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STATE OF NEW JERSEY

HIGHWAY SAFETY PLAN

FEDERAL FISCAL YEAR 2013
October 1, 2012 through September 30, 2013



JEFFREY S. CHIESA
ATTORNEY GENERAL



CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR



GARY POEDUBICKY
ACTING DIRECTOR

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OVERVIEW

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

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

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

MISSION STATEMENT

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

EXECUTIVE SUMMARY

The Federal Fiscal Year (FFY) 2013 Highway Safety Performance Plan (HSPP) addresses the national priority program areas of NHTSA and FHWA. The following national priority program areas will be addressed by DHTS in FFY 2013: 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 55 percent for projects that benefit local jurisdictions.

In accordance with other federal highway traffic safety grant funding statutes and NHTSA policies, the Plan must include documentation that demonstrates the intended use of grant funds for other highway safety grant programs. In addition to the Section 402 Program, several other funding sources in FFY 2013 will be used to continue the highway safety program. These include: Section 405 Occupant Protection Incentive grant, Section 408 Traffic Safety Information System grant, Section 410 Alcohol Incentive grant, Section 2010 Motorcycle Safety grant, and Section 2011 Child Safety and Child Booster Seat grant.

The FFY 2013 Highway Safety Plan includes a budget of over \$11 million that will be allocated as illustrated below:

FFY 2013 FEDERAL HIGHWAY SAFETY FUNDING		
SECTION 402	STATE AND COMMUNITY GRANT PROGRAM	\$6,100,000
SECTION 405	OCCUPANT PROTECTION INCENTIVE GRANT	\$ 650,000
SECTION 408	TRAFFIC SAFETY INFORMATION SYSTEM GRANT	\$ 500,000
SECTION 410	ALCOHOL INCENTIVE GRANT	\$3,200,000
SECTION 2010	MOTORCYCLE SAFETY GRANT	\$ 150,000
SECTION 2011	CHILD SAFETY SEAT AND CHILD BOOSTER SEAT GRANT	\$ 425,000

The FFY 2013 HSPP begins with the Performance Plan, which articulates the highway safety goals — determined through careful problem identification and analysis — performance measures, and projects and programs that address these goals.

The second part of the Plan describes the projects and activities that will be implemented to achieve the goals identified in the Performance Plan. This section is referred to as the Highway Safety Plan and describes the program activities that will be funded throughout the year.

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, based on the goals identified in the Performance Plan, the projects and activities identified in the Performance Plan, and the projects and activities identified in the Highway Safety Plan.

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

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

DHTS 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

PERFORMANCE PLAN

PROBLEM IDENTIFICATION

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 vehicle characteristics (i.e., conditions), and the interaction of various components (i.e., time of day, day of week, weather, driver actions, etc). At both the state and local level, Plan4Safety is also used to analyze crash data. Plan4Safety is a support tool, developed and maintained by the Transportation Safety Resource Center (TSRC) 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.

The New Jersey Institute of Technology conducts seat belt observational surveys and provides usage rate data to DHTS. In addition, the PublicMind poll, an independent opinion research center at Fairleigh Dickinson University, conducts an annual survey of randomly selected New Jersey residents age 17 and older. The survey asks drivers about their behavior, their perception of other drivers and their attitudes toward various regulatory proposals.

DHTS also requests information and data from other traffic safety groups. These include, but are not limited to the following: Motor Vehicle Commission, Department of Education, Department of Health, Department of Transportation, and Administrative Office of the Courts. Other groups that contribute are the NJ Traffic Officers Association, NJ Chiefs of Police Association, AAA, and the NJ Safety Council.

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 sex, time of day and where the crashes were occurring. A review of crash data was provided for each of the three regions of the state. The Transportation Safety Resource Center at Rutgers University compiled the statistical review in FY 2012.

GOAL DEVELOPMENT

Following the problem identification process, 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.

PROJECT SELECTION

The process for funding state and local safety programs begins in December with a notification in the New Jersey Register. State agencies and political subdivisions, including counties, municipalities, townships, and nonprofit organizations are eligible and must submit highway safety grant applications by the designated

deadline, which in FY 2013 was May 30, 2012. Specialized enforcement campaigns (i.e., *Click It or Ticket*, *Drive Sober or Get Pulled Over*) are handled separately by DHTS.

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 priorities. 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.

