project 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 \$60,000 of the budgeted amount and another \$5,000 is budgeted for travel and other miscellaneous expenditures.

Funding Source: **SECTION 402**

Maintenance of Effort: **0**

Indirect Cost: **\$1,579**

Local Benefit: **0**

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**COUNTERMEASURE STRATEGY: TARGETED ENFORCEMENT/EDUCATION**

***Effectiveness of Countermeasure***

Targeted enforcement can be employed for a wide range of purposes in a wide range of circumstances, so effectiveness is context-dependent. In Queens, New York, enforcement was a key part of a campaign that included minor engineering adjustments and communications and outreach and reduced pedestrian fatalities (CDC, 1989). A before and 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, Florida (e.g., flyers given to stopped drivers, 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 one-year study period. Van Houten and Malenfant (2004) found that driver yielding to pedestrians increased in response to targeted police enforcement at crosswalks on two corridors in Miami Beach, Florida. Warnings and educational flyers were handed out to most violators, while citations were issued for flagrant violations.

***Assessment of Safety Impacts***

Reducing pedestrian crashes, fatalities and injuries continues to be a challenge. Efforts to promote safe driving as well as the use and practice of safe walking in and around the State will be continued. Police observations have indicated an increase in general deterrence and a change in driver behavior following the enforcement efforts, however, this is only anecdotal evidence.

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 Problem Identification and Performance Targets***

The State's pedestrian fatality rate consistently exceeds the national average. Although this number fluctuates, in a typical year approximately 28 percent of fatalities are pedestrian related. Pedestrian crashes represent the second largest category of motor vehicle fatalities and injuries in the State. On a positive note, pedestrian fatalities decreased in 2016 by nearly 3 percent and the State has seen a slight reduction again in 2017. 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.

**Project Name: ENFORCEMENT/EDUCATION PROGRAMS**

**Sub-Recipients: MUNICIPAL LAW ENFORCEMENT AGENCIES**

**Total Project Amount: \$1,200,000**

**Project 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 printing of brochures.

A list of approximately 40-60 municipalities, representing the highest number of pedestrian crashes over a five-year period, will be created and used to strive for decreases in pedestrian crashes and injuries by targeting resources to the most problematic areas in the State. Overtime enforcement efforts will be implemented in geographic areas where significant portions of the pedestrian crash problem exist. The pedestrian grants will be provided to local jurisdictions and conducted throughout the year.

In an effort to supplement the enforcement effort, Street Smart materials will be distributed to raise awareness for both pedestrians and motorists of the major rules for pedestrian safety. Grantees will use earned media through local press releases to promote the program.

The Pedestrian Decoy program will continue to apprehend drivers who fail to stop for pedestrians at intersections and crosswalks. Police officers in plain clothes will again pose as pedestrians in marked crosswalks, while officers watch for violations. Drivers failing to stop will be issued a citation. Officers involved in the enforcement effort will also educate drivers about the new pedestrian law, 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. The program will be coordinated with municipal prosecutors, the courts and local media.

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 Pedestrian Safety Campaign 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. The DHTS can piggyback 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.

DHTS will plan on developing a NJ version of NHTSA's *Pedestrian Safety Training for Law Enforcement*. Training will be provided 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.

Funding Source: **SECTION 405(h)**

Maintenance of Effort: **0**

Indirect Cost: **0**

Local Benefit: **\$1,200,000**

Additional Funding Source: **\$ 550,000** (Pedestrian Safety, Enforcement and Education Fund)

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## COUNTERMEASURE STRATEGY: BICYCLE SAFETY EDUCATION

### *Effectiveness of Countermeasure*

Helmet promotions are successful in getting more helmets into the hands of bicyclists. Rouzier and Alto (1995) describe a comprehensive program of presentations, media coverage, messages from doctors to patients, as well as low-cost helmet availability, which increased helmet purchases and use for all ages. 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).

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).

### *Assessment of Safety Impacts*

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

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 Problem Identification and Performance Targets*

The overall number of bicycle fatalities remained constant in 2016 at 18 and represented an increase of 63 percent since 2014. Bicycle crashes (10%) occur most often at 9:00am, however, 26 percent of crashes occur from 6:00pm through 10:00pm and nearly a third of fatal bicycle crashes occur between those same hours of the day. From 2011-2015, nearly 90 percent of bicyclists killed in crashes were not wearing a helmet at the time of the crash.

**Project Name: ENFORCEMENT/EDUCATION LOCAL PROGRAMS**

Sub-Recipients: **MUNICIPAL AND STATE LAW ENFORCEMENT AGENCIES**

Total Project Amount: **\$60,000**

**Project 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.

Funding Source: **SECTION 405(h)**

Maintenance of Effort: **0**

Indirect Cost: **0**

Local Benefit: **\$30,000**

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**COUNTERMEASURE STRATEGY: TRAINING**

***Effectiveness of Countermeasure***

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, 8th Edition, 2015).

***Assessment of Safety Impacts***

Law enforcement officers typically receive little to no specialized training in bicycle safety. A key step in providing equitable enforcement of rules of the road for all users can be accomplished by developing training materials and providing opportunities to train law enforcement officers to better enforce the State's bicycle laws.

***Linkage between Problem Identification and Performance Targets***

Enforcement of laws related to bicycling are not typically engaged in by police departments. There are self-paced interactive training programs available for law enforcement to enhance the safety of bicyclists, however, a customized program tailored for New Jersey law enforcement would be beneficial.

**Project Name: LAW ENFORCEMENT BICYCLE SAFETY TRAINING**

Sub-Recipients: **MUNICIPAL LAW ENFORCEMENT AGENCIES**

Total Project Amount: **\$15,000**

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**Project Description:**

A training video will be produced to train law enforcement officers on the enforcement of bicycle laws. The “Bike Eye View” course will train law enforcement officers on the enforcement of bicycle laws. Funds will also be provided to conduct safety talks at bike events to educate bicyclists on the importance of bicycle safety.

Funds will be used to pay for officer overtime and create training materials.

**Funding Source: SECTION 405(h)**

**Maintenance of Effort: 0**

**Indirect Cost: 0**

**Local Benefit: \$15,000**

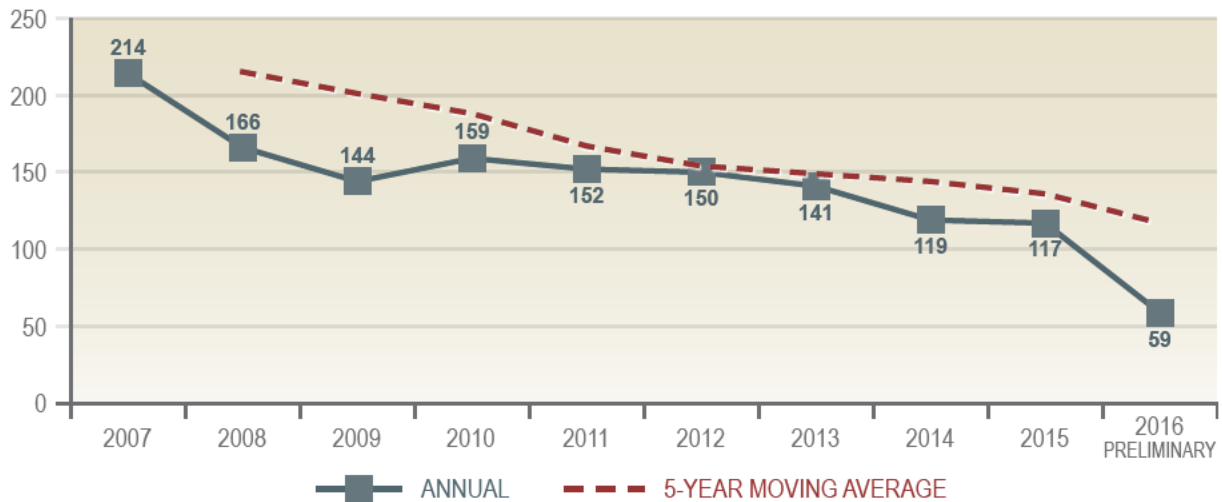
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## OCCUPANT PROTECTION

### GENERAL OVERVIEW

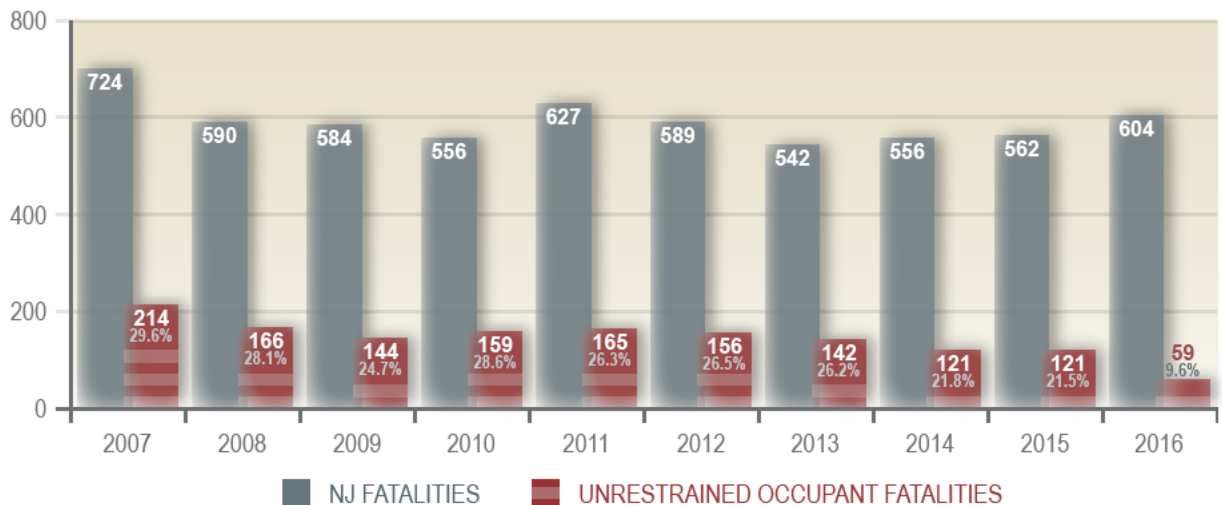
Proper use of seat belts by occupants within motor vehicles is one of the most effective ways of reducing traffic fatalities in motor vehicle crashes. According to NHTSA, over 15,000 lives are saved annually because an occupant was wearing their seatbelt at the time of the crash. Not wearing a seatbelt in motor vehicle crashes not only poses an enormous threat to one's own life, but to all other occupants within the vehicle. In 2015, New Jersey experienced over 3,500 crashes where an occupant was not wearing his or her seat belt, resulting in 117 fatalities.

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



In 2016, preliminary counts indicate 59 people died in motor vehicle crashes that were not wearing their seat belt, representing 9.6 percent of all motor vehicle fatalities that occurred on the State's roadways. This represents a significant decrease from 2015 when 21.5 percent of fatally injured occupants were unbuckled.

**PROPORTION OF UNRESTRAINED OCCUPANT FATALITIES VERSUS TOTAL NEW JERSEY FATALITIES**



NHTSA estimates that in 2015, the lives of 207 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, 32 additional lives would have been saved in 2015.

## ANALYSIS OF USAGE IN CRASHES

The 2016 usage rate of 93.35 percent of front-seat occupants obtained in the annual seatbelt survey is 1.99 percent higher than the usage rate observed in 2015 and higher than the nationwide seat belt usage rate of 89 percent.

FRONT-SEAT SAFETY BELT USAGE RATE, 1998 - 2016						
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	63.30%	0.30%	0.8%	67%	—	—
2000	74.20%	10.90%	29.7%	71%	4%	12%
2001	77.60%	3.40%	13.2%	73%	2%	7%
2002	80.50%	2.90%	12.9%	75%	2%	7%
2003	81.20%	0.70%	3.6%	79%	4%	16%
2004	82.00%	0.80%	4.3%	80%	1%	5%
2005	85.50%	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%	—	—	—

Seat belt usage for rear-seat passengers in passenger motor vehicles was also observed in the 2016 survey. In total, 3,979 vehicles with a total of 10,388 drivers and occupants were observed in the survey. Of the occupants, 3,165 or 30.5 percent of the occupant observations made were of rear-seat passengers.

Usage rates for rear-seat passengers by seating position and age reveal that 79 percent of surveyed rear-seat passengers use a safety belt, compared to 81 percent in 2015. Children between the age of 0 and 8 years of age had the highest usage rate of 90 percent, compared to a usage rate of 95 percent in 2015. Passengers between the age of 8 and 18 had the next highest usage rate of 60 percent, slightly lower than the observed rate in 2015 of 64 percent. The lowest usage rate occurred for adults greater than 18 years of age, having a usage rate of 45 percent, slightly higher than the observed rate in 2015 of 39 percent.

**SURVEY DATA FOR REAR-SEAT PASSENGER SAFETY BELT USAGE, 2016**

	Vehicle Type	USING SAFETY BELTS			NOT USING SAFETY BELTS			% USAGE			TOTAL
		Left <sup>1</sup>	Middle <sup>2</sup>	Right <sup>3</sup>	Left	Middle	Right	Left	Middle	Right	
ADULT	PC <sup>4</sup>	35	8	31	37	13	38	49%	38%	45%	46%
	SUV	13	3	13	15	9	14	46%	25%	48%	43%
	VAN	56	21	63	71	33	62	44%	39%	50%	46%
	TOTAL	104	32	107	123	55	114	46%	37%	48%	45%
YOUNG	PC	17	14	35	20	10	20	46%	58%	64%	57%
	SUV	6	5	10	6	3	4	50%	63%	71%	62%
	VAN	37	16	52	22	17	25	63%	48%	68%	62%
	TOTAL	60	35	97	48	30	49	56%	54%	66%	60%
CHILD	PC	188	85	342	42	24	46	82%	78%	88%	85%
	SUV	95	20	114	5	2	9	95%	91%	93%	93%
	VAN	483	138	611	34	21	52	93%	87%	92%	92%
	TOTAL	766	243	1,067	81	47	107	90%	84%	91%	90%
TOTALS	PC	240	107	408	99	47	104	71%	69%	80%	75%
	SUV	114	28	137	26	14	27	81%	67%	84%	81%
	VAN	576	175	726	127	71	139	82%	71%	84%	81%
	TOTAL	930	310	1,271	252	132	270	79%	70%	82%	79%

<sup>1</sup>Left — position behind the driver, <sup>2</sup>Middle — position behind front row occupants, <sup>3</sup>Right — position behind front-seat passenger, <sup>4</sup>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. Vans had the highest overall usage rate of 97.88 percent, followed by sport utility vehicles with 94.27 percent. Similar to national trends, pickup trucks had the lowest usage rate of 86.88 percent.

**SURVEY DATA FOR DRIVER AND PASSENGER SAFETY BELT USAGE, 2014 - 2016 CAMPAIGNS**

	Vehicle Type	USING SAFETY BELTS		NOT USING SAFETY BELTS		UNKNOWN		% USAGE		TOTAL
		Driver	Passenger	Driver	Passenger	Driver	Passenger	Driver	Passenger	
POST-CAMPAIGN SURVEY (2016)	PC <sup>4</sup>	36,224	6,663	2,118	452	69	5	94.48%	93.65%	94.35%
	PUT <sup>5</sup>	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%	94%	95%
POST-CAMPAIGN SURVEY (2015)	PC	38,756	7,614	2,703	550	453	44	93.48%	93%	93%
	PUT	4,836	941	730	144	123	11	86.88%	87%	87%
	SUV	25,046	5,824	1,483	388	310	25	94.41%	94%	94%
	VAN	7,377	1,981	398	117	43	5	94.88%	94.42%	94.78%
	TOTAL	76,015	16,360	5,314	1,199	929	85	93.47%	93.17%	93.41%
POST-CAMPAIGN SURVEY (2014)	PC	32,051	6,617	2,600	663	479	109	92.50%	91%	92%
	PUT	3,586	816	741	196	167	18	82.87%	81%	82%
	SUV	20,040	4,929	1,378	398	322	62	93.57%	93%	93%
	VAN	4,419	1,333	288	126	66	11	93.88%	91%	93%
	TOTAL	60,096	13,695	5,007	1,383	1,034	200	92.31%	90.83%	92.03%

<sup>4</sup>PC — passenger car, <sup>5</sup>PUT — Pick-up Truck

## 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 50 percent of all individuals not wearing a seatbelt at the time of a crash. 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. Nearly 61 percent of those unbelted in a motor vehicle crash over the past five years were male and 39.2 percent were female

UNRESTRAINED CRASH OCCUPANT PERCENTAGE BY AGE GROUP AND GENDER, 2011 - 2015		
AGE GROUP	FEMALE	MALE
0-15	6.0%	6.6%
16-20	5.3%	7.5%
21-25	5.1%	8.6%
26-30	3.5%	6.9%
31-35	3.0%	5.8%
36-40	2.5%	4.6%
41-45	2.7%	4.6%
46-50	2.5%	4.3%
51-55	2.5%	3.9%
56-60	1.8%	2.8%
61-65	1.4%	2.0%
66+	2.9%	3.3%
<b>TOTAL</b>	<b>39.2%</b>	<b>60.8%</b>

## ANALYSIS OF OCCURRENCE

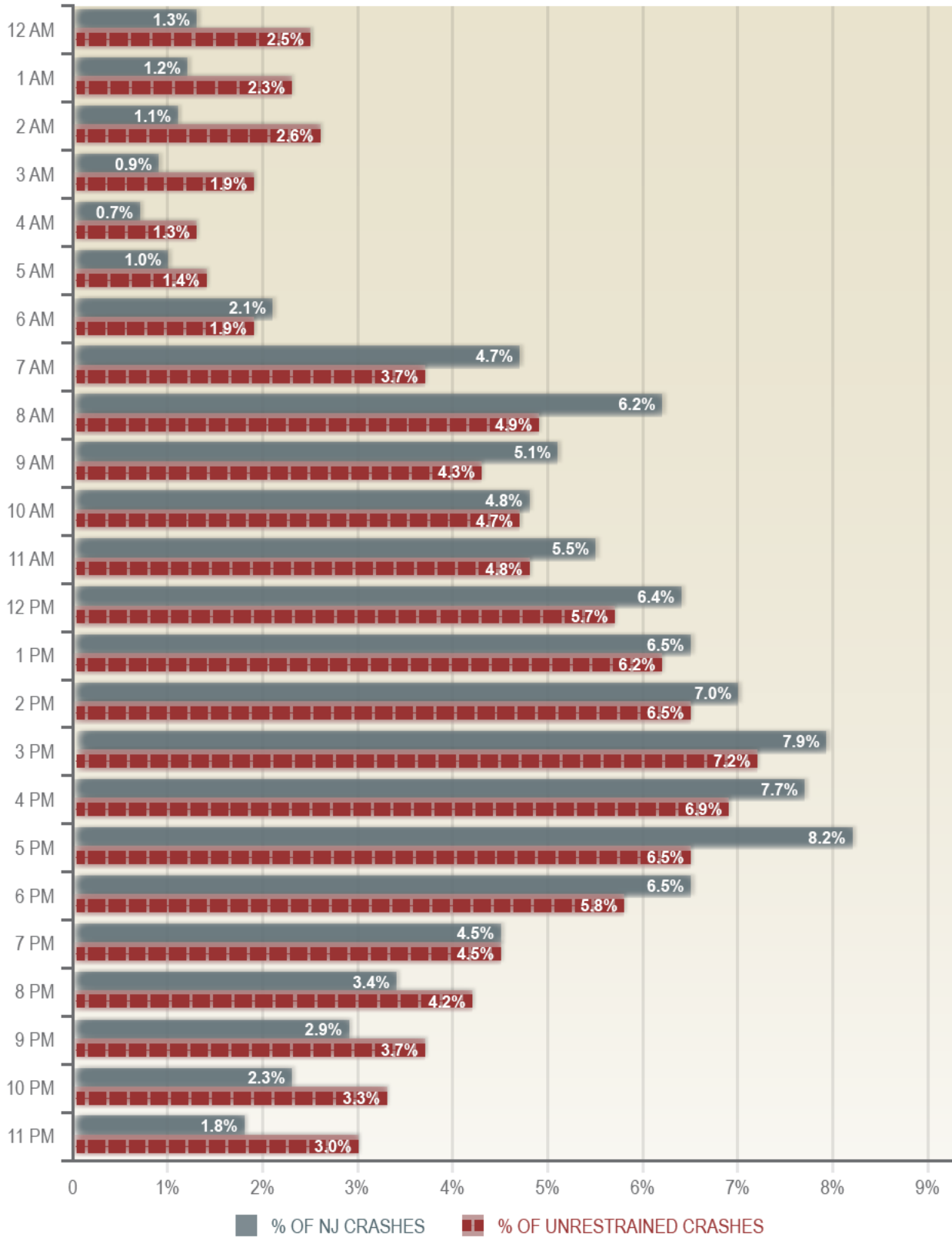
The percentage of unrestrained motor vehicle crashes is consistently higher during the day than the night. In 2015, 80.4 percent of those involved in crashes were unbuckled during the hours of 5:00am and 8:59pm. Night-time occurrences accounted for 19.6 percent of those not wearing a seat belt during a crash in 2015.

UNRESTRAINED CRASHES BY TIME OF DAY AND YEAR, 2011 - 2015										
DAY/NIGHT	2011		2012		2013		2014		2015	
	Unrestrained Crashes	%	Unrestrained Crashes	%	Unrestrained Crashes	%	Unrestrained Crashes	%	Unrestrained Crashes	%
<b>DAY 5AM - 8:59PM</b>	4,000	77.9%	3,734	78.7%	3,520	79.5%	3,504	80.6%	2,980	80.4%
<b>NIGHT 9PM - 4:59AM</b>	1,136	22.1%	1,010	21.3%	909	20.5%	843	19.4%	726	19.6%

Over the past five years (2011-2015), 16.23 percent of total unrestrained crashes occurred on a Friday, followed by Saturday with 15.54 percent. Over 27 percent of all unrestrained crashes occurred during the months of May, June and July combined.

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 occupants become overrepresented between the hours of 8pm and 5am.

UNRESTRAINED CRASH PERCENTAGE VERSUS NJ CRASH PERCENTAGE BY TIME OF DAY, 2011 - 2015



## ANALYSIS OF LOCATION

Middlesex County had the most unrestrained fatalities in the State with 15 accounting for 60 percent of the county total of occupant fatalities in 2015. Burlington County and Monmouth County both had 12 unrestrained fatalities in 2015, which accounted for 40 percent and 42.9 percent of the county total, respectively.