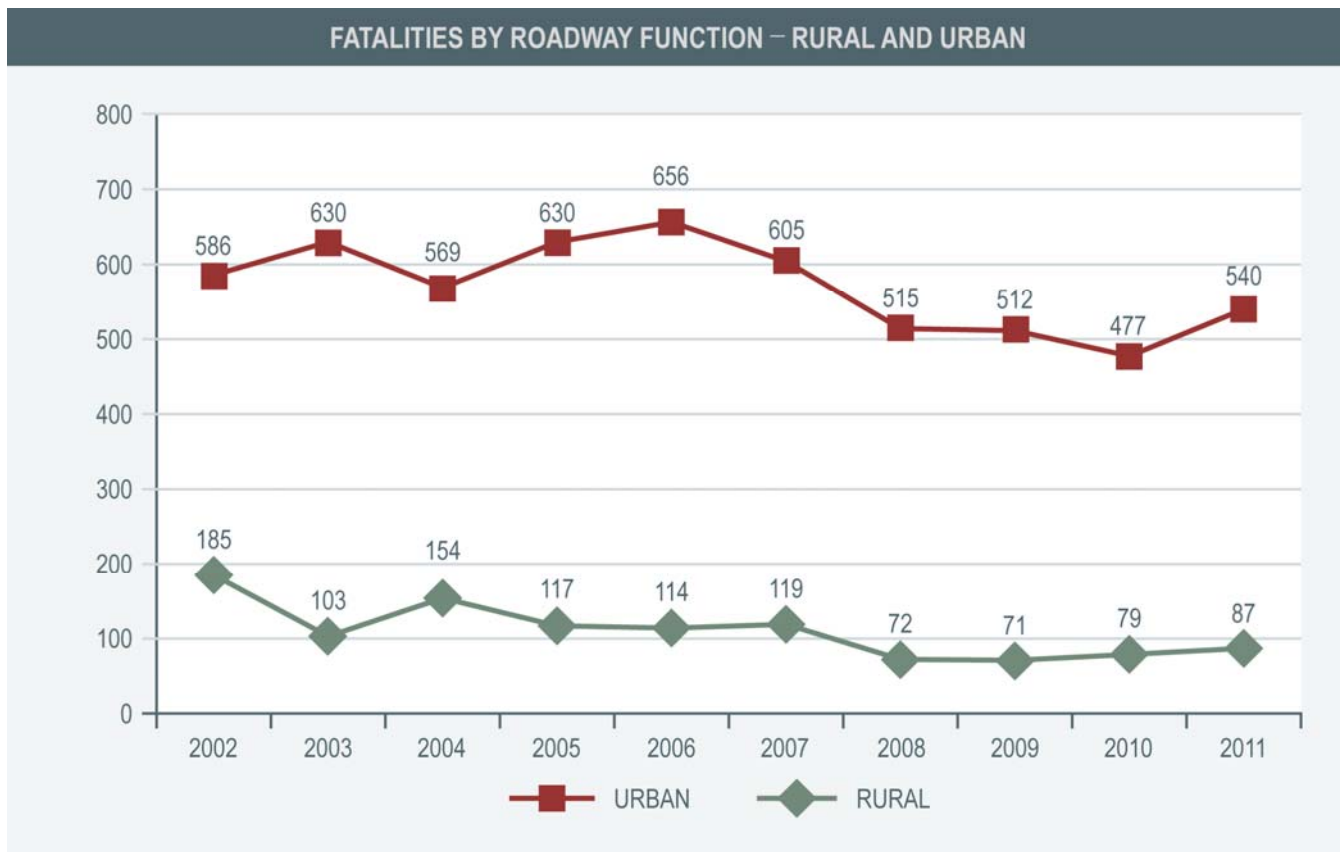
The applications are rated for potential traffic safety impact, performance of previous grants, and seriousness of identified problems. The review also reflects how well the grant application was written. Each individual reviewing and scoring the grant application was provided with a scoring sheet. The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

The state experienced a 13 percent increase in motor vehicle-related fatalities between 2010 and 2011. Since 2006, there has been a 19 percent decrease in motor vehicle-related fatalities.

NEW JERSEY MOTOR VEHICLE FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



Fatalities by roadway function are shown below. On urban roadways, fatalities increased from 477 in 2010 to 540 in 2011. On rural roadways, fatalities increased from 79 to 87 during the same time period.



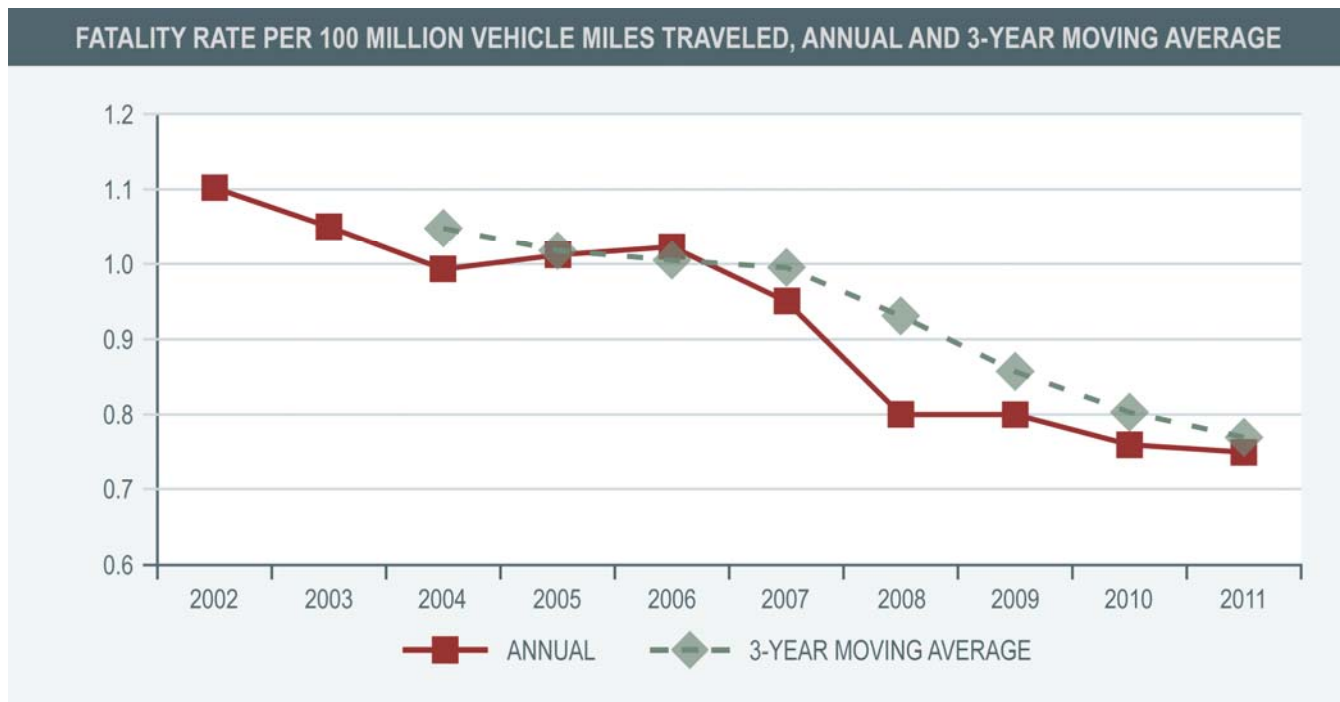
Provided below is the number of traffic related fatalities that occurred in all categories during calendar year 2011.

WHO DIED ON NEW JERSEY ROADS?												
YEAR	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	TOTAL
DRIVER	348	375	364	357	374	334	345	241	249	231	270	3,488
PASSENGER	169	156	164	124	142	162	134	109	98	99	105	1,462
PEDESTRIAN	132	177	137	152	153	164	149	135	157	141	143	1,640
BICYCLIST	23	13	11	14	17	12	12	20	14	13	17	166
MOTORCYCLIST	73	50	57	76	61	99	84	85	65	72	92	814
TOTAL	745	771	733	723	747	771	724	590	583	556	627	7,570
FATAL CRASHES	681	698	664	684	691	708	685	555	549	530	586	7,031

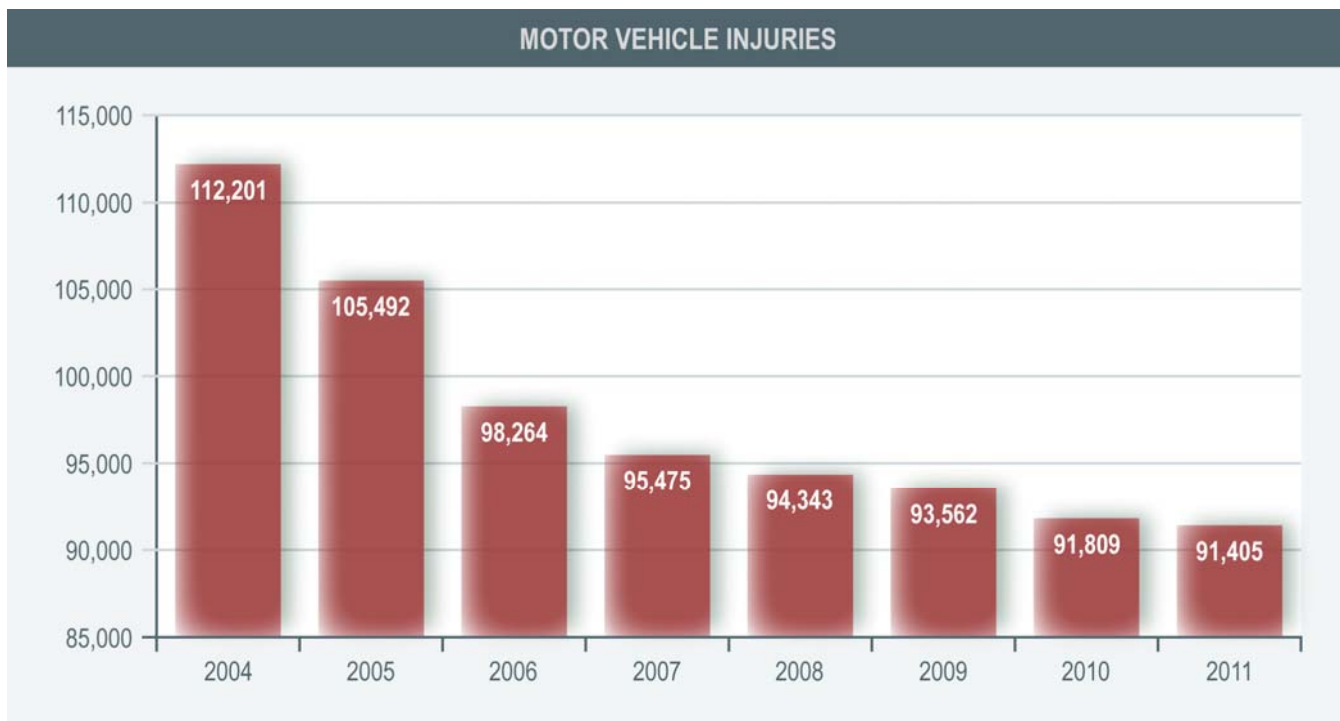
The highest number of motor vehicle fatalities (54) occurred in Middlesex County. Pedestrian fatalities (18) were most prevalent in Essex County, while bicycle fatalities (3) occurred most often in Ocean County. The county experiencing the greatest number of motorcyclist fatalities (10) was Burlington.