OCCUPANT FATALITIES VERSUS UNRESTRAINED FATALITIES BY COUNTY, 2015							
COUNTY	OCCUPANT FATALITIES	UNRESTRAINED FATALITIES	COUNTY TOTAL %	COUNTY	OCCUPANT FATALITIES	UNRESTRAINED FATALITIES	COUNTY TOTAL %
ATLANTIC	18	8	44.4%	MIDDLESEX	25	15	60.0%
BERGEN	10	6	60.0%	MONMOUTH	28	12	42.9%
BURLINGTON	30	12	40.0%	MORRIS	15	4	26.7%
CAMDEN	24	8	33.3%	OCEAN	21	5	23.8%
CAPE MAY	5	1	20.0%	PASSAIC	17	5	29.4%
CUMBERLAND	23	8	34.8%	SALEM	7	3	42.9%
ESSEX	12	5	41.7%	SOMERSET	16	4	25.0%
GLOUCESTER	17	8	47.1%	SUSSEX	8	2	25.0%
HUDSON	8	2	25.0%	UNION	14	7	50.0%
HUNTERDON	6	3	50.0%	WARREN	6	2	33.3%
MERCER	12	4	33.3%				

Data compiled from the 2016 seat belt survey conducted by the New Jersey Institute of Technology revealed an overall usage rate of 93.35 percent. Monmouth County had the highest front seat occupant and driver seatbelt usage rates (96.31%) followed by Somerset County with a rate of 95.73 percent. The lowest front seat occupant usage rate occurred in Atlantic County with a rate of 87.14 percent.

FRONT-SEAT RESTRAINT USE PERCENTAGE BY COUNTY, 2015 & 2016									
	FRONT SEAT OCCUPANT USAGE RATE			DRIVER USAGE RATE			FRONT SEAT PASSENGER USAGE RATE		
	2015	2016	% Change	2015	2016	% Change	2015	2016	% Change
ATLANTIC	89.25%	87.14%	-2.11%	89.52%	87.62%	-1.90%	88.65%	86.03%	-2.62%
BERGEN	91.95%	93.55%	1.60%	92.59%	94.11%	1.52%	87.75%	90.71%	2.96%
BURLINGTON	94.07%	92.71%	-1.36%	94.09%	93.30%	-0.79%	93.98%	89.68%	-4.30%
CAMDEN	87.30%	92.72%	5.45%	87.58%	92.84%	5.26%	86.35%	92.43%	6.08%
CUMBERLAND	—	—	—	—	—	—	—	—	—
ESSEX	82.32%	88.30%	5.98%	83.51%	88.44%	4.93%	77.24%	87.72%	10.48%
GLOUCESTER	93.38%	90.98%	-2.40%	93.27%	91.39%	-1.88%	93.83%	89.03%	-4.80%
HUDSON	93.82%	93.44%	-0.38%	93.42%	93.01%	-0.41%	95.59%	95.74%	0.15%
MERCER	92.67%	93.29%	0.62%	92.51%	93.03%	0.52%	93.70%	95.17%	1.47%
MIDDLESEX	88.22%	92.36%	4.14%	89.13%	92.95%	3.82%	82.45%	89.11%	6.66%
MONMOUTH	91.96%	96.31%	4.35%	91.66%	96.11%	4.45%	93.17%	97.29%	4.12%
MORRIS	96.28%	92.75%	-3.53%	95.91%	91.96%	-3.95%	98.23%	97.69%	-0.54%
OCEAN	94.79%	91.18%	-3.61%	94.54%	91.03%	-3.51%	95.54%	91.90%	-3.64%
PASSAIC	94.03%	92.90%	-1.13%	93.71%	94.06%	0.35%	96.42%	82.04%	-14.38%
SOMERSET	96.69%	95.73%	-0.96%	96.87%	95.46%	-1.41%	95.52%	97.29%	1.77%
UNION	94.63%	91.71%	-2.92%	94.23%	92.17%	-2.06%	97.40%	84.46%	-12.94%
STATE USAGE RATE	91.36%	93.35%	1.99%	91.46%	93.22%	1.76%	90.93%	93.95%	3.02%



**Project Name: OCCUPANT PROTECTION PROGRAM MANAGEMENT**

Sub-Recipient: **DIVISION OF HIGHWAY TRAFFIC SAFETY**

Total Project Amount: **\$135,000**

Project Description:

Funds will be provided for program managers to coordinate and monitor projects addressing occupant protection with an emphasis on seat belt and child safety seat projects delivered by law enforcement agencies and other safety partners. Funds will be used for salaries, fringe benefits, travel and other administrative costs that may arise for program supervisors and their respective staff. Salaries and fringe benefits represent \$130,000 of the budgeted amount and another \$5,000 is budgeted for travel and other miscellaneous expenditures.

Funding Source: **SECTION 402**

Maintenance of Effort: **0**

Indirect Cost: **\$3,280**

Local Benefit: **0**

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**COUNTERMEASURE STRATEGY: OBSERVATIONAL SURVEY**

***Effectiveness of Countermeasure***

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).

***Assessment of 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 Problem Identification and Performance Targets***

The State's front-seat belt usage rate in 2016 was observed at 93.35 percent compared to 91.36 percent in 2015. Overall, 79 percent of surveyed rear seat passengers used a safety belt, compared to 81 percent in 2015. Children between the ages of 0 and 8 years old, had the highest usage rate of 90 percent, compared to a usage rate of 95 percent in 2015. Passengers between the age of 8 and 18 had the next highest usage rate of 60 percent, compared to a usage rate of 64 percent in 2015. The lowest usage rate occurred for adults, greater than 18 years of age, with a usage rate of 45 percent, compared to a usage rate of 39 percent in 2015.

**Project Name: SEAT BELT OBSERVATIONAL SURVEY**

Sub-Recipients: **NEW JERSEY INSTITUTE OF TECHNOLOGY**

Total Project Amount: **\$175,000**

Project 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 well as belt use by adults and children in the back seat. The survey will be conducted by researchers from the New Jersey Institute of Technology during the spring and summer of calendar year 2018. Section 402 funds will be used to pay salaries and wages to conduct the survey and prepare the report.

Funding Source: **SECTION 402**

Maintenance of Effort: **0**

Indirect Cost: **0**

Local Benefit: **0**

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## COUNTERMEASURE STRATEGY: ENFORCEMENT AND EDUCATION

### *Effectiveness of Countermeasure*

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.

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).

### *Assessment of Safety Impacts*

The seat belt is an effective safety tool that not only saves lives, but also significantly reduces the severity of the injury that a vehicle occupant may have sustained if they were not wearing the device. Although the State's seat belt usage rate (93.35% in 2016) was above the national average of 88.5 percent in 2015, more public enlightenment is needed to increase the awareness and compliance of seat belt use.

### *Linkage between Problem Identification and Performance Targets*

The number of unrestrained fatalities decreased in 2016 to approximately 10 percent of all motor vehicle fatalities based on preliminary data from 2016 from 21.5 percent in 2015. At least 50 percent of fatalities in the counties of Bergen, Hunterdon, Middlesex and Union were to occupants not wearing seat belts at the time of the crash. Observational surveys also reveal that less than 50 percent of adults are wearing seat belts in the rear seat of vehicles.

### **Project Name: SEAT BELT ENFORCEMENT/EDUCATION**

**Sub-Recipients: STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES**

**Total Project Amount: \$900,000**

**Project Description:**

The *Click It or Ticket* campaign will be conducted from May 21 – June 3, 2018 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 180 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. Emphasis will be placed on enforcing the recently enacted secondary seat belt law requiring all adult passengers in the back seat to buckle up.

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.

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. Based on this information, municipal police agencies are invited to participate in the annual mobilization.

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 service areas and toll plazas along the length of the toll roads. 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 as well as supplementing the seat belt checks that will be conducted at service areas.

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 law enforcement agencies join forces with police departments from states participating in the border-to-border initiative.

A dedicated summit on occupant safety was held in 2016 for the States in NHTSA Regions 1 and 2. The summit addressed the status of enforcement activity, reviewed strategies for increasing belt use rates and reducing unrestrained fatalities and provided an opportunity for States to create a work plan for use to improve occupant protection safety in their respective States. As a result of this exercise, a statewide seat belt enforcement initiative, which started in 2017, will again supplement the efforts of the *Click It or Ticket* mobilization in 2018 by providing for sustained enforcement of occupant protection laws during the year. Funds will be provided to implement seat belt enforcement details across the State in each of the State Police stations located in Troops A, B, C, and D. Enforcement will be conducted at locations and hot spots that have been identified with low belt use rates or high unrestrained occupant crashes.

In an effort to improve rear seat usage rates, a publicity campaign will be implemented. The campaign will include radio public service announcements and education materials. In addition, law enforcement agencies will actively enforce violations of the rear seat belt law. Information cards will also be provided to remind violators of the law that seat belts are required to be worn by passengers in all seating positions of the vehicle. Funds will be used to pay for police overtime enforcement.

Funding Source: **SECTION 405(b)** Maintenance of Effort: **\$20,000,000**  
Local Benefit: **\$700,000**

Indirect Cost: **0**

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## **COUNTERMEASURE STRATEGY: CHILD PASSENGER SAFETY EDUCATION AND ENFORCEMENT**

### ***Effectiveness of Countermeasure***

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).

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).

### **Assessment of Safety Impacts**

Children from 0-15 years of age account for approximately 13 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 Problem Identification and Performance Targets**

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.

### **Project Name: CHILD PASSENGER SEAT BELT ENFORCEMENT/EDUCATION/TRAINING**

**Sub-Recipients: STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES, STATE AGENCIES AND NON-PROFIT ORGANIZATIONS**

**Total Project Amount: \$500,000**

#### **Project Description:**

The DHTS occupant protection message *Buckle Up — Everyone, Every Ride* will continue to be publicized at permanent fitting stations around the state to ensure that children as well as their older siblings and parents are properly restrained.

Funds for personal services will be used to conduct child safety seat checks at county and municipal jurisdictions. 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 dispel incorrect 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.

The 32-hour Standardized Child Passenger Safety (CPS) Training course will be offered at sites across the state with an emphasis on training technicians who will assist under-served populations. In addition, at least three recertification classes will be conducted during the year to ensure that the state has an adequate cadre of technicians to serve the public.

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 added benefit of this program is that the local offices of the DCF/DYFS

guardianship are safely secured. An added 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.

A seat belt educational and enforcement initiative known as *Buckle Up in the Park* will be implemented to promote seat belt use at National Parks in the State. The educational and enforcement campaign will encourage visiting motorists and their passengers to properly buckle-up their seat belts and teach the importance of properly securing children in approved child safety seats.

Funds will be used to conduct child passenger safety programs that will pay to conduct child safety seat checks and educational presentations at schools, day care centers and social meetings. In addition, funds will be used to purchase a limited number of car seats and pay for overtime enforcement.

The 2018 Child Passenger Safety Technical Conference will be held from March 19-21, 2018 in Long Branch. Nearly 700 child safety advocates from throughout the Region 2 States as well as Puerto Rico and the Virgin Islands are expected to attend.

Funding Source: **SECTION 405(b)**  
Local Benefit: **\$350,000**

Maintenance of Effort: **0**

Indirect Cost: **0**

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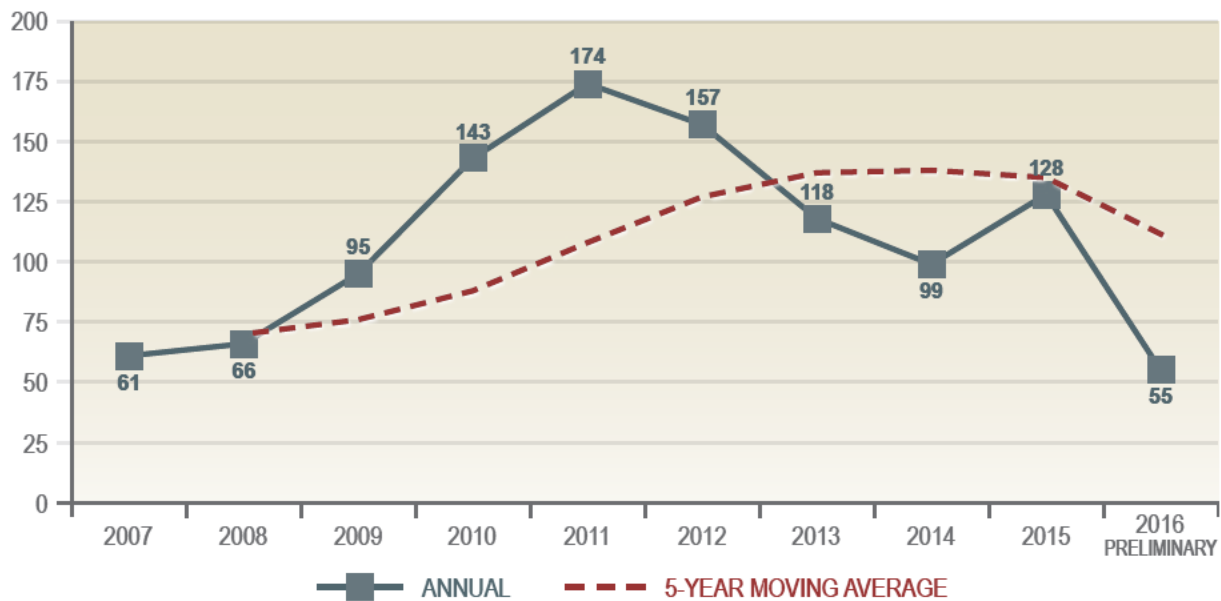
**GENERAL OVERVIEW**

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 as a whole, 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 2007-2011 followed by a decline from 2012-2014. A reduction in speed-related crashes and the resulting fatalities requires a coordinated effort by engineering, education and high-visibility enforcement strategies.

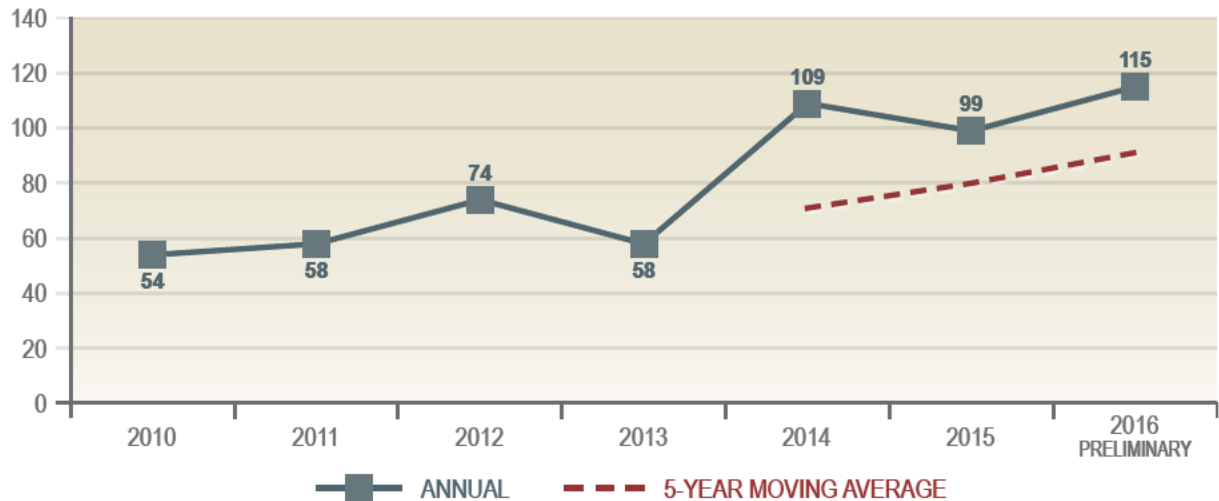
**SPEED RELATED FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE**



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, approximately nine times higher than the total crashes cited for unsafe speed over the past five years (2011-2015). Unsafe speed was the contributing circumstance in 6.5 percent of all crashes in 2015, up from 6.1 percent in 2014. Driver inattention was a contributing circumstance in 52 percent of crashes in 2015, the same as 2014.



## 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.

### ANALYSIS OF AGE/GENDER

The most prominent age group involved with speed related crashes is 16-25 years of age, with male drivers comprising 54.5 percent of the total involved over the past five years. Nearly 28 percent of all drivers cited for unsafe speed during a crash were between the ages of 16-25.

SPEED RELATED CRASHES BY AGE GROUP AND GENDER, 2011 - 2015

AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
0-15	96	19	1	116
16-20	11,754	6,125	49	17,928
21-25	14,158	8,309	105	22,572
26-30	10,081	5,629	81	15,791
31-35	7,789	4,300	57	12,146
36-40	6,469	3,640	41	10,150
41-45	6,312	3,636	44	9,992
46-50	6,247	3,616	45	9,908
51-55	5,491	3,114	31	8,636
56-60	4,310	2,434	31	6,775
61-65	2,855	1,567	19	4,441
66+	4,035	2,372	18	6,425
UNKNOWN	1,040	326	21,559	22,925
TOTAL	80,637	45,087	22,081	147,805

The age group most involved with crashes attributed to distracted driving were 21-30 years of age, with male drivers comprising 47 percent of the total involved over the past five years. Nineteen percent of all drivers cited for distracted driving during the time of a crash were between the ages of 21-30.



### DISTRACTED DRIVING CRASHES BY AGE GROUP AND GENDER, 2011 - 2015

AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
0-15	235	124	4	363
16-20	62,547	54,148	470	117,165
21-25	88,085	72,838	853	161,776
26-30	74,740	59,631	709	135,080
31-35	66,700	52,066	706	119,472
36-40	62,350	49,195	577	112,122
41-45	66,097	51,608	541	118,246
46-50	68,451	51,730	522	120,703
51-55	65,749	46,685	494	112,928
56-60	53,909	38,023	386	92,318
61-65	39,829	28,428	274	68,531
66+	74,001	57,740	534	132,275
UNKNOWN	7,750	4,561	211,491	223,802
<b>TOTAL</b>	<b>730,443</b>	<b>566,777</b>	<b>217,561</b>	<b>1,514,781</b>

### 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.

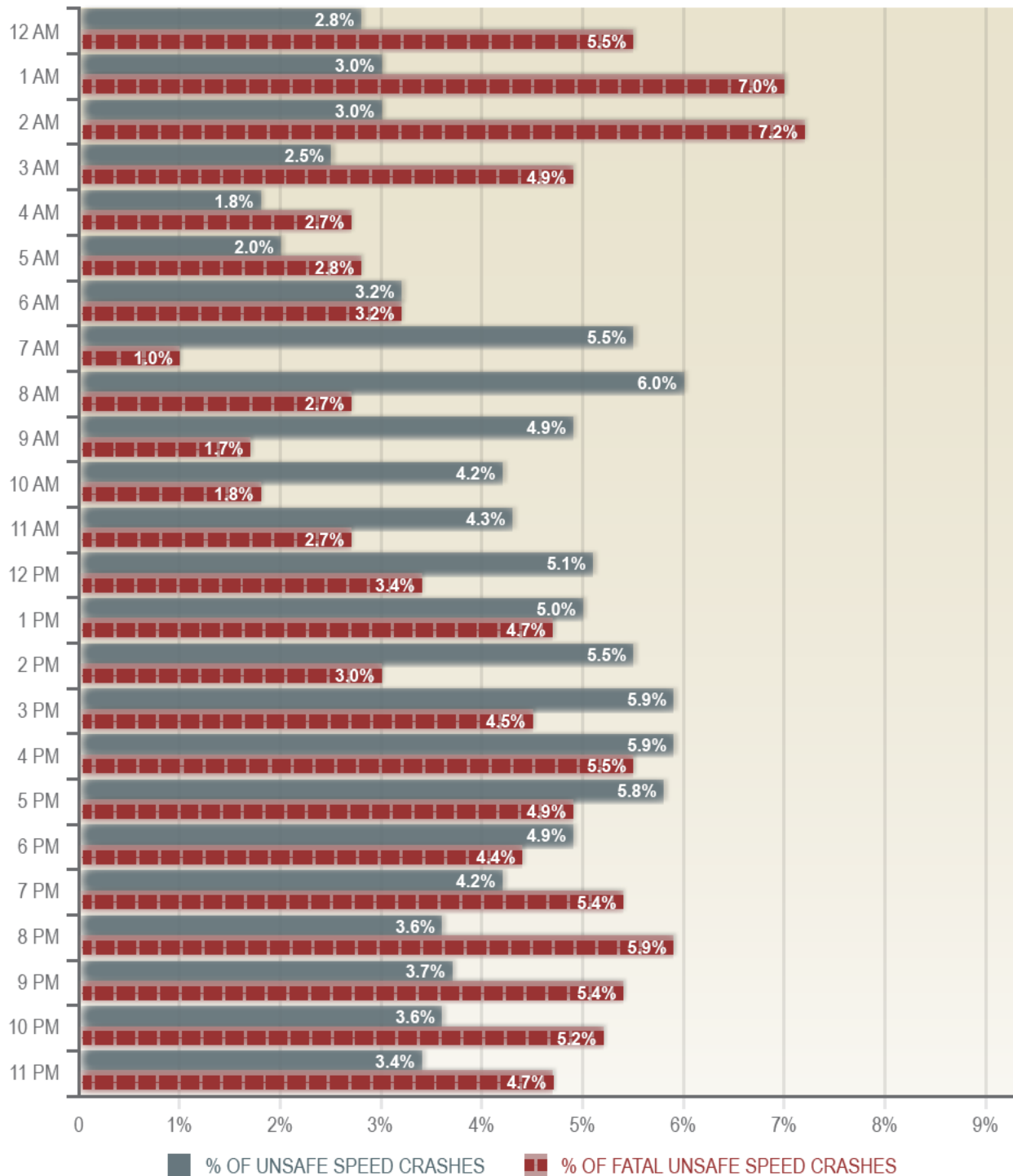
### UNSAFE SPEED AND DISTRACTED DRIVING CRASHES BY DAY OF WEEK AND MONTH OF YEAR, 2011 - 2015

DAY / MONTH	UNSAFE SPEED				DISTRACTED DRIVING			
	Fatal Crashes	% of Total	Crashes	% of Total	Fatal Crashes	% of Total	Crashes	% of Total
MONDAY	59	9.9%	11,321	12.6%	48	12.5%	108,585	14.6%
TUESDAY	67	11.2%	13,268	14.8%	52	13.6%	112,651	15.1%
WEDNESDAY	69	11.6%	12,406	13.9%	52	13.6%	112,112	15.1%
THURSDAY	72	12.1%	11,789	13.2%	55	14.4%	112,416	15.1%
FRIDAY	78	13.1%	13,650	15.2%	54	14.1%	124,905	16.8%
SATURDAY	120	20.1%	14,202	15.9%	63	16.4%	98,233	13.2%
SUNDAY	132	22.1%	12,913	14.4%	59	15.4%	76,003	10.2%
JANUARY	34	5.7%	11,531	12.9%	19	5.0%	56,974	7.6%
FEBRUARY	34	5.7%	8,852	9.9%	20	5.2%	53,471	7.2%
MARCH	46	7.7%	7,843	8.8%	30	7.8%	57,874	7.8%
APRIL	57	9.5%	5,618	6.3%	24	6.3%	58,509	7.9%
MAY	61	10.2%	6,769	7.6%	33	8.6%	67,152	9.0%
JUNE	56	9.4%	6,602	7.4%	37	9.7%	67,153	9.0%
JULY	53	8.9%	6,277	7.0%	37	9.7%	65,035	8.7%
AUGUST	60	10.1%	6,503	7.3%	45	11.7%	62,708	8.4%
SEPTEMBER	60	10.1%	6,242	7.0%	42	11.0%	62,112	8.3%
OCTOBER	48	8.0%	7,398	8.3%	26	6.8%	66,310	8.9%
NOVEMBER	42	7.0%	6,824	7.6%	32	8.4%	62,368	8.4%
DECEMBER	46	7.7%	9,090	10.2%	38	9.9%	65,239	8.8%

The majority of fatal crashes where unsafe speed was a contributing circumstance occurred on the weekend; Sunday accounting for 22.1 percent and Saturday 20.1 percent of all fatal crashes. Similar trends are seen in distracted driving crashes: Saturdays and Sundays represent the highest occurrences of crashes due to distracted driving (16.4% and 15.4%).

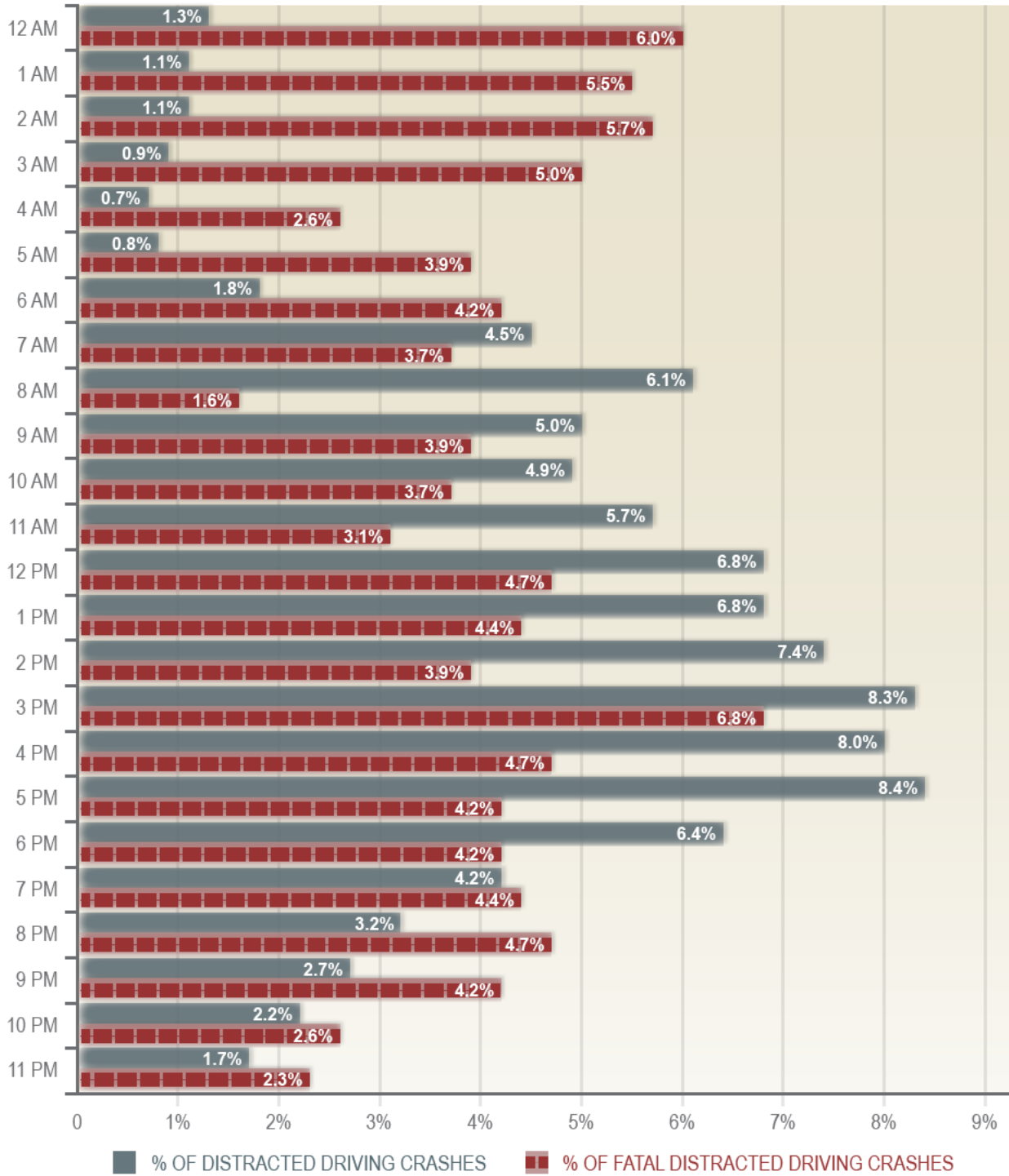
Fatal crashes caused by unsafe speed are overrepresented from 7pm-5am. During these hours the percentage of fatal crashes outnumbers the total number of crashes caused by unsafe speed.

**UNSAFE SPEED CRASH % VERSUS FATAL UNSAFE SPEED CRASH % BY TIME OF DAY, 2011 - 2015**



Fatal crashes caused by distracted driving are overrepresented from 7pm to 6am. The majority of fatal crashes due to distracted driving occur during those hours (51.2%).

**DISTRACTED DRIVING CRASH PERCENTAGE VERSUS FATAL DISTRACTED DRIVING CRASH PERCENTAGE BY TIME OF DAY, 2011 - 2015**



## 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 electronic devices can also be distracting and contribute to crashes.

Bergen County (75,223 or 10%) experienced the highest number of distracted driving crashes, followed closely by Middlesex County (67,998 or 9%) and Essex County (61,607 or 8.3%) over the past five years.

DRIVER INATTENTION RELATED CRASHES BY COUNTY, 2011 - 2015							
	COUNTY	2011	2012	2013	2014	2015	TOTAL
REGION I	ATLANTIC	5,034	5,677	5,145	4,980	4,614	25,450
	BURLINGTON	6,183	6,284	6,616	7,137	16,366	42,586
	CAMDEN	6,659	6,347	7,163	7,353	6,635	34,157
	CAPE MAY	1,815	1,704	1,944	1,733	6,478	13,674
	CUMBERLAND	1,951	2,036	2,296	2,265	1,575	10,123
	GLOUCESTER	3,477	3,330	3,268	3,214	2,077	15,366
	SALEM	623	693	611	651	13,028	15,606
REGION II	HUNTERDON	1,449	1,623	1,546	1,817	3,463	9,898
	MERCER	7,555	6,906	7,341	6,184	10,484	38,470
	MIDDLESEX	17,026	16,772	16,022	16,447	1,731	67,998
	MONMOUTH	11,293	11,278	11,527	10,711	5,975	50,784
	OCEAN	9,126	9,007	9,336	8,371	14,901	50,741
	SOMERSET	5,169	5,128	5,122	4,824	9,780	30,023
	UNION	9,817	9,907	10,008	10,564	7,587	47,883
REGION III	BERGEN	17,170	16,099	16,611	17,930	7,413	75,223
	ESSEX	11,996	12,004	12,648	13,870	11,089	61,607
	HUDSON	10,423	10,916	10,791	10,483	682	43,295
	MORRIS	8,514	8,206	8,473	8,065	4,693	37,951
	PASSAIC	11,680	11,803	11,758	11,195	1,629	48,065
	SUSSEX	2,121	1,804	1,836	1,584	10,215	17,560
	WARREN	1,712	1,668	1,717	1,656	1,692	8,445
	<b>TOTAL</b>	<b>150,793</b>	<b>149,192</b>	<b>151,779</b>	<b>151,034</b>	<b>142,107</b>	<b>744,905</b>

Over the past five years, Essex County (9,495 or 10.6%) experienced the highest number of speed related crashes, followed by Middlesex County (8,534 or 9.5%), Monmouth County (7,216 or 8%) and Camden County (7,058 or 7.9%).

SPEED RELATED CRASHES BY COUNTY, 2011 - 2015							
	COUNTY	2011	2012	2013	2014	2015	TOTAL
REGION I	ATLANTIC	682	644	717	663	921	3,627
	BURLINGTON	1,088	1,024	1,104	1,189	1,302	5,707
	CAMDEN	1,518	1,555	1,485	1,294	1,206	7,058
	CAPE MAY	154	143	154	170	166	787
	CUMBERLAND	376	320	383	400	479	1,958
	GLOUCESTER	807	663	709	687	665	3,531
	SALEM	152	99	143	178	240	812
REGION II	HUNTERDON	303	264	258	233	280	1,338
	MERCER	1,029	798	1,031	990	1,104	4,952
	MIDDLESEX	1,808	1,578	1,699	1,734	1,715	8,534
	MONMOUTH	1,495	1,404	1,476	1,406	1,435	7,216
	OCEAN	840	886	1,046	1,180	951	4,903
	SOMERSET	621	601	643	603	623	3,091
	UNION	846	824	848	906	892	4,316
1410REGION III89549	BERGEN	1,518	1,353	1,264	1,069	895	6,099
	ESSEX	1,954	1,936	1,890	1,893	1,822	9,495
	HUDSON	748	651	667	619	624	3,309
	MORRIS	973	958	972	937	807	4,647
	PASSAIC	1,172	1,129	1,055	868	918	5,142
	SUSSEX	368	358	311	297	283	1,617
	WARREN	328	282	285	233	282	1,410
	TOTAL	18,780	17,470	18,140	17,549	17,610	89,549

**Project Name: POLICE TRAFFIC SERVICES PROGRAM MANAGEMENT**

Sub-Recipient: **DIVISION OF HIGHWAY TRAFFIC SAFETY**

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

**Project Description:**

Funds will be provided for program manager expenses related to planning, developing, coordinating, monitoring and evaluating projects within the police traffic services program area. Funds will be used for salaries, fringe benefits, travel and other administrative costs that may arise for program supervisors and their respective staff. Salaries and fringe benefits represent \$310,000 of the budgeted amount and another \$5,000 is budgeted for travel and other miscellaneous expenditures.

Funding Source: **SECTION 402**

Maintenance of Effort: **0**

Indirect Cost: **\$7,653**

Local Benefit: **0**

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**COUNTERMEASURE STRATEGY: ENFORCEMENT**

***Effectiveness of Countermeasure***

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.

Results from the NHTSA high visibility enforcement program suggest hand-held cell phone use among drivers dropped 57 percent in Hartford and 32 percent in Syracuse (Cosgrove, Chaudhary, & Reagan, 2011). The percentage of drivers observed manipulating a phone (e.g., texting or dialing) also declined.

***Assessment of Safety Impacts***

Many crashes are caused or aggravated by drivers' noncompliance with traffic laws pertaining to speed and distracted driving. The effectiveness of enforcement can be increased if drivers perceive there is a significant chance they may be cited for the violation 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.

***Linkage between Problem Identification and Performance Targets***

Both speed and distracted driving related fatalities have generally trended upward over the past five years. Speed and distracted driving crashes account for nearly 7 percent and 52 percent of all crashes respectively. There is an over-representation of speed and distracted driving crashes in Bergen, Essex and Middlesex Counties. Particular emphasis will be placed on implementing programs in high crash locations identified in these counties.

**Project Name: ENFORCEMENT PROGRAMS**

Sub-Recipients: **STATE AND MUNICIPAL LAW ENFORCEMENT AGENCIES**

Total Project Amount: **SECTION 405(e) – \$2,400,000 • SECTION 402 – \$1,200,000**

**Project 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 driving. Saturation patrols will concentrate on a multitude of 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.

On an overtime basis, funds will also be provided to police agencies to conduct special enforcement patrols targeting distracted drivers not complying with the 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. In addition, warning letters will be sent to those spotted using cell phones in an effort to increase awareness of the dangers of using a cell phone while driving.

An analysis of crashes will be performed to identify which regions, counties and towns are overrepresented in distracted driving crashes. The most overrepresented 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 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.

Funds will be used to pay for police overtime enforcement during speed and distracted driving enforcement campaigns.

A list producing the occurrence of crashes involving distracted driving by region will be developed to determine 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. Both earned and paid media are important to ensuring the general public is aware of the enforcement activity and creates an impression that violators will be apprehended.

Funding Source: **SECTION 405(e), 402**      Maintenance of Effort: **0**

Indirect Cost: **0**

Local Benefit: **\$2,150,000 (SECTION 405(e)), \$1,200,000 (SECTION 402)**

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**COUNTERMEASURE STRATEGY: SPEED DETECTION**

***Effectiveness of Countermeasure***

Many traffic enforcement operations help to deter speeding and aggressive driving as well as other traffic offenses. 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).

***Assessment of Safety Impacts***

Traffic law enforcement personnel need accurate and reliable equipment to monitor traffic speeds and provide evidence that meets the standards of proof needed to uphold a speed limit citation. The use of speed detection



equipment provides a means of increasing enforcement effectiveness and permits police administration to make better use of scarce personnel.

### ***Linkage between Problem Identification and Performance Targets***

Speed 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.

#### **Project Name: SPEED DETECTION PROGRAMS**

Sub-Recipients: **DIVISION OF STATE POLICE**

Total Project Amount: **\$150,000**

#### **Project Description:**

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.

Funding Source: **SECTION 402**

Maintenance of Effort: **0**

Indirect Cost: **0**

Local Benefit: **0**

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## **COUNTERMEASURE STRATEGY: EQUIPMENT**

### ***Effectiveness of Countermeasure***

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).

### ***Assessment of 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 Problem Identification and Performance Targets***

The Fatal Accident Investigation Unit (FAIU) of the Division of State Police performs many functions related to the investigation of fatal and serious injury motor vehicle crashes and the collection of statistical data related to fatal crashes. FAIU personnel investigate serious and fatal crashes that occur in the patrol areas of the State Police and respond to requests for technical assistance with on scene investigations and/or post collision investigation from

county prosecutors' offices and municipal police departments. Proper documentation of crash scenes is a vital part of any investigation and is critical to the successful prosecution of any charges that result. FAIU personnel rely on their advanced training and technical expertise as well as their specialized equipment in order to effectively and efficiently perform these vital functions.

Technology in regards to crash investigation and crime scene processing is routinely updating to reflect the latest investigative techniques. Keeping the FAIU equipment current will allow personnel to effectively process crash scenes in a timely manner.

**Project Name: CRASH INVESTIGATION**

**Sub-Recipients: DIVISION OF STATE POLICE**

**Total Project Amount: \$100,000**

**Project Description:**

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

Funds will be used to purchase equipment that will allow detectives to ensure a complete investigation and assist detectives in accessing available resources when completing reconstructions of serious and fatal motor vehicle crashes.

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

**Maintenance of Effort: 0**

**Indirect Cost: 0**

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## **COUNTERMEASURE STRATEGY: TRAFFIC SAFETY RESOURCE PROSECUTOR**

### ***Effectiveness of Countermeasure***

Traffic Safety Resource Prosecutor's (TSRPs) fill a critical void as the in-State expert on traffic related offenses, including impaired driving and vehicular homicides. TSRPs understand the nuances of their State statutes and case law, build relationships with each of their State prosecutor's offices and forge solid interactions with State highway safety offices. TSRPs are essential to effective traffic safety adjudications. (American Prosecutors Research Institute's National Traffic Law Center).

### ***Assessment of 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 Problem Identification and Performance Targets***

The TSRP is important to the law enforcement community in all traffic safety issues, but is most needed and valuable in the field of the enforcement and prosecution of 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 be selecting a new breath test instrument that could very well see challenges in the courts that could potentially affect the State's DWI conviction rates.

**Project Name: TRAFFIC SAFETY RESOURCE PROSECUTOR**

Sub-Recipients: **DIVISION OF CRIMINAL JUSTICE**

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

**Project Description:**

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

The areas of impaired driving, distracted driving, youthful drivers and speed management require coordination and training in the judicial, prosecutorial, and law enforcement fields. There have also been significant legal challenges in the area of chemical breath testing 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 salary as well as travel expenses of the Traffic Safety Resource Prosecutor.

Funding Source: **SECTION 402**

Maintenance of Effort: **0**

Indirect Cost: **0**

Local Benefit: **\$350,000**

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**COUNTERMEASURE STRATEGY: TRAINING**

***Effectiveness of Countermeasure***

The International Association of Chiefs of Police encourages training and special training for law enforcement officers in its publication, Traffic Safety Strategies for Law Enforcement, 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.

***Assessment of Safety Impacts***

Local police officers are required to conduct investigations immediately after a roadway crash occurs to preserve physical evidence before it is altered or disappears. Fatal crash investigations become more complex and require the scientific processing of data and documentation to contribute to the successful prosecution of criminal charges. Training can assist in helping both local and State police to become proficient in the handling of crash scene evidence.

***Linkage between Problem Identification and Performance Targets***

Traffic crashes can be extremely confusing events. How they occur, who or what caused them, and why they occurred are facts that police must determine. Law enforcement officers may get some degree of training in crash investigation while attending initial training at the police academy, however, it is not really 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 allows for the much needed hands on training.

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**Project Name: CRASH INVESTIGATION AND SPECIALIZED TRAINING PROGRAMS**

Sub-Recipients: **KEAN UNIVERSITY AND THE DIVISION OF STATE POLICE**

Total Project Amount: **\$1,200,000**

**Project 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 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.

Funding Source: **SECTION 402**

Maintenance of Effort: **0**

Indirect Cost: **0**

Local Benefit: **\$372,000**

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**COUNTERMEASURE STRATEGY: DATA-DRIVEN APPROACHES TO CRIME AND TRAFFIC SAFETY (DDACTS)**

***Effectiveness of Countermeasure***

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).

***Assessment of 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 Problem Identification and Performance Targets***

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. Because a shortage of law enforcement resources is likely to continue, other means of improving traffic safety in communities need to be pursued.

**Project Name: DDACTS**

Sub-Recipients: **COUNTY AND MUNICIPAL POLICE AGENCIES**

Total Project Amount: **\$150,000**

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**Project Description:**

Funds will be used to implement the DDACTS business 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.

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

Maintenance of Effort: **0**

Indirect Cost: **0**

**COUNTERMEASURE STRATEGY: LAW ENFORCEMENT LIAISON (LEL)**

***Effectiveness of Countermeasure***

Law enforcement is a key partner in highway safety. As the “boots on the ground” of traffic safety, law enforcement officers are crucial to reducing fatalities on the roadways. The National Law Enforcement Liaison Program was created by the NHTSA and the Governors Highway Safety Association to help law enforcement by working with LELs in the States.

***Assessment of Safety Impacts***

A 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 Problem Identification and Performance Targets***

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 this contributes to crash reductions. This is particularly important as a result of manpower issues at the DHTS.

***Project Name: LEL***

Sub-Recipients: **NEW JERSEY STATE ASSOCIATION OF CHIEFS OF POLICE**

Total Project Amount: **\$85,000**

***Project Description:***

The LEL Program is designed to enhance the relationship between the highway safety office, law enforcement community and other pertinent partners. The LEL position 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.

Funding Source: **SECTION 402**  
Local Benefit: **\$85,000**

Maintenance of Effort: **0**

Indirect Cost: **0**

## COUNTERMEASURE STRATEGY: JUDICIAL OUTREACH PROGRAM

### *Effectiveness of Countermeasure*

DWI cases can be highly complex and difficult to prosecute, yet they are often assigned to the least experienced prosecutors. In one survey, about half of prosecutors and judges said the training and education they received prior to assuming their position was inadequate for preparing them to prosecute and preside over DWI cases (Robertson & Simpson, 2002a). Judicial Outreach Liaisons (JOLs) are current or former judges who are experienced in handling DWI cases. Many JOLs have presided over DWI or Drug Courts. They share information and provide education to judges and other court personnel about DWI cases. NHTSA has developed a manual and guidelines for creating State JOLs (NHTSA, 2014a).

### *Assessment of Safety Impacts*

The JOL will be able to provide the much needed education and technical assistance to judges and other criminal justice officials and advise highway safety officials about judicial issues that arise in impaired driving and other traffic cases.

### *Linkage between Problem Identification and Performance Targets*

The State's conviction rate for DWI cases stands at approximately 85 percent. This is a respectable percentage but can certainly be improved. There is a need for judicial training on the topic of DRE's and the admissibility of DRE testimony and evidence in the courts. There are inconsistencies when it comes to a judge and his/her willingness to accept the testimony and evidence of the DRE in court.

### **Project Name: JUDICIAL LIAISON**

Sub-Recipients: **DIVISION OF HIGHWAY TRAFFIC SAFETY**

Total Project Amount: **\$125,000**

#### **Project Description:**

Funds will be used to hire of a State JOL. This individual will establish a working relationship with the DHTS, the State Law Enforcement Liaison, Traffic Safety Resource Prosecutor and others. A network of contacts with judges and judicial educators will be developed to promote training and judicial education related to impaired driving and other traffic safety issues. Issues of concern to judges will also be identified regarding impaired driving and other traffic issues and barriers that hamper effective training, education or outreach to the courts will be addressed. The requirement of the position is that the JOL will either be a sitting or retired judge residing in the State.