2011 VICTIM CLASSIFICATION BY COUNTY						
COUNTY NAME	DRIVER	PASSENGER	PEDESTRIAN	BICYCLIST	MOTORCYCLIST	TOTAL
ATLANTIC	17	16	9	1	5	48
BERGEN	10	3	14	1	3	31
BURLINGTON	23	13	5	1	10	52
CAMDEN	24	6	12	1	6	49
CAPE MAY	5	3	0	0	1	9
CUMBERLAND	12	3	4	0	5	24
ESSEX	17	8	18	0	9	52
GLOUCESTER	19	4	1	1	1	26
HUDSON	3	4	11	1	6	25
HUNTERDON	4	2	1	1	2	10
MERCER	10	0	8	1	3	22
MIDDLESEX	26	6	13	0	9	54
MONMOUTH	18	7	4	2	3	34
MORRIS	16	1	2	0	5	24
OCEAN	22	9	16	3	2	52
PASSAIC	9	4	11	1	3	28
SALEM	7	4	2	0	3	16
SOMERSET	9	3	2	2	3	19
SUSSEX	3	3	1	0	4	11
UNION	8	4	9	1	4	26
WARREN	8	2	0	0	5	15
NJ STATE TOTALS	270	105	143	17	92	627

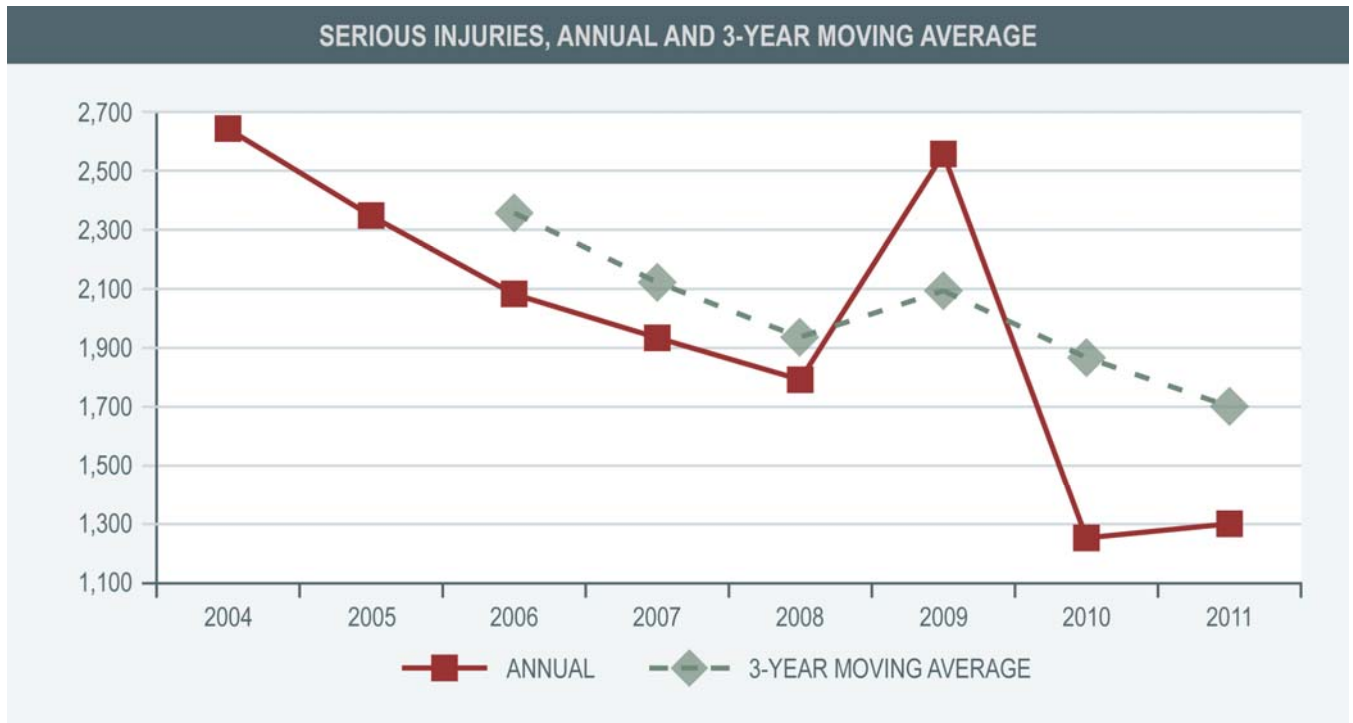
The statewide fatality rate per 100 million vehicle miles traveled continued to trend downward in 2011, falling to 0.75.