Funding Source: **SECTION 402**

Maintenance of Effort: **0**

Indirect Cost: **\$3,037**

Local Benefit: **0**

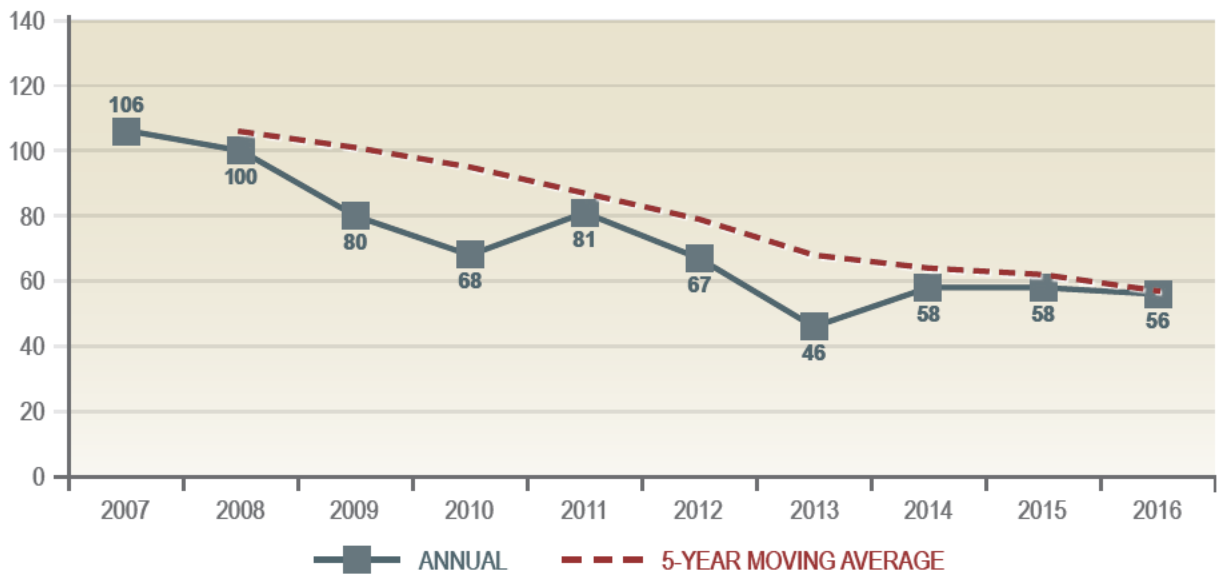
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## YOUNGER DRIVERS AND OLDER DRIVERS

### YOUNGER DRIVERS • GENERAL OVERVIEW

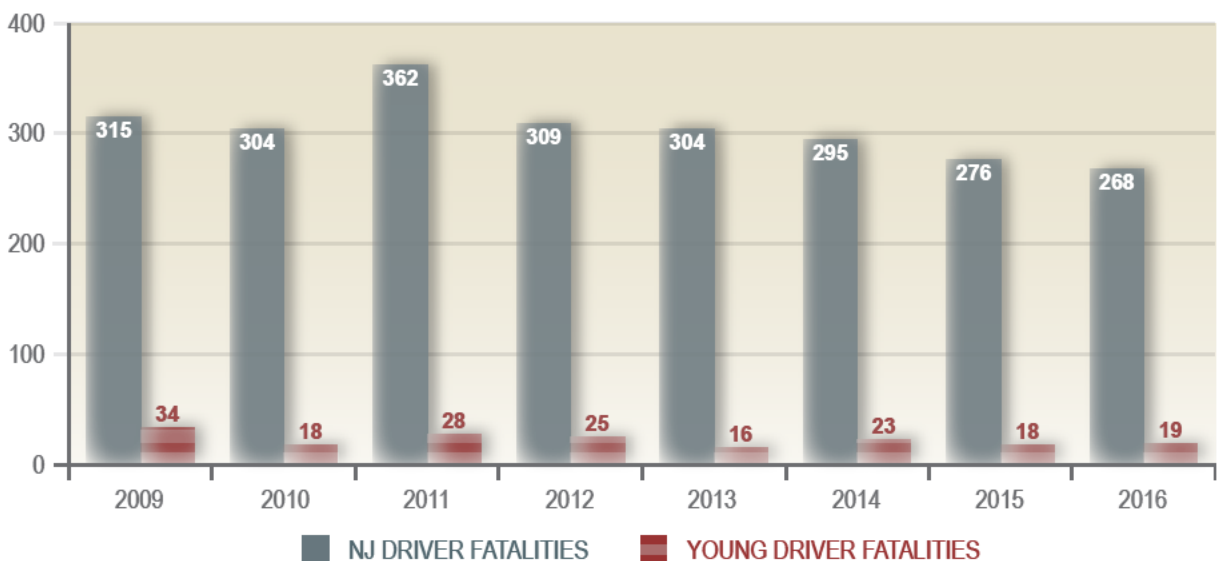
A younger driver is defined as an operator of a motor vehicle or motorcycle between 16-20 years of age. During the last ten years (2007-2016), there were 720 fatalities involving younger drivers. In 2016, younger drivers were involved in 9.3 percent of total motor vehicle fatalities (56 out of 604), down from 10.5 percent in 2015.

DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES, ANNUAL AND 5-YEAR MOVING AVERAGE



A total of 19 drivers between the ages of 16-20 died on the State's roadways in 2016. Younger driver fatalities in 2016 accounted for 7.1 percent of total drivers killed, up from 6.5 percent in 2015. 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 drivers accounted for 9.3 percent of all fatalities, they were involved in slightly over 13 percent of all crashes statewide, up from 12.4 percent in 2015. Compared to all drivers involved in crashes, younger drivers represented 7.4 percent of all drivers involved.

YOUNG DRIVER CRASHES VERSUS ALL CRASHES BY YEAR, 2009 - 2015							
	2009	2010	2011	2012	2013	2014	2015
<b>ALL CRASHES</b>	301,249	301,544	295,094	284,064	289,304	289,873	271,445
<b>16-20 YO DRIVER INVOLVED CRASHES</b>	47,962	44,848	41,468	38,950	37,939	36,040	35,942
<b>YOUNG DRIVER CRASHES VS ALL CRASHES*</b>	15.9%	14.9%	14.1%	13.7%	13.1%	12.4%	13.2%
<b>DRIVERS INVOLVED IN ALL CRASHES</b>	562,977	566,904	554,892	535,626	545,659	546,459	512,773
<b>16-20 YO DRIVERS INVOLVED IN CRASHES</b>	51,351	47,899	44,142	41,316	40,173	38,019	37,986
<b>YOUNG DRIVERS VS ALL DRIVERS IN CRASHES*</b>	9.1%	8.4%	8.0%	7.7%	7.4%	7.0%	7.4%

\* Excludes undefined driver age.

The majority of 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 797,104 contributing circumstances cited, the most common factor for crashes involving younger drivers was “Driver Inattention” (121,157 or 15.2%), followed by “Following Too Closely” (29,230 or 3.67%).

TOP 10 CONTRIBUTING CIRCUMSTANCES IN CRASHES INVOLVING YOUNG DRIVERS, 2011 - 2015						
CONTRIBUTING CIRCUMSTANCE	2011	2012	2013	2014	2015	TOTAL
<b>DRIVER INATTENTION</b>	25,933	24,907	24,119	23,154	23,044	121,157
<b>FOLLOWING TOO CLOSELY</b>	5,957	5,629	5,903	5,704	6,037	29,230
<b>FAILED TO YIELD RIGHT OF WAY TO VEHICLE / PEDESTRIAN</b>	5,501	4,993	4,897	4,544	4,716	24,651
<b>UNSAFE SPEED</b>	3,959	3,842	3,753	3,217	3,349	18,120
<b>BACKING UNSAFELY</b>	2,619	2,598	2,575	2,252	1,180	11,224
<b>ROAD SURFACE CONDITION</b>	1,987	1,585	2,070	2,129	1,815	9,586
<b>IMPROPER LANE CHANGE</b>	1,794	1,694	1,802	1,766	1,955	9,011
<b>FAILED TO OBEY TRAFFIC CONTROL DEVICE (DRIVER)</b>	1,872	1,790	1,693	1,559	1,715	8,629
<b>IMPROPER TURNING</b>	1,617	1,587	1,518	1,486	1,415	7,623
<b>IMPROPER PASSING</b>	979	871	867	807	828	4,352

## YOUNGER DRIVERS • ANALYSIS OF GENDER

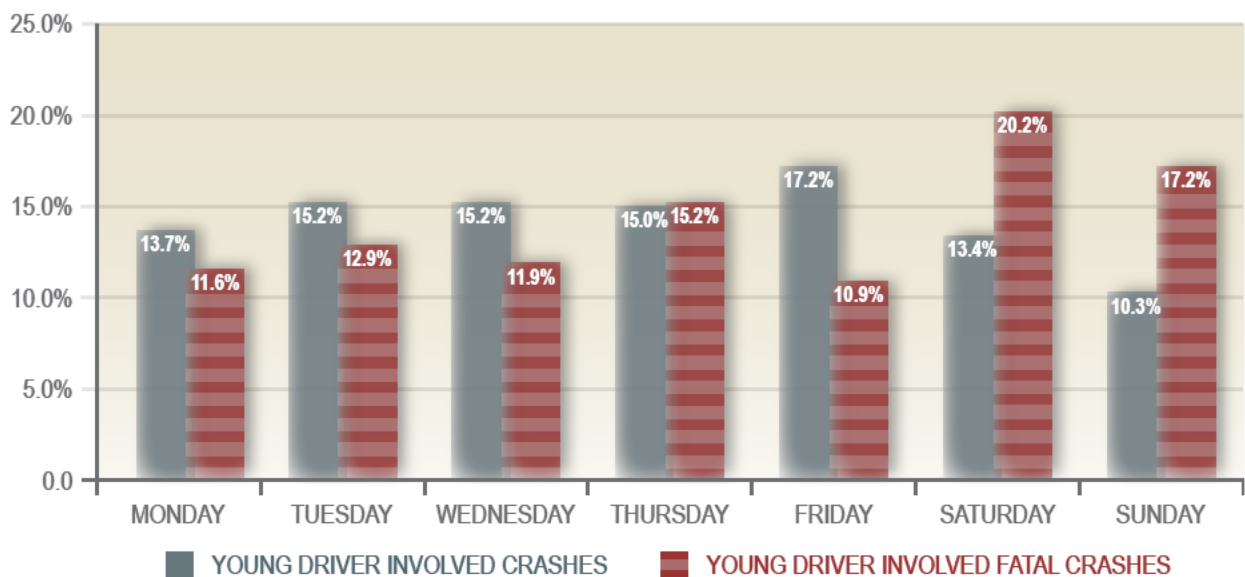
Males between the ages of 16-20 accounted for 54 percent of younger drivers involved in crashes over the past five years, with females representing 46 percent. Drivers between the ages of 16 and 20 accounted for 7.4 percent of all drivers involved in crashes in 2015. Over the last five years (2011-2015), only 1.57 percent of all crashes involving younger drivers involved alcohol.

PERCENTAGE OF YOUNG DRIVERS INVOLVED IN CRASHES BY AGE AND GENDER, 2011 - 2015					
AGE	% OF 16-20 AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
16 YEARS OLD	0.9%	0.5%	0.4%	0.0%	1,793
17 YEARS OLD	14.6%	7.5%	7.1%	0.0%	29,521
18 YEARS OLD	28.2%	15.0%	13.0%	0.1%	56,780
19 YEARS OLD	28.3%	15.5%	12.7%	0.1%	57,009
20 YEARS OLD	28.0%	15.4%	12.5%	0.1%	56,554
TOTAL	100.0%	53.9%	45.7%	0.4%	201,657

## YOUNGER DRIVERS • ANALYSIS OF OCCURRENCE

The occurrence of crashes involving a younger driver helps decision makers in addressing the specific concerns that are facing new 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 (17.2% of all crashes). Younger driver crashes where one or more person was killed mostly occurred on Saturday and Sunday (20.2% and 17.2% respectively).

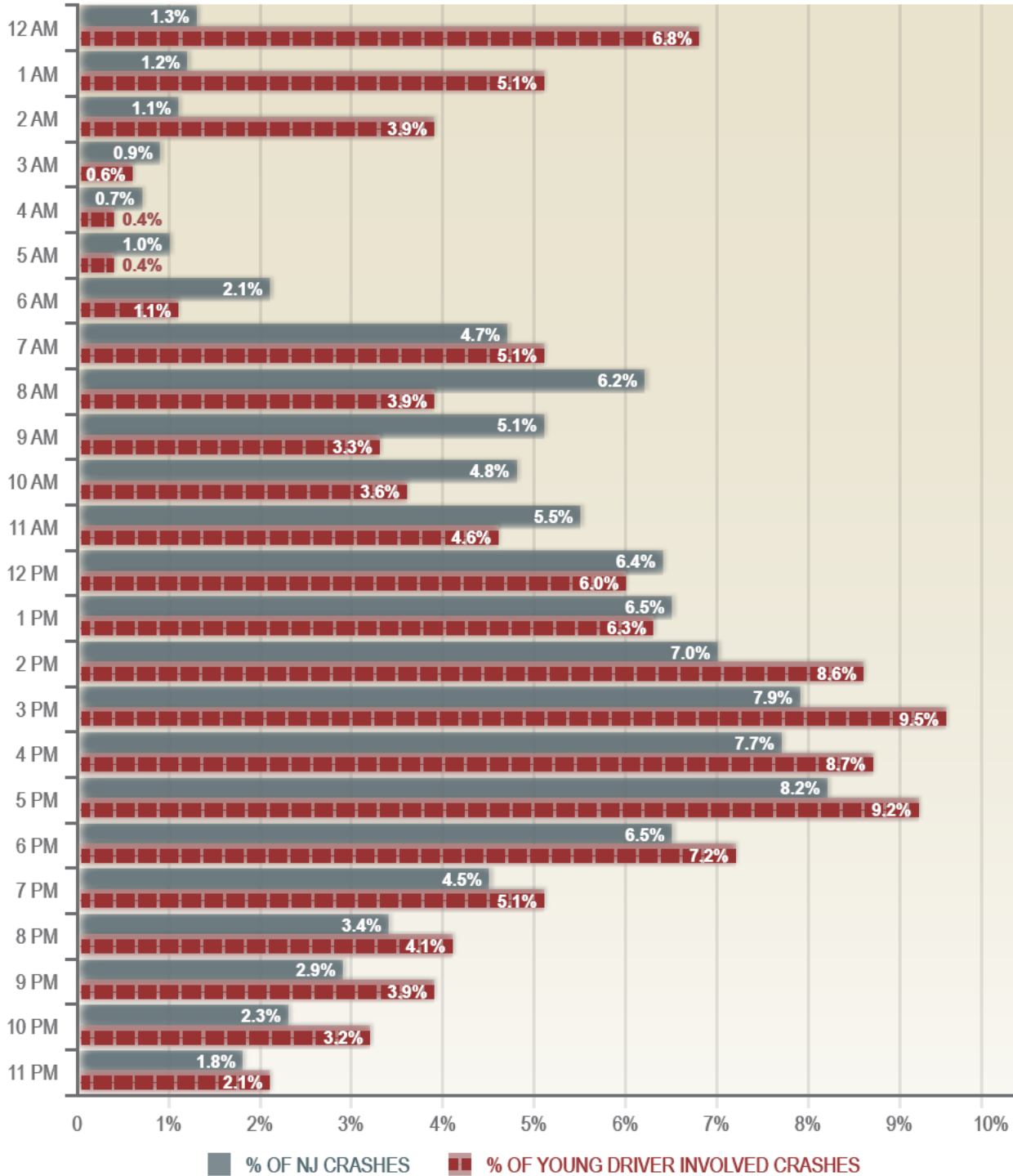
YOUNG DRIVER INVOLVED CRASH % VS YOUNG DRIVER INVOLVED FATAL CRASH % BY DAY OF WEEK, 2011 - 2015



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.

Crashes involving younger drivers from 2011-2015 reveal an overrepresentation of younger drivers involved in crashes starting at 2pm with the majority of crashes occurring during the 3pm interval, accounting for 9.5 percent of all crashes during the 24-hour period. Twenty seven percent (27.4%) of younger driver crashes occur between the hours of 3pm and 5pm, and 21.0 percent between 12pm and 2pm.

**YOUNG DRIVER INVOLVED CRASH PERCENTAGE VS NJ CRASH PERCENTAGE BY TIME OF DAY, 2011 - 2015**



There was a 13.3 percent reduction in crashes involving younger drivers from 2011 to 2015. In 2011, younger drivers were involved in 14.1 percent of all crashes statewide compared to 13.2 percent involvement in 2015. In order to assess the effectiveness of Kyleigh’s law, an analysis was conducted of the time of day when a younger driver is permitted to operate a motor vehicle (5:01am–11:00pm) compared to restricted hours (11:01pm–5:00am). The time of day permissible for younger drivers to use the roadways experienced a 14.07 percent reduction in crashes involving younger drivers from 2011 to 2015. The largest percent change occurred during the restricted hours of 11:01pm – 5:00am with a 31.93 percent reduction. The limitation of the hours in which a younger driver is permitted to drive has had a positive effect on the total number of crashes experienced.

KYLEIGH'S LAW EFFECTS PERCENTAGE OF YOUNG DRIVER CRASHES BY YEAR AND TIME PERIOD, 2011 - 2015		
YEAR	11:01PM - 4:59AM	5 AM - 11PM
2011	7.0%	92.6%
2012	6.6%	92.9%
2013	6.1%	93.5%
2014	5.6%	93.9%
2015	5.5%	94.0%
<b>2011 - 2015 DIFFERENCE</b>	<b>-31.93%</b>	<b>-14.07%</b>

## YOUNGER DRIVERS • ANALYSIS OF LOCATION

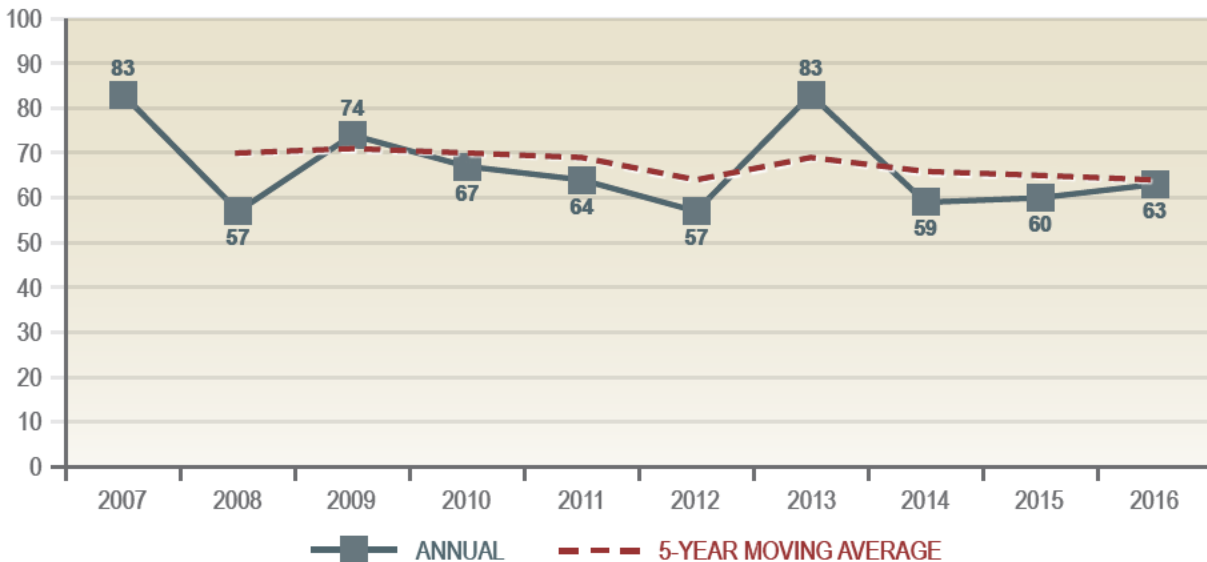
Over the past 5 years, Vineland had the largest decrease of crashes involving younger drivers with a 48.6 percent reduction. Paramus and Middletown had the second and third largest reductions with 40.1 percent and 40.0 percent respectively. Elizabeth stands out as having the largest increase in the number of younger driver involved crashes with a 20.5 percent increase from 2011 to 2015.

TOP 20 MUNICIPALITIES WITH CRASHES INVOLVING YOUNG DRIVERS, 2011 - 2015							
MUNICIPALITY	2010	2011	2012	2013	2014	TOTAL	2011 - 2015 % CHANGE
TOMS RIVER	914	870	901	849	765	4,299	-16.3%
EDISON	727	770	704	637	658	3,496	-9.5%
WOODBIDGE	696	656	663	661	651	3,327	-6.5%
PARAMUS	890	910	401	557	533	3,291	-40.1%
NEWARK	556	581	585	572	556	2,850	0.0%
HAMILTON (MERCER)	582	447	533	507	470	2,539	-19.2%
CLIFTON	598	174	563	533	493	2,361	-17.6%
WAYNE	546	481	482	411	385	2,305	-29.5%
PATERSON	548	29	581	535	572	2,265	4.4%
JERSEY CITY	423	534	444	364	439	2,204	3.8%
CHERRY HILL	474	430	439	440	381	2,164	-19.6%
BRIDGEWATER	430	475	421	397	348	2,071	-19.1%
UNION (UNION)	452	406	413	381	397	2,049	-12.2%
VINELAND	661	314	312	338	338	1,963	-48.9%
LAKEWOOD	387	393	389	405	376	1,950	-2.8%
MIDDLETOWN	458	430	366	342	275	1,871	-40.0%
ELIZABETH	336	360	353	385	405	1,839	20.5%
EAST BRUNSWICK	382	363	378	358	356	1,837	-6.8%
FREEHOLD TWP.	375	443	379	324	244	1,765	-34.9%
OLD BRIDGE	375	349	330	341	299	1,694	-20.3%

## OLDER DRIVERS • GENERAL OVERVIEW

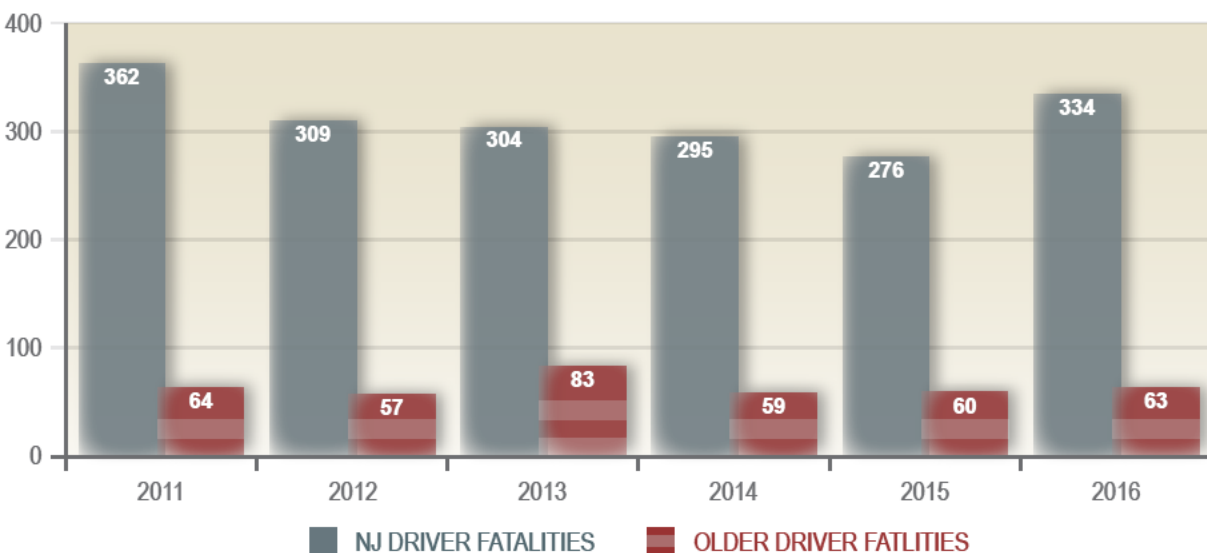
An older driver is defined as an operator of a motor vehicle or motorcycle who is 65 years of age and older. During the last ten years (2007–2016), there were 667 older driver (65+) fatalities. In 2016, 63 drivers age 65 or older were killed compared to 60 in 2015.

OLDER DRIVER FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



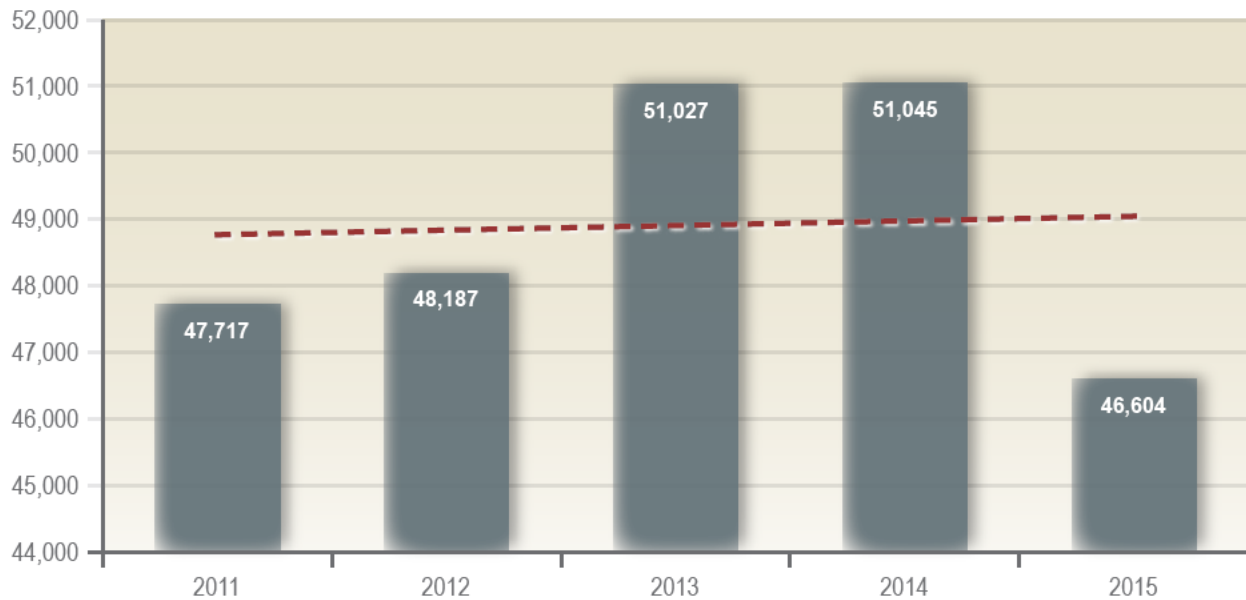
Similar to younger drivers, older drivers are considered a higher-risk population on the roadways. The amount of crashes involving older drivers has experienced an upward trend in the total number of motor vehicle crashes since 2006. In 2015 alone, there were 43,729 crashes involving 46,604 older drivers. In 2015, older drivers accounted for 18.9 percent of all driver fatalities in the State and were involved in 16.1 percent of all crashes. 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



The number of older drivers involved in crashes has declined for the first time since 2009 with 46,604 crashes involving older drivers. There was an 8.7 percent reduction in crashes involving older drivers from 2014 (51,045) to 2015. Older drivers, once involved in 14.8 percent of all crashes in 2010 now account for 16.1 percent in 2015, down from 16.5 percent in 2014.

**OLDER DRIVERS INVOLVED IN CRASHES, 2011 - 2015**



The majority of crashes involving older drivers had one or more contributing factors reported at the time of the crash. The most common factor for crashes involving older drivers was “Driver Inattention” (137,428 or 27.05 percent), followed by “Failure to Yield Right of Way to Another Vehicle or Pedestrian” (30,092 or 5.92 percent).

**TOP 10 CONTRIBUTING CIRCUMSTANCES IN CRASHES INVOLVING OLDER DRIVERS, 2011 - 2015**

CONTRIBUTING CIRCUMSTANCE	2011	2012	2013	2014	2015	TOTAL
DRIVER INATTENTION	25,860	26,464	28,210	28,470	28,424	137,428
FAILED TO YIELD RIGHT OF WAY TO VEHICLE / PEDESTRIAN	5,753	5,849	6,179	5,873	6,438	30,092
FOLLOWING TOO CLOSELY	4,103	4,286	4,743	5,003	5,879	24,014
BACKING UNSAFELY	4,150	4,290	4,769	4,225	2,006	19,440
IMPROPER LANE CHANGE	2,025	2,060	2,331	2,390	3,084	11,890
FAILED TO OBEY TRAFFIC CONTROL DEVICE	2,252	2,130	2,237	2,200	2,570	11,389
IMPROPER TURNING	1,738	1,839	1,892	2,059	2,059	9,587
UNSAFE SPEED	1,376	1,289	1,393	1,429	1,432	6,919
IMPROPER PASSING	975	1,080	1,084	1,100	1,139	5,378
ROAD SURFACE CONDITION	859	591	850	1,176	1,166	4,642

## OLDER DRIVERS • ANALYSIS OF GENDER

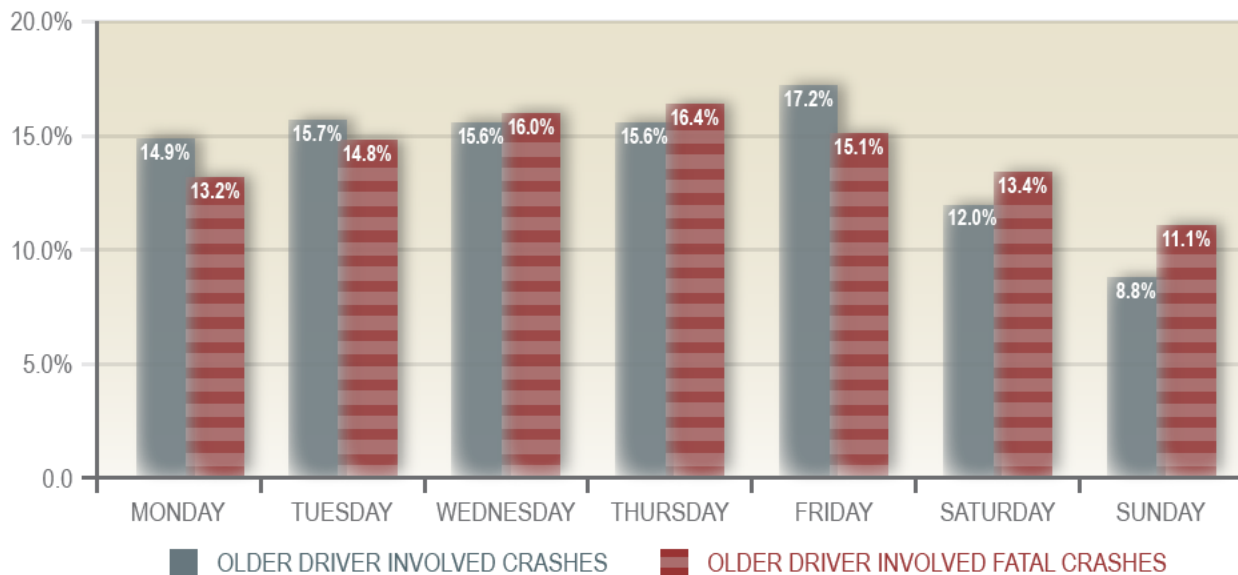
A breakdown of the gender make-up of older drivers involved in crashes shows that males age 65 and older accounted for 57 percent of older drivers involved in crashes while females represented 43 percent during the past five years. These percentages are nearly identical to the gender breakdown found among all New Jersey motorists. Drivers between the ages of 65-69 accounted for 37.1 percent of total older drivers involved.

PERCENTAGE OF OLDER DRIVERS INVOLVED IN CRASHES BY AGE AND GENDER, 2011 - 2015					
AGE	% OF 65 - 85+ AGE GROUP	MALE	FEMALE	UNKNOWN	TOTAL
65 - 69 YEARS OLD	37.1%	21.8%	15.2%	0.1%	90,913
70 - 74 YEARS OLD	24.7%	14.2%	10.4%	0.1%	60,434
75 - 79 YEARS OLD	16.6%	9.4%	7.2%	0.1%	40,726
80 - 84 YEARS OLD	11.9%	6.4%	5.5%	0.0%	29,165
85+ YEARS OLD	9.6%	5.3%	4.3%	0.0%	23,500
<b>TOTAL</b>	<b>100.0%</b>	<b>57.1%</b>	<b>42.5%</b>	<b>0.4%</b>	<b>244,738</b>

## OLDER DRIVERS • ANALYSIS OF OCCURRENCE

Day of week representation does not vary greatly. Sunday was the day that experienced the least volume of crashes, both non-fatal and fatal, with 8.8 percent and 11.1 percent occurring respectively. The day of the week that experiences the highest volumes of crashes involving older drivers was Friday which accounted for 17.2 percent of the total crashes, and 15.1 percent of older driver involved fatal crashes.

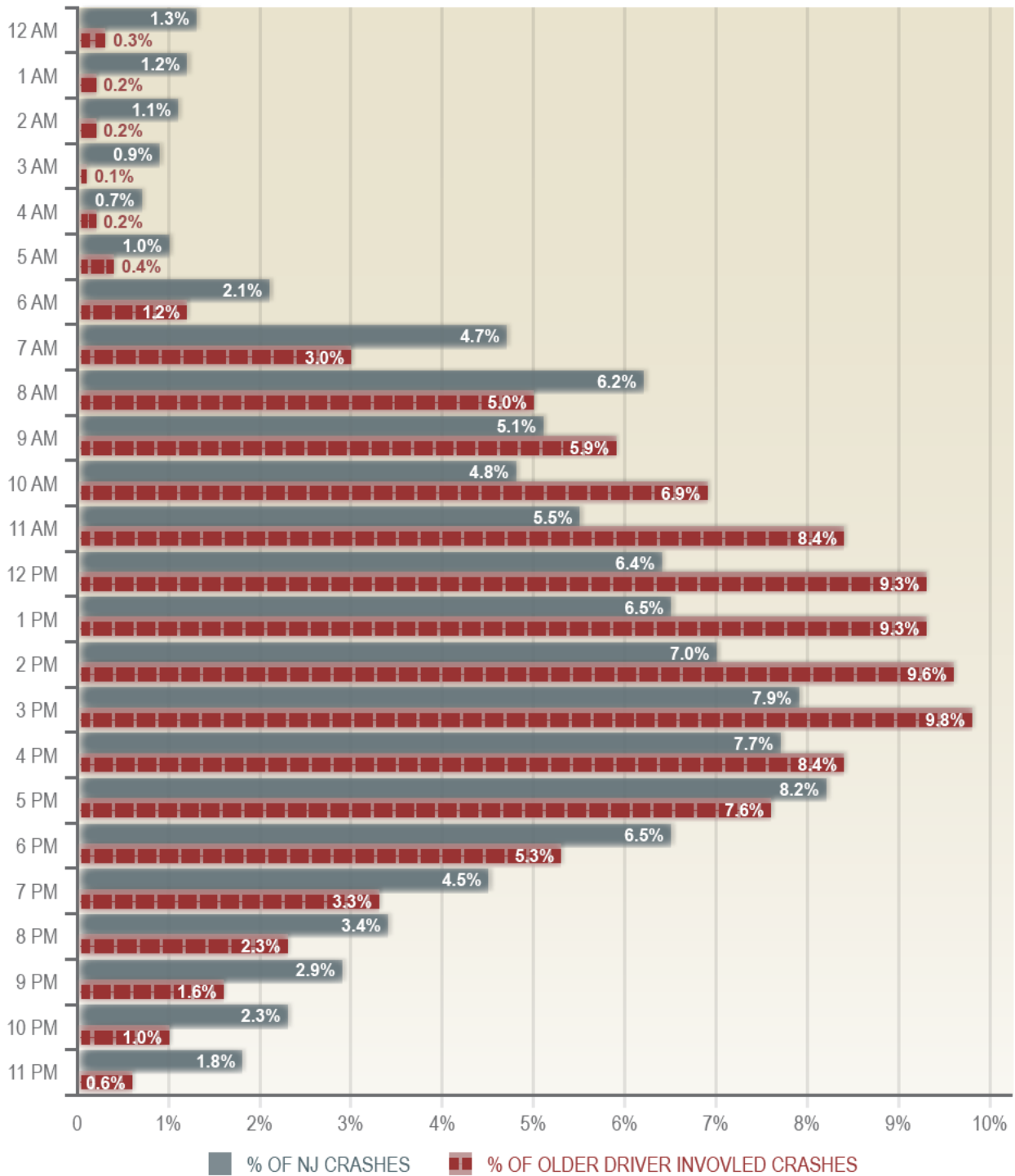
OLDER DRIVER INVOLVED CRASH % VS OLDER DRIVER INVOLVED FATAL CRASH % BY DAY OF WEEK, 2011 - 2015





Older drivers become overrepresented in motor vehicle crashes from 9am to 4pm, accounting for 67.6 percent of all older crashes over the past 5 years (2011-2015) down from 68.3 percent from 2010-2014. Thirty eight percent occurred between 12pm and 3pm.

**OLDER DRIVER INVOLVED CRASH PERCENTAGE VS NJ CRASH PERCENTAGE BY TIME OF DAY, 2011 - 2015**



## OLDER DRIVERS • ANALYSIS OF LOCATION

New Jersey experienced a decline in overall older driver involved crashes in 2015, and progress can be seen in the Top 20 towns that experience older driver crashes. Toms River experienced the largest decline in older driver crashes with a 24.4 percent decrease from 2011 to 2015, followed by Brick with a 21.89 percent decrease. Newark has seen the largest increase in older driver involved crashes, increasing 34.6 percent from 2011 to 2015.

TOP 20 MUNICIPALITIES WITH CRASHES INVOLVING OLDER DRIVERS, 2011 - 2015								
MUNICIPALITY	2011	2012	2013	2014	2015	TOTAL	5-YEAR AVG.	2010 - 2014 % CHANGE
TOMS RIVER	1,122	1,058	1,136	1,141	848	5,305	1,061	-24.4%
NEWARK	650	741	788	856	875	3,910	782	34.6%
JERSEY CITY	684	767	760	807	768	3,786	757	12.3%
WOODBRIIDGE	630	681	743	744	665	3,463	693	5.6%
EDISON	603	669	684	679	587	3,222	644	-2.7%
CLIFTON	589	639	679	645	595	3,147	629	1.0%
CHERRY HILL	545	571	679	656	583	3,034	607	7.0%
PATERSON	521	609	569	550	610	2,859	572	17.1%
PARAMUS	533	518	613	636	527	2,827	565	-1.1%
HAMILTON (MERCER)	549	560	566	556	509	2,740	548	-7.3%
BRICK	520	570	627	616	406	2,739	548	-21.9%
ELIZABETH	455	459	455	527	508	2,404	481	11.6%
UNION (UNION)	487	471	517	453	455	2,383	477	-6.6%
HACKENSACK	434	465	468	504	392	2,263	453	-9.7%
WAYNE	448	426	460	478	368	2,180	436	-17.9%
LAKEWOOD	416	390	483	431	401	2,121	424	-3.6%
VINELAND	389	402	391	414	358	1,954	391	-8.0%
PARSIPPANY-TROY HILLS	390	354	388	445	364	1,941	388	-6.7%
TEANECK	341	375	330	412	344	1,802	360	0.9%
BRIDGEWATER	352	378	391	352	327	1,800	360	-7.1%

## **COUNTERMEASURE STRATEGY: ENFORCEMENT AND EDUCATION OF GRADUATED DRIVER LICENSING (GDL) LAW**

### ***Effectiveness of Countermeasure***

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).

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 parent limit setting, and several studies show that teenagers whose parents impose more strict 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.

### ***Assessment of Safety Impacts***

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

### ***Linkage between Problem Identification and Performance Targets***

Motor vehicle crashes are the leading cause of death for teenagers. In 2016, drivers 16-20 years of age were involved in over 9 percent of motor vehicle fatalities while accounting for 5.3 percent of licensed drivers in the State. 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.

### ***Project Name: GDL ENFORCEMENT AND EDUCATION***

**Sub-Recipients: DIVISION OF STATE POLICE AND KEAN UNIVERSITY**

**Total Project Amount: \$60,000**

#### **Project Description:**

The Division of State Police will conduct patrols in high young driver crash areas pertaining to the enforcement of GDL laws and other related traffic violations. In addition, troopers will also 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 FY 2018. 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. To that end, ensuring that parents and teens fully understand the risks and responsibilities associated with driving is essential to teen driver safety. The orientation is designed for parents and their teens in the pre-permit/permit stage of licensing and includes a resource guide full of 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.

## COUNTERMEASURE STRATEGY: COMMUNICATIONS AND OUTREACH

### *Effectiveness of Countermeasure*

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 restricting their driving in more risky situations (National Cooperative Highway Research Program, 2004, Strategy D2). The limited information available suggests that some material may increase driver's knowledge.

### *Assessment of Safety Impacts*

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

### *Linkage between Problem Identification and Performance Targets*

Although there was a decline in older driver involved crashes in 2015, there remains an upward trend in older driver crashes since 2011. Older drivers represent approximately 17 percent of licensed drivers in the State, but accounted for nearly 19 percent of all driver fatalities and were involved in 16 percent of all crashes in the State in 2015. As drivers age, their physical and mental abilities, driving behaviors, and crash risks all change. Driving is a complex activity that requires a variety of high-level cognitive skills that can diminish through changes that occur with normal aging and/or as a result of other age related factors.

### **Project Name: EDUCATION FOR OLDER DRIVERS**

Sub-Recipients: AAA

Total Project Amount: \$30,000

Project Description:

Educating older drivers to assess their driving capabilities and limitations will be provided through a series of *Car Fit* 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.

### COUNTERMEASURE STRATEGY: COMMUNITY PROGRAMS AND OUTREACH

#### *Effectiveness of Countermeasure*

The effectiveness of the Seminole County Community Traffic Safety Team (Best Practices) 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 agencies involved in traffic safety address road improvements, driver education and enhanced response times. The task force brings a variety of perspectives into play when solving mutual traffic safety problems.

#### *Assessment of Safety Impacts*

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

#### *Linkage between Problem Identification and Performance Targets*

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. These include the likes of Atlantic, Burlington, Bergen, Middlesex, Essex, Camden, Cumberland, Gloucester, Hudson, Morris, Ocean and Monmouth counties. Other factors including impaired driving, pedestrian and bicycle, unrestrained occupant, and distracted driving crashes and fatalities are reviewed when determining county participation.

#### **Project Name: COMMUNITY TRAFFIC SAFETY PROGRAMS AND OTHER STATEWIDE INITIATIVES**

**Sub-Recipients: DHTS, COUNTY AGENCIES AND NON-PROFIT ORGANIZATIONS**

**Total Project Amount: \$2,000,000**

#### **Project Description:**

Funds will be provided to continue the Community Traffic Safety Programs (CTSPs), which address priority traffic safety concerns in the following counties: Atlantic, Bergen, Burlington, Camden, Essex, Gloucester, Hudson, Middlesex, Morris, Ocean and Monmouth. 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 program related expenses, printing of training and educational materials, program coordinator expenses, and public outreach initiatives.

The Brain Injury Alliance will continue to advance its transportation safety message with the most current information and technology available and expand its network of participants through the use of outreach,

websites, and social media. In addition, the transportation safety websites created in prior years, including *ugotbrains.com*, *njteendriving.com*, *njdrivereducation.com*, *njsmartrider.org* and *brainybunch.info* will continue to be updated with the most current information on a regular basis. This approach will build upon the foundation that the Alliance has laid during previous years, with an emphasis on teen drivers, motorcycle riders, wheeled sport and pedestrian safety. In an effort to continue their transportation safety message, the project will reach out to high schools across the State to participate in the Champion Schools program. This aspect of the project will include 30-50 high schools. In addition, the project will continue to provide transportation safety related traveling workshops (50) for school-aged children, focused on helmet, pedestrian, motor vehicle and passenger safety issues. Traveling workshops will be promoted through continuous outreach to community and school-based systems. The Alliance will also work with Children's Hospital of Philadelphia to develop New Jersey's Annual Report on teen drivers. The scope of the work will include the ascertainment of required data, management and analysis of licensing and crash databases and creation and formatting of the report. Funds will be used for expenses related to the teen driver study, hosting, updating and maintenance of the websites, and staff salary. Program implementation will target those areas of the State that have been identified as problem areas in pedestrian, bicycle, motorcyclist and teen driving and have high crash and fatality rates.

The State's eight Transportation Management Associations or TMAs (Meadowlink, TransOptions, HART Commuter Information Services, 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 and motorcycle 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. Low conspicuity can increase the risk of motorcycle crash related injuries. Conspicuity is very important to riders of motorcycles and increasing the use of reflective clothing could considerably reduce motorcycle crash related injury and death. 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.

Funds will be used for printing educational materials, training expenses, staff salaries and website updates.

Funding Source: **SECTION 402**  
Local Benefit: **\$2,000,000**

Maintenance of Effort: **0**

Indirect Cost: **0**



**COUNTERMEASURE STRATEGY: OUTREACH**

*Effectiveness of Countermeasure*

Public information and education projects are designed and executed to support specific enforcement activities. Both the enforcement and public information and education portions of a project are planned and coordinated at the same time so they are mutually supportive. By conducting enforcement and public information and 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 effect.

*Assessment of Safety Impacts*

Experience has shown that enforcement conducted in concert with well-planned public information and education is much more effective than when either activity is conducted in isolation. It is generally essential that public information and education be provided specifically for traffic law enforcement programs.