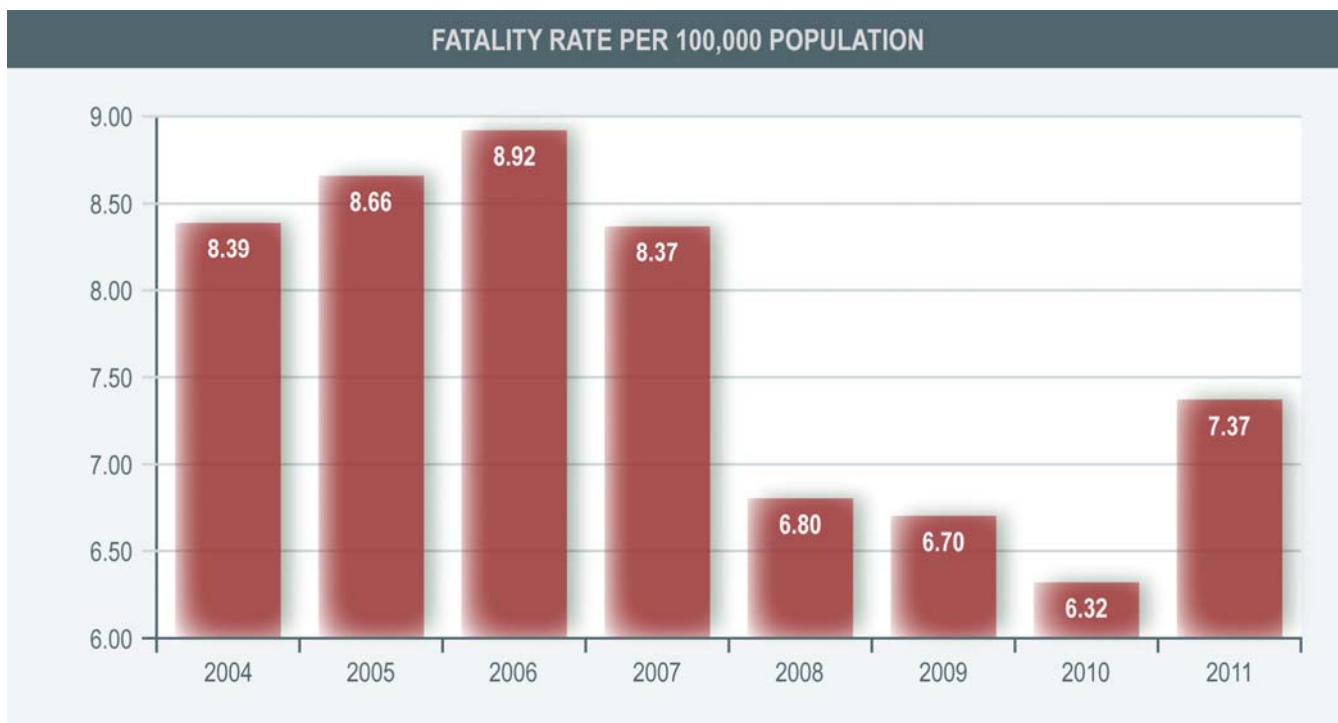
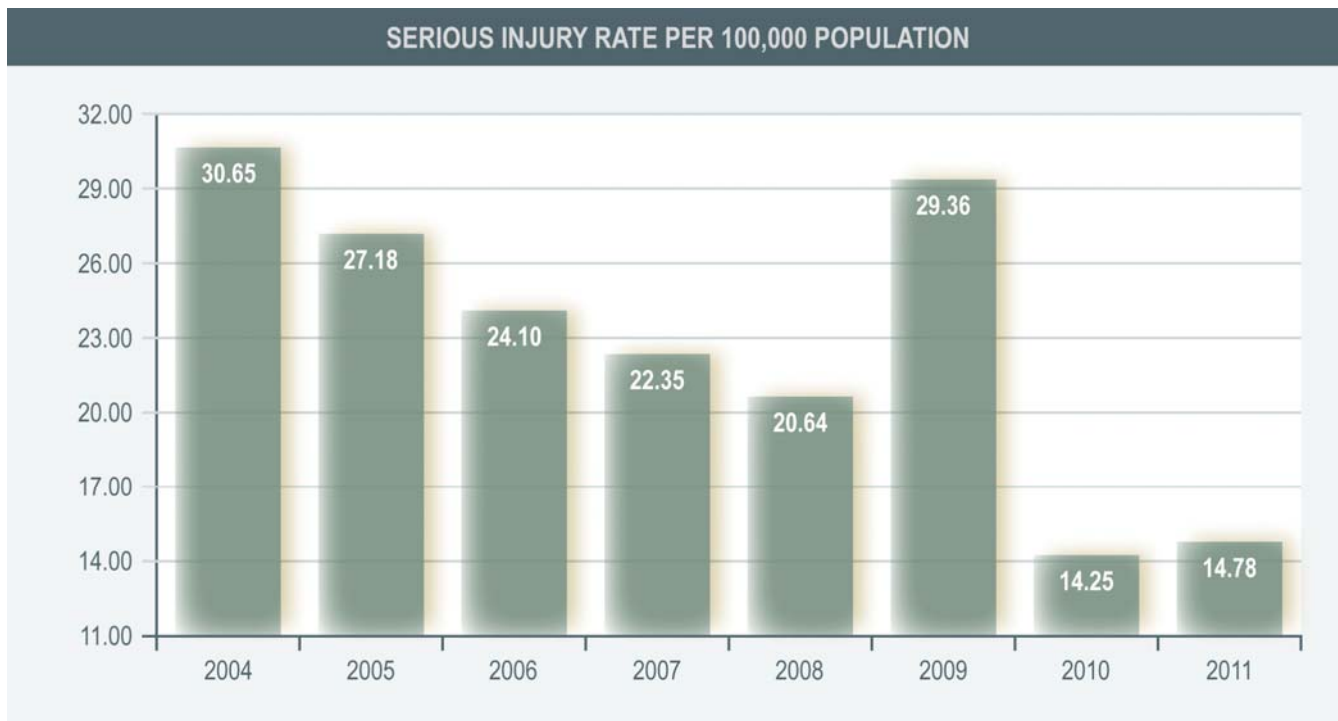
The number of motor vehicle injuries declined for the eighth consecutive year dropping from 91,809 in 2010 to 91,405 in 2011.