*Linkage between Problem Identification and Performance Targets*

Paid media efforts in conjunction with national enforcement mobilizations will provide outreach to the general public about impaired driving and seat belt use as well as other traffic safety related areas. Outreach efforts will also include an additional emphasis on including the Hispanic community. According to U.S. Census Bureau population estimates as of July 1, 2015, approximately 1.76 million Hispanics reside in the State which represents 19.7 percent of the population in New Jersey. In 2015, 101 Hispanics were killed in motor vehicle crashes which represented 17.9 percent of all fatalities in the State. Further analysis indicates that Hispanics account for 21 percent of alcohol related driver fatalities and pedestrian fatalities. In addition, individuals from Hispanic origin represent nearly a third of all bicycle fatalities and 25 percent of unrestrained occupant fatalities.

Everyone in New Jersey needs further education regarding traffic safety issues, however, the Hispanic community is at a distinct disadvantage with the language barrier. Concentrated in dense urban environments, immigrants to this State have learned to walk, drive and ride bicycles in other countries with notable changes in their native country's laws. Therefore, 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, 2015				
	HISPANIC	NON-HISPANIC	UNKNOWN	TOTAL
WHITE	91	317	0	408
BLACK	5	105	0	110
CHINESE	0	8	0	8
FILIPINO	2	3	0	5
ASIAN INDIAN	0	12	0	12
OTHER INDIAN	0	1	0	1
KOREAN	0	5	0	5
ASIAN OR PACIFIC ISLANDER	0	1	0	1
MULTIPLE RACES	1	0	1	2
ALL OTHER RACES	2	2	0	4
UNKNOWN	0	1	5	6
TOTAL	101	455	6	562



**Project Name: PUBLIC INFORMATION**

Sub-Recipients: **DHTS**

Total Project Amount: **SECTION 405(e) – \$600,000 • SECTION 402 – \$340,000**

**Project 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 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. Twitter, Facebook and Instagram pages will be created that engage and inform the public 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. Provided below are the highway safety messages that will be included in the weekly publications of *Reporte Hispano* and *Hechos Positivos*.

**OCTOBER 2017**

- Teen Driving message in support of National Teen Driver Safety Week from October 15-21.
- Impaired Driving message informing of the hazards of drinking and driving during Halloween.

**NOVEMBER 2017**

- Impaired Driving message informing of the dangers of drinking and driving during the Thanksgiving holiday period.

**DECEMBER 2017**

- Holiday impaired driving message during the national *Driver Sober or Get Pulled Over* campaign.

**JANUARY 2018 — MARCH 2018**

- Continuation of the impaired driving message during the New Year's holiday period in January and an emphasis on curtailing drinking and driving during Super Bowl Sunday is advertised in February along with promoting the impaired driving message in March during St. Patrick's Day.

**APRIL 2018**

- Distracted driving cell phone message in support of *U Drive. U Text. U Pay* national enforcement campaign.

**MAY 2018**

- Seat belt message in support of the *Click It or Ticket* campaign and *Share the Road with Bicycles*.

**JUNE 2018**

- Impaired driving messages are produced to support *Driver Sober* messages after the *Click It or Ticket* campaign.

### **JULY 2018 — AUGUST 2018**

- Impaired driving messages are produced to support *Driver Sober or Get Pulled Over* programs during Fourth of July and the Impaired Driving National Campaign in August.

### **SEPTEMBER 2018**

- Child passenger safety messages are produced in support of *Child Passenger Safety Week* and National *Seat Check Saturday*.

Additional efforts in 2018 will include utilizing the New Jersey Broadcasters Association's Public Education Program or "PEP" to promote various messages during safety campaigns. Additional efforts to promote the impaired driving and seat belt messages will be pursued with the NY Jets and include public service messages during the football season. Funds will be used for media advertising costs including print, radio and message board announcements.

It is anticipated that funds will be used for paid media to promote the distracted driving enforcement initiative in April, 2018. Media efforts may include on-line radio (Pandora and iheartmedia streaming), terrestrial radio and outdoor digital billboard displays as well as social media (Facebook and Twitter).

Funding Source: **SECTION 405(e), 402**      Maintenance of Effort: **0**

Indirect Cost: **\$8,260**

Local Benefit: **\$600,000 (SECTION 405(e)), \$340,000 (SECTION 402)**

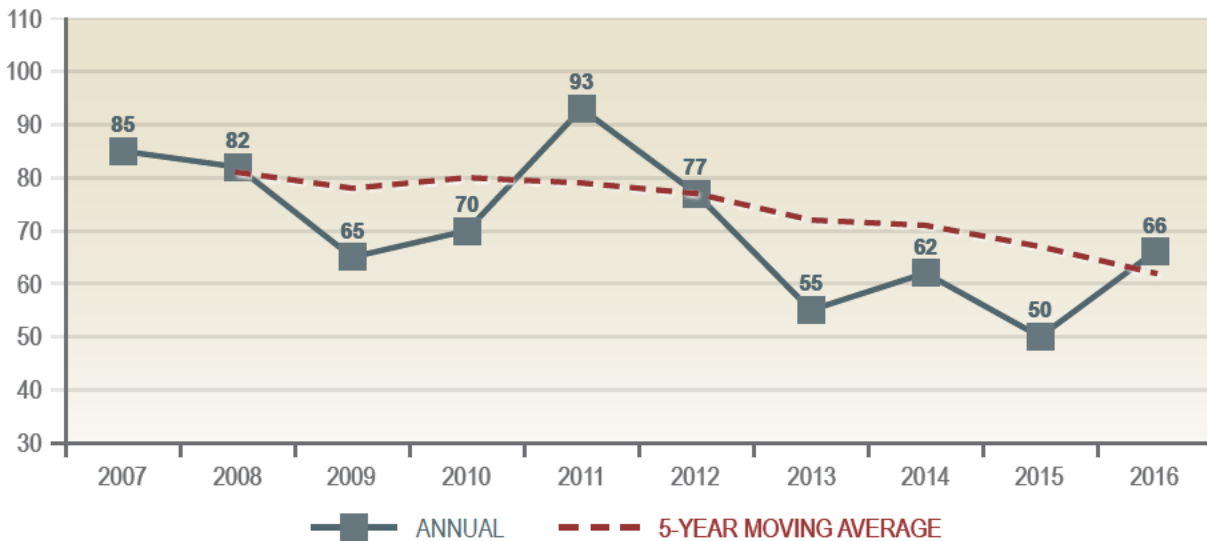
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## MOTORCYCLE SAFETY

### GENERAL OVERVIEW

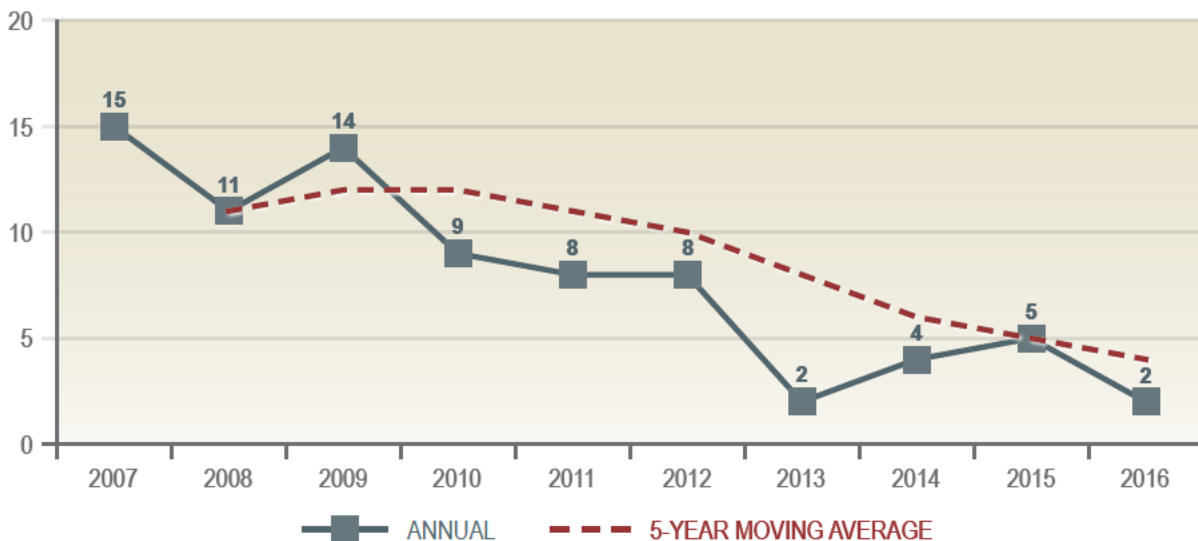
Motorcycle fatalities have varied over the ten year period from 2007-2016. The highest number of fatalities (93) occurred in 2011 while the lowest number (50) occurred in 2015. The ten year average (2007-2016) of motorcycle fatalities is 71 fatalities per year, down from the 2006-2015 average of 74.

MOTORCYCLE FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



The decision to not wear a helmet when riding a motorcycle can mean life or death. Two motorcyclists died on the roadways in 2016 without wearing a helmet at the time of the crash, accounting for 3 percent of motorcyclist fatalities.

UNHELMETED MOTORCYCLE FATALITIES, ANNUAL AND 5-YEAR MOVING AVERAGE



NHTSA estimates that in 2015, 25 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 three additional lives out of the five lost because of non-helmet use.

HELMET USE IN FATAL MOTORCYCLE CRASHES, 2013 - 2015						
	2013		2014		2015	
	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL
DOT-COMPLIANT HELMET	33	60.0%	42	67.7%	39	78.0%
OTHER HELMET	17	30.9%	11	17.7%	1	1.5%
NO HELMET	2	3.6%	4	6.5%	5	7.5%
UNKNOWN	3	5.5%	5	8.1%	5	7.5%

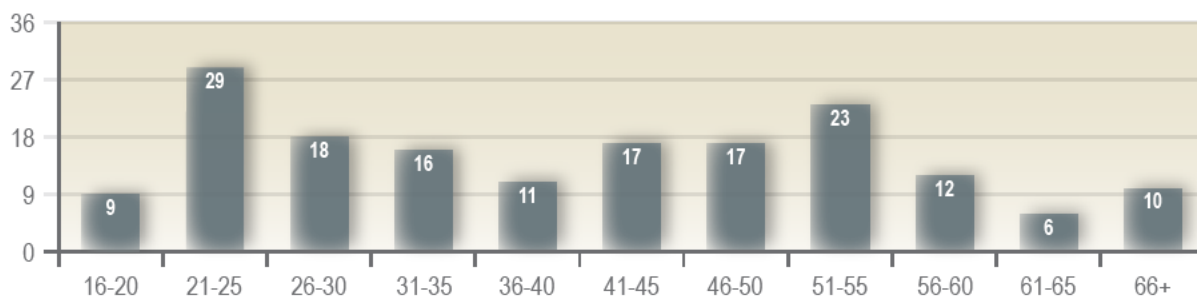
Alcohol was involved in approximately 4 percent of all motorcycle crashes over the past five years and was a contributing circumstance in about 3 percent of all crashes in 2014.

ALCOHOL INVOLVEMENT IN MOTORCYCLE CRASHES, 2011 - 2015							
INVOLVEMENT	2011	2012	2013	2014	2015	TOTAL	
NO INVOLVEMENT	2,525	2,529	2,313	2,114	2,217	11,698	
INVOLVEMENT	118	103	101	79	83	484	
TOTAL	2,643	2,632	2,414	2,193	2,300	12,182	
INVOLVEMENT PERCENT OF TOTAL	4.46%	3.91%	4.18%	3.60%	3.61%	3.97%	

## 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 38.4 percent of all riders involved in motorcycle crashes and the majority of motorcycle riders involved in crashes were male riders, accounting for over 90 percent of total riders involved in crashes that occurred from 2011-2015.

MOTORCYCLE FATALITIES (DRIVER AND PASSENGER) BY AGE, 2013 - 2015



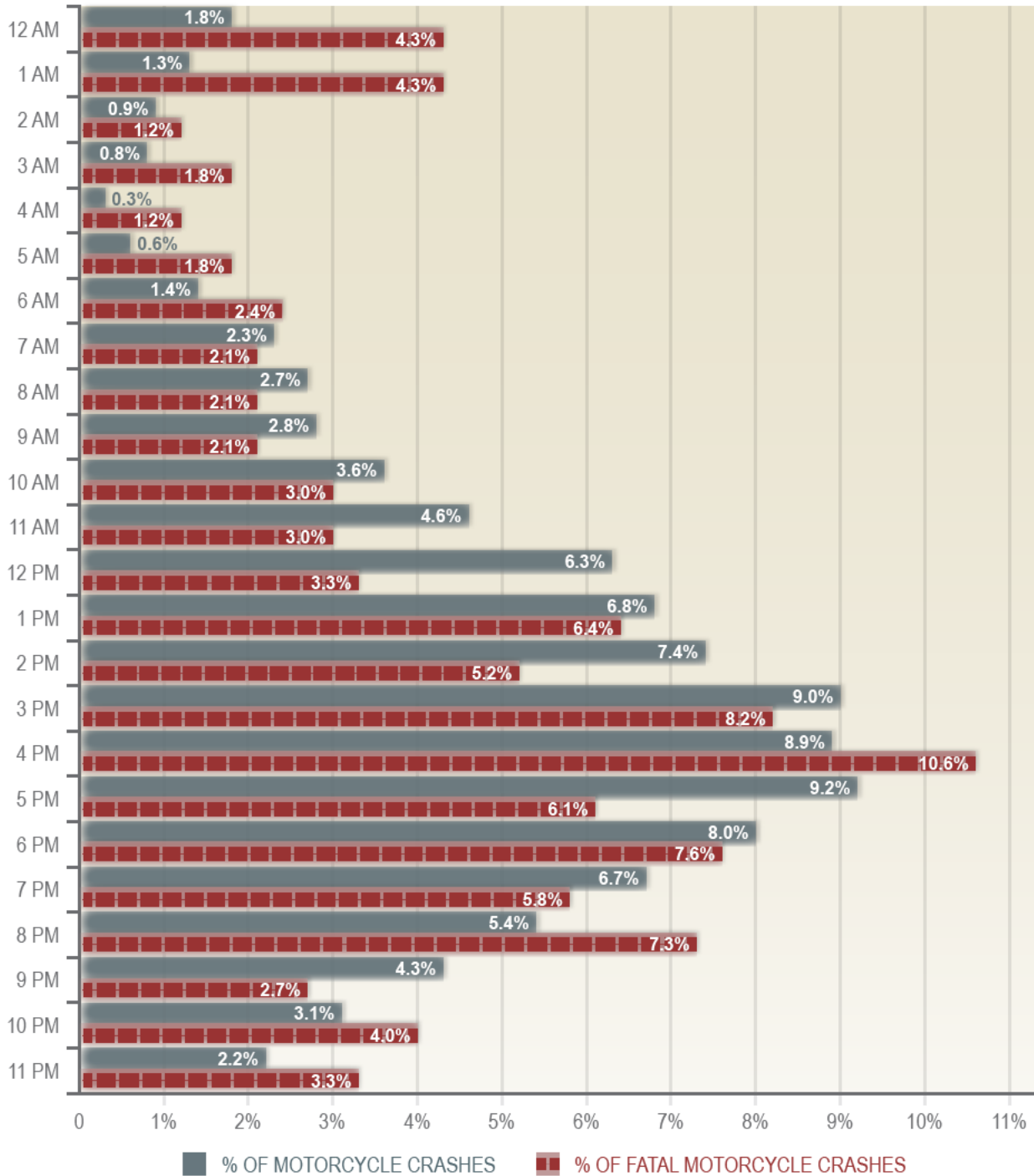
Riders that operate a motorcycle without proper licensure are also at risk not only to other motorists on the road but to themselves. Twenty percent (20%) of motorcyclists killed on the roadways in 2015 did not have the proper license endorsement to operate that class of vehicle. All motorcycle operators possessed a valid driver's license.

LICENSE COMPLIANCE IN FATAL CRASHES FOR MOTORCYCLE DRIVERS, 2013 - 2015						
	2013		2014		2015	
	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL	FATALITIES	% OF TOTAL
NOT LICENSED	0	0%	4	6%	0	0%
NO VALID M ENDORSEMENT	13	23%	10	16%	10	20%
VALID ENDORSEMENT	42	75%	49	78%	41	80%
UNKNOWN	1	2%	0	0%	0	0%

## ANALYSIS OF OCCURRENCE

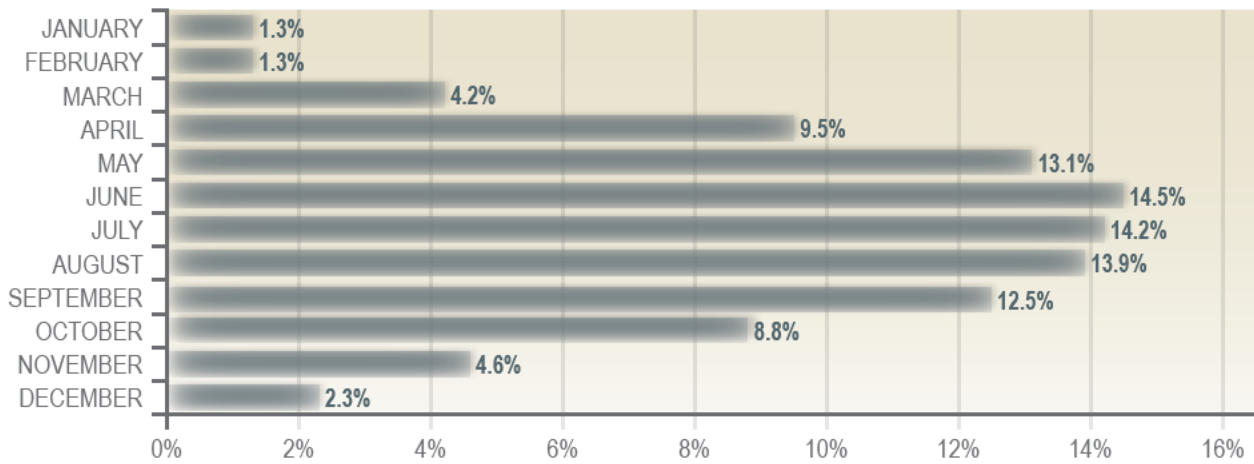
Motorcycle crashes are typically aligned with overall motor vehicle crash patterns, with the most dangerous hour of the day being the 5pm (9.19%) time period. Crashes that occur from 8pm–4am account for approximately 20 percent of total motorcycle crashes during the past five years.

MOTORCYCLE CRASH % VERSUS FATAL MOTORCYCLE CRASH % BY TIME OF DAY, 2011 - 2015



The majority of crashes occur during the warmer months of the year. The most active month for crashes over the past five years occurred in June, accounting for 14.5 percent of all motorcycle crashes. Sixty eight percent (68%) of motorcycle crashes take place between the months of May and September.

### PERCENTAGE OF MOTORCYCLE CRASHES BY MONTH, 2011 - 2015



There has been a reduction of crashes in the majority of counties since 2011, and a 13 percent reduction overall. Gloucester County experienced a 34 percent reduction in the number of crashes taking place in 2015 compared to 2011.

### ANALYSIS OF LOCATION

#### MOTORCYCLE CRASHES BY COUNTY AND YEAR

	2011	2012	2013	2014	2015	TOTAL
ATLANTIC	94	87	87	74	82	424
BERGEN	227	220	218	207	195	1,067
BURLINGTON	147	163	121	136	130	697
CAMDEN	161	153	139	122	118	693
CAPE MAY	51	39	46	37	46	219
CUMBERLAND	75	66	68	48	52	309
ESSEX	234	209	197	197	219	1,056
GLOUCESTER	88	77	72	66	58	361
HUDSON	164	129	159	138	153	743
HUNTERDON	41	74	51	52	63	281
MERCER	106	105	84	91	71	457
MIDDLESEX	227	201	172	163	169	932
MONMOUTH	194	199	200	186	153	932
MORRIS	145	141	123	117	123	649
OCEAN	145	176	163	136	156	776
PASSAIC	149	203	151	125	144	772
SALEM	28	32	28	19	27	134
SOMERSET	97	100	81	76	85	439
SUSSEX	96	87	78	54	74	389
UNION	133	133	133	108	137	644
WARREN	41	38	43	41	45	208
<b>NJ STATE TOTALS</b>	<b>2,643</b>	<b>2,632</b>	<b>2,414</b>	<b>2,193</b>	<b>2,300</b>	<b>12,182</b>

## COUNTERMEASURE STRATEGY: COMMUNICATION AND OUTREACH

### *Effectiveness of Countermeasure*

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. However, data suggests that having training for motorcyclists may reduce crashes and offenses by discouraging motorcycle riding, thus limiting exposure.

Several States have conducted communications and outreach campaigns to increase other drivers 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 material available. Some organizations also make presentations on drivers’ awareness of motorcyclists to driver education classes.

### *Assessment of Safety Impacts*

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

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 Problem Identification and Performance Targets*

Motorcycle fatalities have been declining since 2008, however, motorcyclists account for approximately 11 percent of all traffic fatalities. Although the younger rider (21-25 years of age) is overrepresented in fatalities, representing 42 percent of motorcycle fatalities, one trend that appears to be changing is that fatalities among older motorcyclists and passengers (51-55 years of age) have increased. Motorcyclists over 50 years of age now account for 33 percent of motorcycle fatalities, second only to the younger driver category. In addition, motorcycle fatalities of unhelmeted riders have increased in three of the last four years (2013-2016).

### **Project Name: MOTORCYCLE TRAINING AND AWARENESS**

**Sub-Recipients: BRAIN INJURY ALLIANCE**

**Total Project Amount: \$200,000**

#### **Project 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, Back Roads USA, Bergen Harley Davidson, Central Jersey Rider Training, Farleigh Dickenson University Ride Safe, Metropolitan Motor Bikes, NJ Motor Vehicle Commission, Rider Education of NJ, Rider Insurance, Sinister Steel Motorcycle Association, DHTS, South Jersey Traffic Safety Alliance, TransOptions and the TLJ Foundation. The accomplishments of the Coalition include educational and awareness programs geared towards the rider and general public, providing rider coaches’ annual trainings, and the development of print material. 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 will work to bring



the Motorcycle Safety Foundations Basic Rider Course Update (BRCu) to all of the rider training programs in the State by the end of 2018. The Coalition will work with the Motor Vehicle Commission to include the e-course in the BRCu curriculum to facilitate expeditious trainings for all motorcycle riders.