Serious injuries increased slightly from 1,253 in 2010 to 1,301 in 2011.



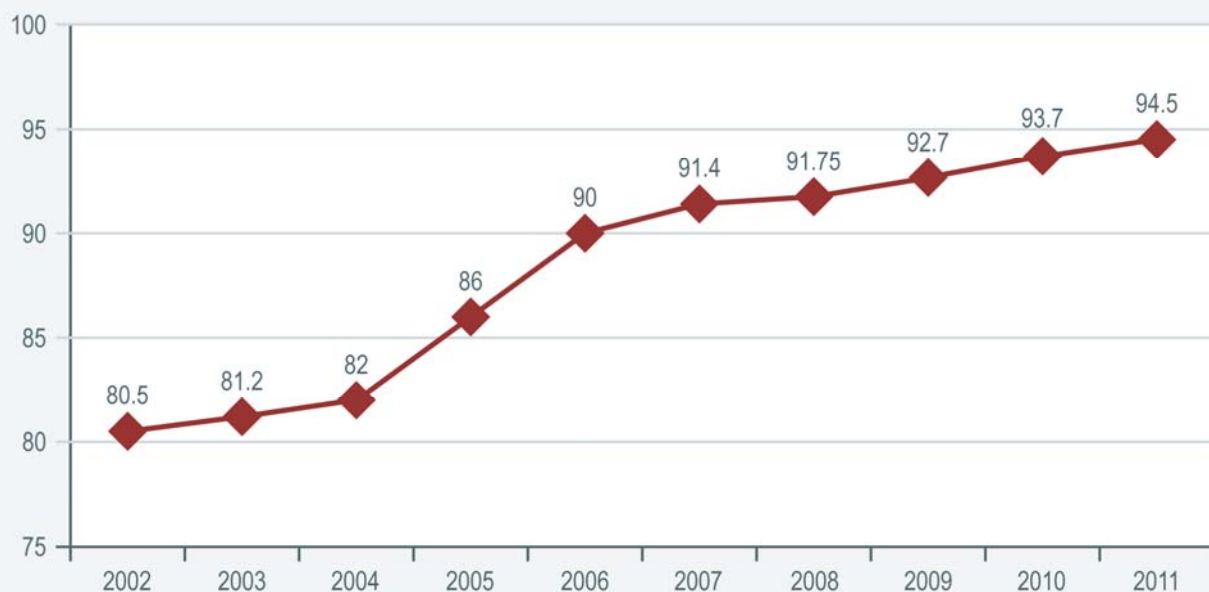
The statewide serious injury and fatality rates per 100,000 population increased in 2011.



OCCUPANT PROTECTION

The State's front seat belt usage rate increased for the fifteenth consecutive year in 2011 to a record high 94.51 percent. There was a small increase in the front seat occupant usage rate of 0.78%. There were similar increases in the driver and front-seat passenger usage rates. Driver seat belt usage increased from 93.85 percent in 2010 to 94.59 percent in 2011, a 0.74 percent increase. Front seat passenger seat belt usage increased from 92.91 percent in 2010 to 94.20 percent in 2011, a 1.29 percent increase.

PERCENTAGE OF MOTOR VEHICLE OCCUPANTS USING SEAT BELTS IN THE FRONT SEAT



Increasing seat belt use is the simplest way to reduce serious injury and death in the event of a motor vehicle crash. However, failure to buckle up remains a major contributing factor in fatal crashes. Since 2002, over 6,000 motor vehicle occupants were killed in crashes in New Jersey and nearly half were unrestrained. DHTS, working in partnership with law enforcement and the traffic safety community, has set a goal of 100 percent seat belt usage in all seating positions.

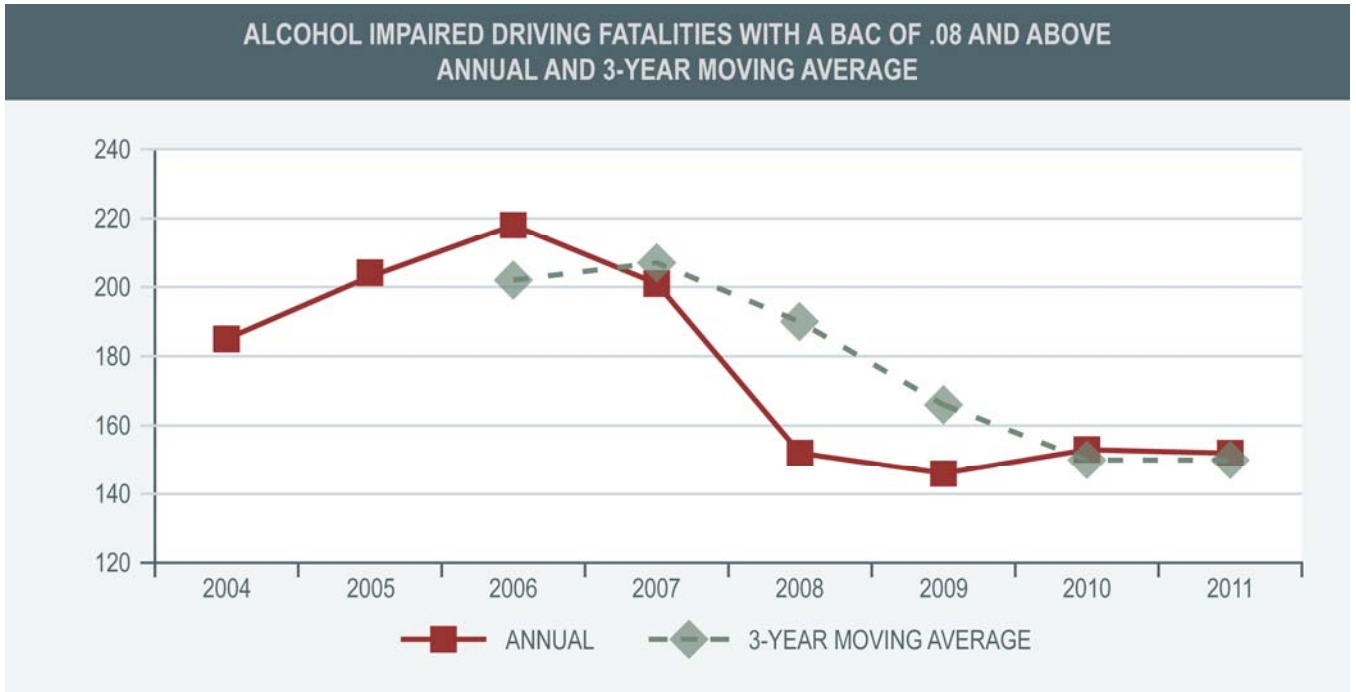
UNRESTRAINED MOTOR VEHICLE OCCUPANT FATALITIES - ALL SEAT POSITIONS ANNUAL AND 3-YEAR MOVING AVERAGE



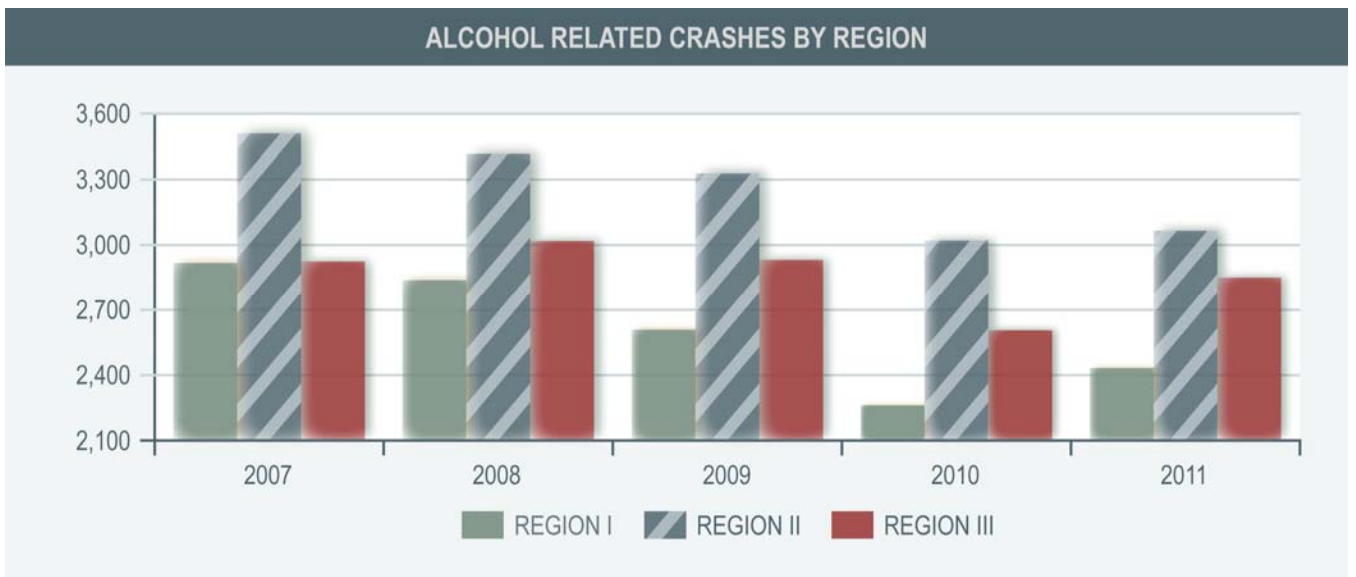
The usage rates for rear seat passengers are still low, but higher than 2010. The overall back seat usage rate is 61 percent, which is 13 percentage points higher than the usage rate observed in 2010. Observational surveys conducted by the New Jersey Institute of Technology in 2011 found a back seat belt usage rate of 35 percent for adults which represent an increase of 8 percentage points from the previous year. Similarly, usage rates for young people and children in the back seat increased by 17 percentage points (37 percent to 54 percent) and 13 percentage points (72 percent to 85 percent) respectively.