In addition, the Brain Injury Alliance will again 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 *NJSmartDrivers* website 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.

Also, 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. Over 8,000 riders were trained in 2016 in motorcycle education basic and experienced rider courses. The Motorcycle Safety Education Fund supports the program and is used to defray the costs of the program. 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.

Funding Source: **SECTION 405(f)**

Additional Funding Source: **\$600,000** (Motorcycle Safety Education Fund)

Maintenance of Effort: **0**

Indirect Cost: **0**

Local Benefit: **\$200,000**

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**COUNTERMEASURE STRATEGY: TRAINING AND DATA IMPROVEMENTS**

***Effectiveness of Countermeasure***

High quality State traffic records data is critical to effective safety programming, operational management, and strategic planning. Every State, in cooperation with its local, regional and Federal partners, should maintain a traffic records system that supports the data-driven, science-based decision making necessary to identify problems; develop, deploy, and evaluate countermeasure; and efficiently allocate resources. (Traffic Records Program Assessment Advisory, NHTSA, 2012.)

***Assessment of Safety Impacts***

Traffic records data remains the basis for funding programs to transport people safely and to reduce motor vehicle crashes. Accurate data enables safety officials to know the who, what, when, where, and why in the transportation safety field so improvements can be implemented.

The crash data that will be received in 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 (4th Edition (2012)). 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 a number of 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.

***Linkage between Problem Identification and Performance Targets***

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.

<b>TIMELINESS</b>	<b>FOR</b>	<b>CITATION SYSTEM</b>
<b>ACCURACY</b>		<b>DRIVER INFORMATION SYSTEM</b>
<b>COMPLETENESS</b>		<b>INJURY SURVEILLANCE</b>
<b>INTEGRATION</b>		<b>VEHICLE INFORMATION</b>
<b>ACCESSIBILITY</b>		<b>ROADWAY INFORMATION</b>

**Timeliness:**

The transfer of motor vehicle crash data in an electronic format enhances timeliness facilitating a quick turn-around 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 is 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.

**Project Name: TRAFFIC RECORDS PROGRAM MANAGEMENT**

Sub-Recipients: **DIVISION OF HIGHWAY TRAFFIC SAFETY**

Total Project Amount: **\$23,000**

Project Description:

This management grant will provide funds for the administration of traffic records-related activities including participation on the Statewide Traffic Records Coordinating Committee (STRCC) and the coordination of projects under the Traffic Records program area. Funds will be used for salaries, fringe benefits, travel and other administrative costs that may arise for program supervisors and their respective staff. Salaries and fringe benefits represent \$20,000 of the budgeted amount and another \$3,000 is budgeted for travel and other miscellaneous expenditures.

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

Maintenance of Effort: **0**

Indirect Cost: **\$559**

**Project Name: DATA ANALYSIS**

Sub-Recipients: **RUTGERS UNIVERSITY**

Total Project Amount: **\$170,000**

Project Description:

Promoting and supporting the collection and use of data is critical for 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 detail the data behind the various highway safety program areas and review not only the progress made in the Annual Report, but discusses priority and emphasis areas based on

recent data analysis for steps in the future to minimize motor vehicle crashes and the involvement of people, vehicles and roadways in crashes. The data analysis behind these documents 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 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.

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

Maintenance of Effort: **0**

Indirect Cost: **0**

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**Project Name: TRAFFIC RECORDS COORDINATING COMMITTEE**

Sub-Recipients: **RUTGERS UNIVERSITY**

Total Project Amount: **\$115,000**

**Project Description:**

The final report of the State's traffic records assessment conducted between February 10 and May 22, 2017 included a list of recommendations that will be addressed by the STRCC in 2018. Included in the recommendations is 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.

This task will continue providing funds for the Chairperson 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.

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

Maintenance of Effort: **0**

Indirect Cost: **0**

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**Project Name: NJTR-1 TRAINING**

Sub-Recipients: **RUTGERS UNIVERSITY**

Total Project Amount: **\$100,000**

**Project Description:**

The NJTR-1 crash report form is completed by law enforcement officers for any incident resulting in injury, death, or damage of \$500 or more. With respect to police academy or in-service training, police officers receive only brief training on how to properly complete the NJTR-1 crash form. 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. In addition, the revised NJTR-1 forms will be featured in the training sessions in 2018. The training will help improve data and support information that is used by decision makers to improve roadway safety. Funds will be used to pay for training materials and hourly wages of instructors.

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

Maintenance of Effort: **0**

Indirect Cost: **0**

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**Project Name: TRAFFIC RECORDS INFORMATION SYSTEM**

**Sub-Recipients: NJ OFFICE OF INFORMATION TECHNOLOGY, NJ OFFICE OF EMERGENCY MEDICAL SERVICES, RUTGERS UNIVERSITY**

**Total Project Amount: \$1,800,000**

**Project Description:**

The projects listed below will be continued in 2018, however, the recent traffic records assessment may trigger the advancement of additional projects following the review of the report by the STRCC. The Plan will be amended during the fiscal year should this occur. If the amount of funds available to implement any new projects is not available, any new initiatives will be considered in FFY 2019.

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.

The on-going project of the Office of Information Technology will continue to integrate crash data collected by police agencies and maintained by the Department of Transportation and the Division of State Police, injury and fatality data collected by volunteer and career EMS units and maintained by the Department of Health, and motor vehicle inspection and driver data maintained by the Motor Vehicle Commission. This is an initiative recommended in the traffic records assessment. Funds will be used to pay hourly wages of staff dedicated to the project as well as supporting software.

Approximately 25 percent of crash records reach the crash database with no geocoding information, leaving an unacceptable number of records that are excluded when users search for problem locations and crash clusters essential in determining where countermeasures are needed. Until crash records are generated and submitted electronically with precise GIS information automatically entered at the site of the crash, there will be a need to have crash locations identified. Crash records geocoded under this task will be shared with the Department of Transportation. The Department of Transportation will then upload the enhanced records to the crash database, impacting the completeness and quality of crash data available in the state repository. Funds will be used to pay the hourly wages of geocoders.

The New Jersey Department of Transportation, Bureau of Transportation Data and Safety (BTDS) collects all crash report NJTR-1 forms statewide from state and local law enforcement agencies. At each crash, the investigating officer completes the NJTR-1. This report records the collection of over 140 pieces of information regarding the crash, the crash type, individuals involved in the crash and various other types of information at the crash site. The BTDS receives an average of 315,000 crash reports a year that need to be processed, scanned, verified and stored. This information is used to develop the Department's safety programs. In addition, crash data is sent on a regular basis to the DHTS, Federal Motor Carriers and the Motor Vehicle Commission. The DHTS uses the information to support their educational and grant programs, Federal Motor Carriers uses the information for their Safety Net Program and the Motor Vehicle Commission uses the data to support driver licensing efforts.

The completed NJTR-1 forms are submitted to BTDS who submits the records to a vendor who scans each into an electronic database. Both the original record and the resulting database are returned to BTDS where verifiers run processes to the database for accuracy. Funds will be provided to the vendor for their services, including scanning and courier services.

Funding Source: **SECTION 405(c)**

Maintenance of Effort: **\$650,000**

Indirect Cost: **0**

Local Benefit: **0**

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## **COUNTERMEASURE STRATEGY: WORK ZONE SAFETY TRAINING**

### ***Effectiveness of Countermeasure***

Training and administrative controls are vital in the highway construction process which contractors need to implement among their workers in order to reduce the fatality rate. Proper training and administrative control is very important in the highway construction industry, and if implemented properly, the highway fatality and crash rate could possibly decline. (Work Zone Safety in the Highway Construction Industry, Virginia Polytechnic Institute and State University, 2010)

### ***Assessment of Safety Impacts***

New Jersey streets and highways are expected to safely and efficiently move millions of vehicles each year. A complex network of interstate and state highways, county roads and city streets require ongoing maintenance to keep the state moving.

Many challenges can be attributed to this network, such as the growing and shifting population that may cause some routes to become inadequate; aging infrastructure and maintenance cost increases; increasing congestion that leads to increased frustration levels of drivers and increased travel and commute times; and the 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 county population sizes increase, many do not have access to specialized expertise in traffic engineering to improve or maintain existing roadways.

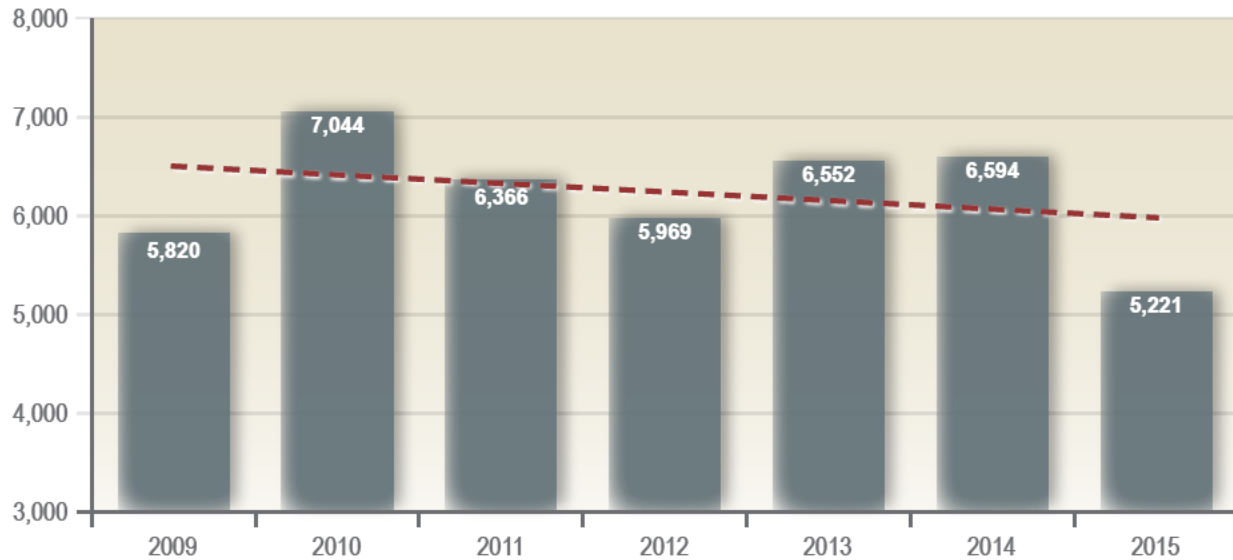
Work zone safety continues to be a high-priority issue for traffic engineering professionals and highway agencies. Construction and maintenance crews, plus other groups working on the roadway require training on how best to protect themselves as well as the driving public in construction zones. Effective 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 Problem Identification and Performance Targets***

Over the past five years from 2011-2015, there have been 30,702 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, 2009 - 2015



The table reveals that Middlesex County (2,510) had the highest number of work zone crashes over the past three years accounting for nearly 14 percent of total work zone crashes.

### WORK ZONE CRASHES BY COUNTY AND YEAR, 2013 - 2015

COUNTY	2013		2014		2015		TOTALS	
	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total	Total Crashes	% of Total
ATLANTIC	169	2.58%	206	3.12%	409	7.83%	784	4.27%
BERGEN	616	9.40%	528	8.01%	462	8.85%	1,606	8.74%
BURLINGTON	366	5.59%	274	4.16%	115	2.20%	755	4.11%
CAMDEN	396	6.04%	459	6.96%	577	11.05%	1,432	7.80%
CAPE MAY	100	1.53%	119	1.80%	82	1.57%	301	1.64%
CUMBERLAND	24	0.37%	23	0.35%	24	0.46%	71	0.39%
ESSEX	479	7.31%	410	6.22%	464	8.89%	1,353	7.37%
GLOUCESTER	70	1.07%	84	1.27%	54	1.03%	208	1.13%
HUDSON	456	6.96%	477	7.23%	564	10.80%	1,497	8.15%
HUNTERDON	46	0.70%	52	0.79%	37	0.71%	135	0.74%
MERCER	463	7.07%	311	4.72%	86	1.65%	860	4.68%
MIDDLESEX	816	12.46%	1,051	15.94%	643	12.32%	2,510	13.67%
MONMOUTH	323	4.93%	429	6.51%	378	7.24%	1,130	6.15%
MORRIS	661	10.09%	770	11.68%	388	7.43%	1,819	9.90%
OCEAN	652	9.95%	685	10.39%	425	8.14%	1,762	9.59%
PASSAIC	444	6.78%	321	4.87%	128	2.45%	893	4.86%
SALEM	6	0.09%	16	0.24%	14	0.27%	36	0.20%
SOMERSET	156	2.38%	128	1.94%	121	2.32%	405	2.21%
SUSSEX	31	0.47%	29	0.44%	23	0.44%	83	0.45%
UNION	242	3.69%	168	2.55%	171	3.28%	581	3.16%
WARREN	35	0.53%	54	0.82%	56	1.07%	145	0.79%
<b>TOTAL</b>	<b>6,551</b>		<b>6,594</b>		<b>5,221</b>		<b>18,366</b>	

Over 27 percent of work zone crashes over the past five years occurred on urban Interstate roadways.

WORK ZONE CRASHES BY FUNCTIONAL CLASS, 2011 - 2015						
FUNCTIONAL CLASS	2011	2012	2013	2014	2015	TOTAL
URBAN INTERSTATE	1,571	1,705	1,889	1,657	1,005	7,827
UNKNOWN	1,369	1,235	1,283	1,494	1,214	6,595
URBAN PRINCIPLE ARTERIAL	1,347	1,167	993	1,227	1,143	5,877
URBAN FREEWAY / EXPRESSWAY	1,040	879	1,457	1,358	1,098	5,832
URBAN MINOR ARTERIAL	582	473	449	478	474	2,456
RURAL PRINCIPLE ARTERIAL	160	190	181	121	76	728
URBAN COLLECTOR	143	121	127	106	100	597
RURAL INTERSTATE	93	142	124	101	40	500
URBAN LOCAL	29	28	25	20	26	128
RURAL MAJOR COLLECTOR	18	14	8	11	15	66
RURAL MINOR ARTERIAL	8	12	15	17	24	76
RURAL MINOR COLLECTOR	5	3	—	4	3	15
RURAL LOCAL	1	—	—	—	3	4
<b>TOTAL</b>	<b>6,366</b>	<b>5,969</b>	<b>6,551</b>	<b>6,594</b>	<b>5,221</b>	<b>30,701</b>

**Project Name: TRAINING**

Sub-Recipients: **RUTGERS UNIVERSITY**

Total Project Amount: **\$185,000**

**Project Description:**

Roadway construction and maintenance activities result in significant safety and mobility issues for both workers and motorists. Awareness of proper work zone set up, maintenance, personal protection and driver negotiation are all factors to be considered in establishing a safe work zone culture.

The 19th Annual Work Zone Safety Conference will be held in conjunction with National Work Zone Safety Week in 2018. 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.

There will be a variety of training programs offered that will vary from half-day overview courses that provide the basics for safe working conditions and safe motorist conditions 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 are as follows: five four-day police work zone safety train-the-trainer program; two one-day police work zone safety refresher course; three half-day work zone safety awareness for local police course and two half-day work zone safety awareness for municipal and county public works/engineering course.

Resources will also be provided to requesting agencies through a variety of means, including responses to commonly asked questions about work zone set up, technical information, course handouts and guideline publications. In addition, six work zone safety support equipment packages will be provided to either a municipal or county public works department.

Funds will be used to pay partial salaries for Rutgers’ training staff, handouts and other training materials and conference related costs.

Funding Source: **SECTION 402**

Maintenance of Effort: **0**

Indirect Cost: **0**

Local Benefit: **0**

# — EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM —

## OVERVIEW OF METHODOLOGY

Conducting evidence-based enforcement requires three main components. It begins with an analysis of relevant data to form problem identification. The second phase is deployment of proven countermeasures targeted at the problems identified during the analysis, and lastly, evidence-based enforcement relies on continuous follow-up and necessary adjustments to the plan. Correctly identifying roadways, jurisdictions and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. Selected police departments must have particular 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, Hudson County accounts for 14 percent of all pedestrian involved crashes reported by local police departments. Therefore, data shows they should receive approximately 14 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 business intelligence company, and maintained by Rutgers University. 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.

## PROJECT DESCRIPTION - NEW JERSEY DRUGGED DRIVING ENFORCEMENT

Drugged driving has become an increasingly prevalent traffic safety concern in recent years. According to the 2015 National Survey on Drug Use and Health (Table 6.95A), 9.684 million people (approximately 3.7% of all drivers) admitted to driving under the influence of illicit drugs in the past year. Moreover, the percentage of drivers that tested positive for use of illegal drugs during the 2013-2014 National Roadside Survey of Alcohol and Drug Use by Drivers rose from 12.4 percent in 2007 to 15.1 percent in 2013-2014, and the percentage of drivers who tested positive for medication use rose during this period from 3.9 percent to 4.9 percent. In 2015, 89 drivers in New Jersey were involved in 110 fatal crashes where police reported drug involvement, resulting in 114 fatalities. In all, 20.28 percent of all 2015 fatalities were drug related.

## IMPAIRED DRIVING SUMMIT

In March 2017, representatives from DHTS attended the New York State Impaired Driving Summit, a two-day conference in NHTSA Regions 1 and 2. The Summit highlighted national increases in drug-impaired driving, lessons learned from states with legalized marijuana, and continuing challenges in detecting and prosecuting drugged drivers.

As part of this summit, the diverse group of stakeholder representatives from New Jersey developed strategies to address drugged driving at the state level. Among these was to expand the state's Drug Recognition Expert (DRE) program. Strategies to expand the DRE program include increasing the number of police officers trained as DREs and expanding New Jersey's DRE Call-Out program, which provides at least one DRE officer on call at the county level to conduct screenings for drug impairment at traffic stops, to additional counties.

#### NEW JERSEY COUNTIES PARTICIPATING IN THE DRE CALL-OUT PROGRAM



### NEW JERSEY DRE PROGRAM

The Drug Recognition Expert program in New Jersey is well-established and robust at the law enforcement level. The New Jersey Association of Drug Recognition Experts, a professional organization of DRE officers, exists in New Jersey along 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 2015, New Jersey DRE officers conducted 1,143 enforcement evaluations – over twice the national average of 560 evaluations. In addition, more than one-third more evaluations resulted in single drug recognition, and the number of poly drug use detections was more than twice the national average.

NEW JERSEY DRE ENFORCEMENT STATISTICS, 2015					
	NEW JERSEY		NATIONAL		NJ AS % OF
	TOTAL	% OF EVALS	TOTAL	AVERAGE	NATIONAL AVG
<b>EVALUATIONS</b>					
ENFORCEMENT	1,143	83.80%	28,542	560	204.24%
TRAINING	221	16.20%	6,087	119	185.17%
TOTAL	1,364	100.00%	34,629	679	200.88%
<b>DRUG CATEGORY (DRE'S OPINION)</b>					
DEPRESSANTS	275	20.16%	8,430	165	166.37%
STIMULANTS	134	9.82%	9,056	178	75.46%
HALLUCINOGENS	2	0.15%	183	4	55.74%
DISSOCIATIVE ANESTHETICS	24	1.76%	241	5	507.88%
NARCOTIC ANALGESICS	306	22.43%	8,149	160	191.51%
INHALANTS	0	0.00%	201	4	0.00%
CANNABIS	210	15.40%	10,880	213	98.44%
SUBTOTAL	951	69.72%	37,140	N/A	N/A
<b>POLY DRUG USE</b>					
TOTAL NUMBER	482	35.34%	10,582	207	232.30%
<b>OTHER</b>					
ALCOHOL RULE OUTS	6	0.44%	151	3	202.65%
MEDICAL IMPAIRMENT	21	1.54%	503	10	212.92%
NO OPINION OF IMPAIRMENT	120	8.80%	1,972	39	310.34%
TOXICOLOGY RESULTS: PENDING	80	5.87%	NO DATA	N/A	N/A
TOXICOLOGY – NO DRUGS	25	1.83%	1,174	23	108.60%
TOXICOLOGY REFUSED	156	11.44%	1,985	39	400.81%

Source: 2015 Annual Report of the International Association of Chiefs of Police Drug Evaluation and Classification Program

Challenges remain in New Jersey related to the successful prosecution of drugged driving cases and admission of evidence collected by DREs in these cases. Education of prosecutors and judges about the DRE training process and criteria used to determine impairment will increase the adoption of DRE evidence and testimony.

## DRUG-RELATED CRASH ANALYSIS

Overall, according to the crash data, the number of drivers cited as being involved in drug-related crashes in New Jersey has remained essentially level in recent years, with a one percent total decline observed between 2006 and 2015. However, the composition of these drug-related crashes has changed significantly. Drivers involved in drug-related crashes can be broken down into three categories: crashes with illegal drugs only, crashes with medication only, and crashes where both illegal drugs or medication and alcohol were involved.

Drivers involved in crashes with illegal drugs increased by 80 percent from 410 in 2006 to 737 in 2015. However, this large increase in drivers involved in crashes where illegal drugs were related was offset by correspondingly large declines in drivers involved in medication only crashes (42% decline from 2006 to 2015) and crashes with illegal drugs or medication and alcohol involved (44% decline from 2006 to 2015).



## DRUG-RELATED CRASHES IN DRE AND NON-DRE CALL-OUT COUNTIES

	2006	2015	2006 - 2015 TOTAL	% CHANGE 2006-2015
<b>DRIVERS IN CRASHES WITH ANY DRUG INVOLVEMENT</b>				
DRE COUNTIES	688	741	7,948	11%
NON-DRE COUNTIES	1,055	966	11,089	-8%
TOTAL	1,743	1,707	19,037	-1%
DRE COUNTY % OF TOTAL	39.47%	43.41%	41.75%	N/A
<b>DRIVERS IN CRASHES WITH ILLEGAL DRUGS ONLY</b>				
DRE COUNTIES	131	284	2,605	117%
NON-DRE COUNTIES	279	453	4,161	62%
TOTAL	410	737	6,766	80%
DRE COUNTY % OF TOTAL	31.95%	38.53%	38.50%	N/A
CATEGORY AS % OF DRUG-RELATED CRASHES	23.52%	43.18%	35.54%	N/A
<b>DRIVERS IN CRASHES WITH MEDICATION ONLY</b>				
DRE COUNTIES	276	185	2,389	-33%
NON-DRE COUNTIES	389	204	3,249	-48%
TOTAL	665	389	5,638	-42%
DRE COUNTY % OF TOTAL	41.50%	47.56%	42.37%	N/A
CATEGORY AS % OF DRUG-RELATED CRASHES	38.15%	22.79%	29.62%	N/A
<b>DRIVERS IN CRASHES WITH ILLEGAL DRUGS OR MEDICATION AND ALCOHOL</b>				
DRE COUNTIES	256	152	2908	-41%
NON-DRE COUNTIES	337	178	3776	-47%
TOTAL	593	330	6684	-44%
DRE COUNTY % OF TOTAL	43.17%	46.06%	43.51%	N/A
CATEGORY AS % OF DRUG-RELATED CRASHES	34.02%	19.33%	35.11%	N/A

Source: New Jersey Crash Data Warehouse, 2017

### 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 39.47 percent of all drug-related crashes in 2006, in 2015 they accounted for 43.41 percent of all crashes - almost a 4 percent increase. In crashes where only illegal drugs were involved, counties participating in the DRE Call-Out program had an additional 6.58 percent of drivers involved in 2015 compared to 2006. In medication-only crashes, between 2006 and 2015 the percentage of drivers involved in crashes in DRE counties increased by 6.05 percent. Finally, in crashes where both illegal drugs or medication and alcohol were involved, DRE Call-Out counties accounted for 2.89 percent more of the drivers involved in 2015 compared to 2006.

### ILLEGAL DRUG-ONLY CRASHES

In counties participating in the DRE Call-Out program, the number of drivers in crashes involving illegal drugs more than doubled from 131 in 2006 to 284 in 2015. Meanwhile, in counties not participating in the DRE Call-Out program, the increase was limited to 62 percent. The faster growth in DRE Call-Out counties may be due to enhanced detection of illegal drug involvement in crashes by Drug Recognition Officers.

## MEDICATION ONLY CRASHES

While the number of drivers in crashes where legal prescription medication was a factor fell across the board, counties that participated in the DRE Call-Out program saw this rate fall more slowly than other counties. In DRE Call-Out counties, the percentage of drivers in these crashes fell by 33 percent, whereas in other counties, it fell by 48 percent. This difference may be attributable to increased recognition by Drug Recognition Officers.

## ILLEGAL DRUGS OR MEDICATION AND ALCOHOL CRASHES

The number of drivers involved in crashes with both illegal drugs or medication and alcohol followed a similar trend to medication only crashes. Whereas in DRE Call-Out counties, the percentage fell by 41 percent, in counties that did not participate in the program, it fell by 47 percent. Again, this difference could be attributed, at least in part, to the efforts of Drug Recognition Officers to identify drug involvement in these crashes.

In 2018, as agreed upon at the Impaired Driving Summit, DHTS will work to increase the number of counties participating in the DRE Call-Out program and support additional DRE and ARIDE training for officers throughout the state. In addition, DHTS is working to provide prosecutor and judicial training in DWI cases to ensure cases are appropriately prosecuted and adjudicated following the initial arrest.

## PROJECT DESCRIPTION - HUDSON COUNTY PEDESTRIAN SAFETY

DHTS has been providing technical and administrative support to several towns in Hudson County, specifically those where Route 501 (JFK Boulevard) passes through. Route 501 is a heavily travelled roadway that runs North to South through three different counties. This roadway, especially through Hudson and Bergen County, has a long history of being one of New Jersey’s most dangerous roads for pedestrian traffic.

Over the past five years (2011-2015) there were 3,865 crashes involving pedestrians in Hudson County making up 14.1 percent of all pedestrian involved crashes in NJ during that same time period. In 2016, pedestrian fatalities made up 58 percent of total fatalities in Hudson County (15 of 26), down from 63 percent in 2015.

COMPARISON OF NJ AND HUDSON COUNTY FATALITIES AND PEDESTRIAN FATALITIES						
	FATALITIES 2015			2016 (REPORT AS OF DEC 29)		
	CT	%	DESCRIPTION	CT	%	DESCRIPTION
<b>TOTAL NJ FATALITIES</b>	562			602		
<b>TOTAL HUDSON FATALITIES (INCL PEDS)</b>	27	4.8%	% OF TOTAL NJ (12TH)	26	4.3%	% OF TOTAL (12TH)
<b>TOTAL NJ PEDESTRIAN FATALITIES</b>	170	30.2%	% OF TOTAL NJ	165	27.3%	% OF TOTAL NJ
<b>TOTAL HUDSON PEDESTRIAN FATALITIES</b>	17	10.0%	% OF TOTAL PEDS 2ND IN NJ	15	9.1%	% OF TOTAL PEDS 2ND IN NJ

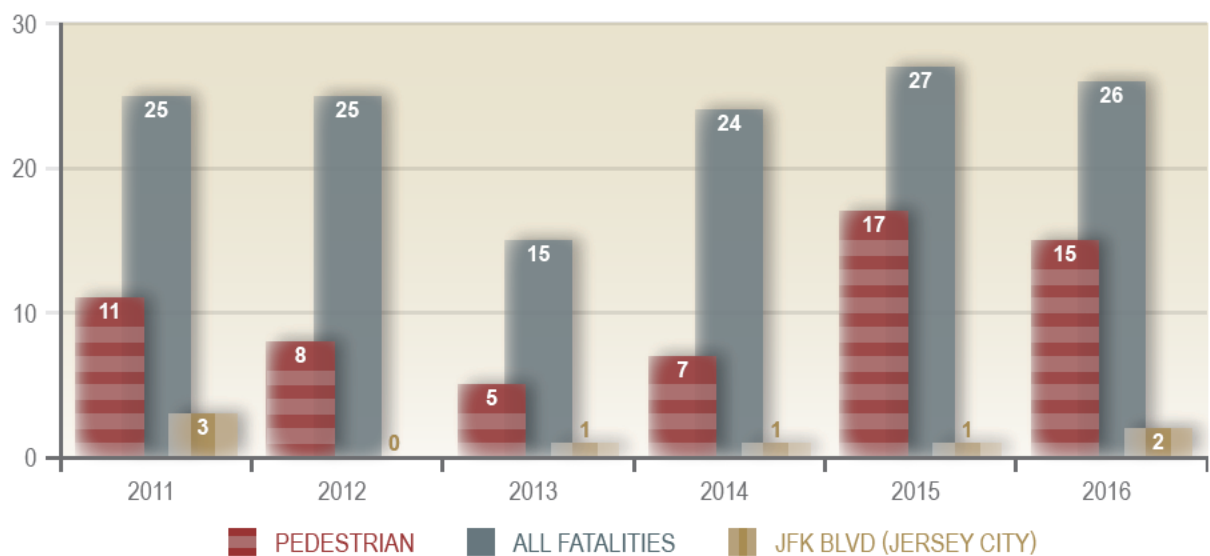
Over the past 5-years (2011-2015), 35 percent of pedestrian fatalities in Hudson County occurred in Jersey City (17), 18 percent in Bayonne (9), and 14 percent in North Bergen (7). From 2011-2015, 44.3 percent of all pedestrian involved crashes in Hudson County took place in Jersey City.



HUDSON COUNTY PEDESTRIAN CRASHES, 2011 - 2015							
	2011	2012	2013	2014	2015	TOTAL	% OF TOTAL
BAYONNE	73	79	92	55	83	382	9.9%
EAST NEWARK	4	2	3	1	-	10	0.3%
GUTTENBERG	11	13	17	13	6	60	1.6%
HARRISON	19	27	19	22	16	103	2.7%
HOBOKEN	57	67	66	50	35	275	7.1%
JERSEY CITY	360	346	376	337	293	1,712	44.3%
KEARNY	36	25	26	35	28	150	3.9%
NORTH BERGEN	72	78	63	56	61	330	8.5%
SECAUCUS	21	30	15	16	15	97	2.5%
UNION CITY	103	91	88	77	80	439	11.4%
WEEHAWKEN	5	9	9	9	7	39	1.0%
WEST NEW YORK	59	46	50	61	52	268	6.9%
<b>TOTALS</b>	<b>820</b>	<b>813</b>	<b>824</b>	<b>732</b>	<b>676</b>	<b>3,865</b>	
<b>CHANGE FROM PRIOR YR</b>		-0.9%	1.4%	-11.2%	-7.7%		

Looking at Hudson County, 35 percent of pedestrian fatalities occurred in Jersey City (17 from 2011-2016). Of the 17 occurring in Jersey City, 35 percent (6) were located on JFK Blvd (Route 501).

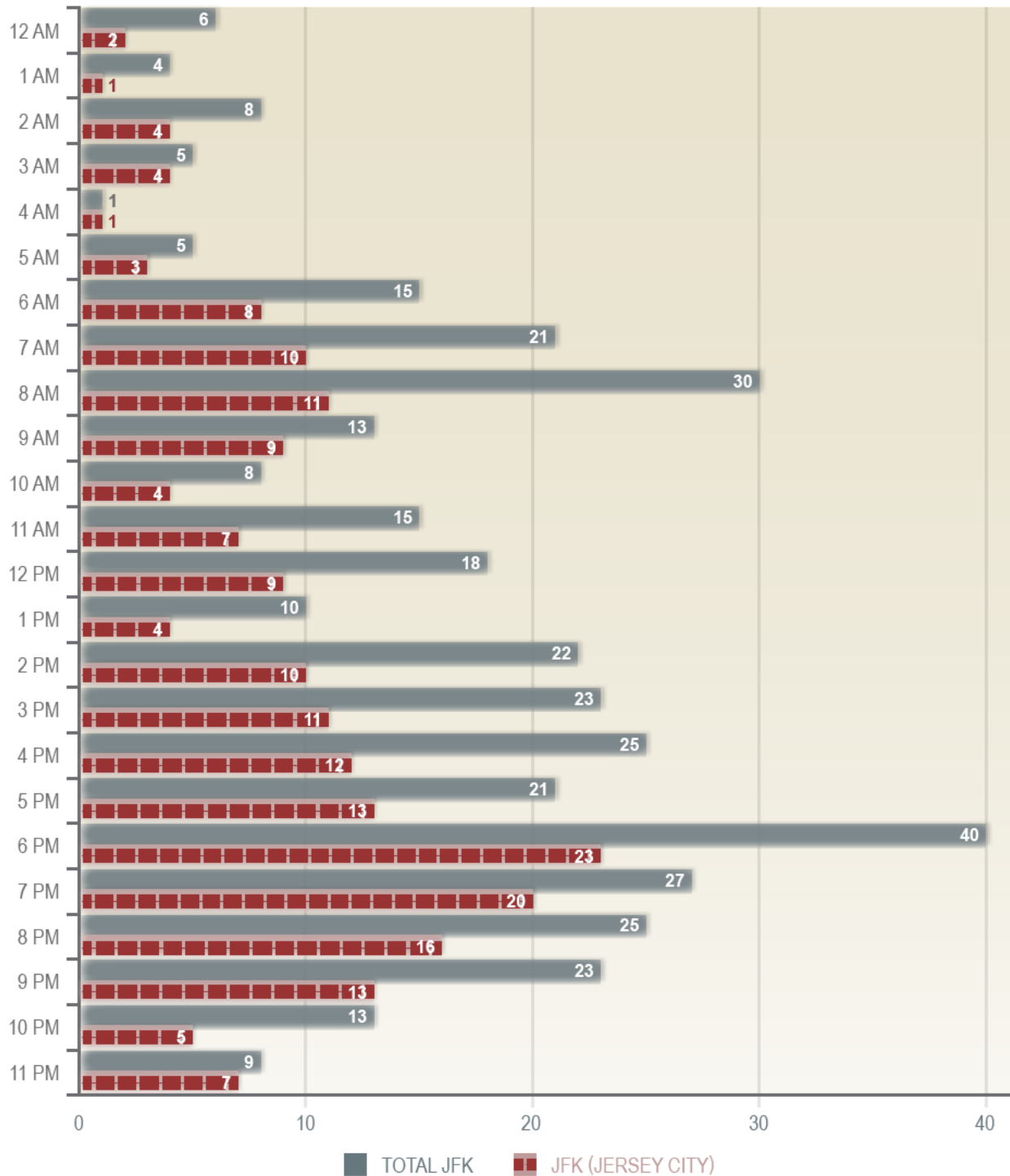
### HUDSON COUNTY TRAFFIC RELATED FATALITIES, 2011 - 2016



Over the past 6 years (2011-2016), 14 pedestrian fatalities occurred on JFK Boulevard, 8 in Jersey City, 5 in North Bergen and 1 in Bayonne. Jersey City made up 57 percent of all pedestrian fatalities and 53.5 percent of all pedestrian injuries along this corridor.

In 2018, NJ DHTS will be providing support to several towns along JFK Boulevard, including Jersey City. An analysis was completed to focus on the circumstances of pedestrian related crashes in Hudson County that was supplied to the towns affected. 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. The following graph and tables show a portion of that analysis. 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.

### JFK BOULEVARD PEDESTRIAN INJURIES BY TIME OF DAY, 2011 - 2015



**JFK BOULEVARD PEDESTRIAN INJURIES BY DAY OF WEEK, 2011 - 2015**

	BAYONNE	GUTTENBERG	HOBOKEN	JERSEY CITY	NORTH BERGEN	UNION CITY	WEST NEW YORK	TOTALS
MONDAY	5	1	0	25	9	5	1	46
TUESDAY	6	1	0	35	9	7	0	58
WEDNESDAY	8	0	0	29	15	8	2	62
THURSDAY	13	0	0	30	11	8	1	63
FRIDAY	5	0	1	36	17	6	1	66
SATURDAY	3	0	0	32	9	6	0	50
SUNDAY	4	0	0	20	10	7	1	42
<b>TOTALS</b>	<b>44</b>	<b>2</b>	<b>1</b>	<b>207</b>	<b>80</b>	<b>47</b>	<b>6</b>	<b>387</b>

**JFK BOULEVARD PEDESTRIAN INJURIES BY MONTH, 2011 - 2015**

	BAYONNE	GUTTENBERG	HOBOKEN	JERSEY CITY	NORTH BERGEN	UNION CITY	WEST NEW YORK	TOTALS
JANUARY	5	0	0	23	10	3	1	42
FEBRUARY	2	0	0	14	6	2	1	25
MARCH	1	0	0	21	10	4	0	36
APRIL	3	0	0	11	4	5	0	23
MAY	3	1	0	17	10	4	0	35
JUNE	2	0	0	12	7	5	1	27
JULY	1	0	0	8	10	4	1	24
AUGUST	2	0	0	14	4	2	0	22
SEPTEMBER	10	0	0	14	6	4	0	34
OCTOBER	3	0	0	16	7	5	1	32
NOVEMBER	6	0	0	25	6	7	0	44
DECEMBER	6	1	1	32	0	2	1	43
<b>TOTALS</b>	<b>44</b>	<b>2</b>	<b>1</b>	<b>207</b>	<b>80</b>	<b>47</b>	<b>6</b>	<b>387</b>

## PROJECT DESCRIPTION - NEW JERSEY PEDESTRIAN WEIGHTING

To determine locations of where the majority of pedestrians are getting injured, injury weight ranking is conducted to identify which municipalities have the most severe pedestrian related crashes, different than which municipalities 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, Incapacitated, Moderate Injury, Complaint of Pain and Property Damage Only) 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 (2011-2015).

PEDESTRIAN RELATED CRASHES, TOP 10 MUNICIPALITIES (WEIGHTED), 2011-2015					
MUNICIPALITY	TOTAL PED CRASHES	WEIGHTED SCORE	WEIGHTED RANK	NON WEIGHTED RANK	WEIGHTED DIFFERENCE
NEWARK	1,291	17,694.43	1	1	0
JERSEY CITY	999	11,644.33	2	2	0
PATERSON	233	4,429.80	3	6	3
CAMDEN	276	3,858.64	4	4	0
ATLANTIC CITY	306	3,756.66	5	3	-2
IRVINGTON	274	3,669.59	6	5	-1
TRENTON	229	3,280.99	7	7	0
EAST ORANGE	226	2,955.25	8	8	0
CLIFTON	192	2,952.56	9	12	3
LAKWOOD	140	2,766.31	10	18	8

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.

**APPENDIX A TO PART 1300 — CERTIFICATIONS AND ASSURANCES  
FOR HIGHWAY SAFETY GRANTS**

(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59, AS AMENDED BY SEC. 4011, PUB. L. 114-94)

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to sub-recipients are noted under the applicable caption.]*

STATE: NEW JERSEY

FISCAL YEAR: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

**GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

**INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

**FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;

- **A unique identifier (DUNS);**
- **The names and total compensation of the five most highly compensated officers of the entity if:**
  - (i) **the entity in the preceding fiscal year received—**
    - (I) **80 percent or more of its annual gross revenues in Federal awards; and**
    - (II) **\$25,000,000 or more in annual gross revenues from Federal awards; and**
  - (ii) **the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;**
- **Other relevant information specified by the OMB guidance.**

## NONDISCRIMINATION

(APPLIES TO SUBRECIPIENTS AS WELL AS STATES)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR Part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (U.S.C. 324 *et seq.*) and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR Part 27;
- **The Age Discrimination Act of 1975**, as amended (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Non-Discrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:  
“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—
  - a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;
  - b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
  - c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
  - d. That, in the event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
  - e. To insert this clause, including paragraphs a through e, in every subcontract and sub-agreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.”



## THE DRUG-FREE WORKPLACE ACT OF 1988 (41 USC 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.
  - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will —
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted —
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

## POLITICAL ACTIVITY (HATCH ACT)

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

## CERTIFICATION REGARDING FEDERAL LOBBYING

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

### CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 or not more than \$100,000 for each such failure.

## RESTRICTION ON STATE LOBBYING

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State and local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

## CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

### INSTRUCTIONS FOR PRIMARY CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction.

However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has been erroneous by reasons of changed circumstances.
5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled “Instruction for Lower Tier Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

## CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS – PRIMARY COVERED TRANSACTIONS

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by an Federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or Local) with commission of any of the offenses enumerated in paragraph (1) (b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or Local) terminated for cause or default.
- (2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

## INSTRUCTION FOR LOWER TIER CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the *Definition and Coverage* sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees, by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility, and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

## **CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY, AND VOLUNTARY EXCLUSION – LOWER TIER COVERED TRANSACTIONS**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

### **BUY AMERICAN ACT**

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron, and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

### **PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists..

## POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

## POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

## SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B)).
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D))



6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
  - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to —
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seatbelts by occupants of motor vehicles;
  - Submission of information regarding mobilization participation into the HVE database;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection and driving in excess of posted speed limits;
  - An annual Statewide safety belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocations of highway safety resources;
  - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. Section 148(a). (23 U.S.C. 402(b)(1)(F))
8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcements systems are not used on any public road in the State;

**OR**

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**



\_\_\_\_\_  
SIGNATURE OF GOVERNOR'S REPRESENTATIVE FOR HIGHWAY SAFETY

06-30-2017

\_\_\_\_\_  
DATE

Gary Poedubicky

\_\_\_\_\_  
PRINTED NAME OF GOVERNOR'S REPRESENTATIVE FOR HIGHWAY SAFETY



## PROGRAM COST SUMMARY

FFY 2018 PROGRAM COST SUMMARY				
PROGRAM AREA	APPROVED PROGRAM COST	STATE/LOCAL FUNDS	FEDERAL SHARE TO LOCAL	CURRENT BALANCE
<b>SECTION 402</b>				
PLANNING & ADMIN - PA 18-01	\$ 500,000	\$ 500,000	0	\$ 500,000
ALCOHOL - AL 18-07	\$ 340,000	0	0	\$ 340,000
PED/BICYCLE SAFETY – PS 18-16	\$ 65,000	0	0	\$ 65,000
OCCUPANT PROTECTION – OP 18-11	\$ 310,000	0	0	\$ 310,000
POLICE TRAFFIC SVCS. – PT 18-03	\$ 3,500,000	\$ 67,100,276	\$ 2,072,000	\$ 3,500,000
CTSP – CP 18-08	\$ 2,090,000	0	\$ 2,090,000	\$ 2,090,000
PAID MEDIA & PI&E – PM 18-21	\$ 340,000	0	\$ 340,000	\$ 340,000
TRAFFIC RECORDS – TR 18-02	\$ 408,000	0	\$ 100,000	\$ 408,000
ROADWAY SAFETY - RS 18-61	\$ 185,000	0	0	\$ 185,000
<b>TOTAL SECTION 402</b>	<b>\$ 7,738,000</b>	<b>\$ 67,600,276</b>	<b>\$ 4,602,000</b>	<b>\$ 7,738,000</b>
<b>SECTION 405(b)</b>				
OCCUPANT PROTECTION	\$ 1,400,000	\$ 10,839,277	\$ 1,050,000	\$ 1,400,000
<b>TOTAL SECTION 405(b)</b>	<b>\$ 1,400,000</b>	<b>\$ 10,839,277</b>	<b>\$ 1,050,000</b>	<b>\$ 1,400,000</b>
<b>SECTION 405(c)</b>				
TRAFFIC RECORDS	\$ 1,800,000	\$ 650,000	0	\$ 1,800,000
<b>TOTAL SECTION 405(c)</b>	<b>\$ 1,800,000</b>	<b>\$ 650,000</b>	<b>0</b>	<b>\$ 1,800,000</b>
<b>SECTION 405(d)</b>				
IMPAIRED DRIVING	\$ 4,467,000	\$ 42,532,737	\$ 3,729,000	\$ 4,467,000
<b>TOTAL SECTION 405(d)</b>	<b>\$ 4,467,000</b>	<b>\$ 42,532,737</b>	<b>\$ 3,729,000</b>	<b>\$ 4,467,000</b>
<b>SECTION 405(e)</b>				
DISTRACTED DRIVING	\$ 3,000,000	\$ 30,437,072	\$ 2,750,000	\$ 3,000,000
<b>TOTAL SECTION 405(e)</b>	<b>\$ 3,000,000</b>	<b>\$ 30,437,072</b>	<b>\$ 2,750,000</b>	<b>\$ 3,000,000</b>
<b>SECTION 405(f)</b>				
MOTORCYCLE	\$ 200,000	\$ 1,306,340	\$ 200,000	\$ 200,000
<b>TOTAL SECTION 405(f)</b>	<b>\$ 200,000</b>	<b>\$ 1,306,340</b>	<b>\$ 200,000</b>	<b>\$ 200,000</b>
<b>SECTION 405(h)</b>				
NON-MOTORIZED SAFETY	\$ 1,275,000	\$ 8,590,319	\$ 1,245,000	\$ 1,275,000
<b>TOTAL SECTION 405(h)</b>	<b>\$ 1,275,000</b>	<b>\$ 8,590,319</b>	<b>\$ 1,245,000</b>	<b>\$ 1,275,000</b>











# SAFE PASSAGE

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