ALCOHOL FATALITIES AND CRASHES

In 2011, alcohol impaired fatalities (based on all involved drivers and motorcycle riders with a .08 BAC or higher) accounted for 24 percent of all traffic fatalities in the state. This is a slight decrease from the previous year when there were 153 alcohol impaired fatalities compared to 152 in 2011.



For all three regions, alcohol related crashes have generally decreased over a five year period. However, in 2011 there was an increase in alcohol related crashes in all three regions.



The top five municipalities for alcohol related crashes are as follows: Region I - Camden, Atlantic City, Gloucester Township, Hamilton Township and Pennsauken Township, Region II – Toms River, Hamilton, Woodbridge, Brick and Trenton, and Region III Newark, Clifton, Jersey City, Paterson, and Passaic.

REGION I ALCOHOL RELATED CRASHES, TOP MUNICIPALITIES 2007 – 2011

Municipality	2007			2008			2009			2010			2011			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
Camden	72	60	1	74	61	1	59	50		51	40	1	65	47	1	583
Atlantic City	96	55		84	59	1	62	40		60	28		52	31		568
Gloucester Twp	66	50	2	86	44	4	51	45	1	36	23	1	42	26	1	478
Hamilton (Atl)	47	50	4	37	28		52	27	4	49	34		45	30	1	408
Pennsauken	57	35	1	51	38		37	24	2	43	17		38	40		383
Egg Harbor Twp	49	43	3	35	29	2	33	37	2	37	26	1	39	24	2	362
Vineland	14	10	2	33	26	1	63	37	3	57	25	3	46	23	3	346
Cherry Hill	38	37	1	34	30	2	33	40	1	25	15	2	49	26		333
Galloway	31	26	1	33	27		38	26	2	25	24		21	28		282
Deptford	20	22		44	23	1	34	25		23	15	2	35	28	1	273
Washington (Glo)	37	17	2	30	17		25	30	1	26	22	1	33	28		269
Winslow	31	26	5	35	21	1	29	26	2	23	20	1	25	18	1	264
Bridgeton	58	16		26	26		24	13		20	23		21	16	1	244
Middle	21	29		21	22	3	23	22		22	20		23	26		232
Mount Laurel	33	19	1	24	28	1	27	20		25	15		15	13		221
Evesham	29	24		21	20		30	13	1	24	19		10	22		213
Pemberton Twp	16	13		22	12	2	30	22		23	25		13	28	1	207
Franklin (Glo)	21	23		22	18	2	23	17		12	13	1	19	12		183
Lower	23	20		33	12		18	12	1	14	14		14	18		179
Monroe (Glo)	29	15		23	14		24	9		15	9		25	14	1	178
Pleasantville	37	17		23	18		17	15	2	11	8		12	7		167

REGION II ALCOHOL RELATED CRASHES, TOP MUNICIPALITIES 2007 – 2011

Municipality	2007			2008			2009			2010			2011			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
Toms River	82	54	5	83	51	1	111	49	2	90	56	4	87	60	1	736
Hamilton (Mer)	72	36	3	64	38	1	67	35	1	57	46		61	43		524
Woodbridge	70	43		78	48	1	69	53	2	46	29		39	19	2	499
Brick	70	36		70	50	1	52	30		48	44	2	52	29	2	486
Trenton	79	43		57	39	2	45	16	2	38	28	3	48	23		423
Lakewood	49	41		35	33		39	46	2	32	28	3	30	20	2	360
Elizabeth	27	26		52	29	1	51	25	1	47	30		45	19	1	354
Middletown	34	20	1	38	28	2	52	36	1	39	20		40	32	1	344
Old Bridge	37	35	1	53	30		34	28	1	38	28	2	24	24		335
Union (Uni)	36	26		38	24		41	17	1	40	20		36	28	1	308
Edison	35	27		45	25	1	33	24	1	27	19		33	30		300
Wall	23	26	1	35	24	2	33	22		27	14		41	19		267
Howell	36	26	1	30	22		22	23		24	23	3	29	27		266
Linden	30	25		33	24		23	22	1	33	18	2	30	25		266
Plainfield	31	20	1	32	28		26	26		24	24		27	24		263
East Brunswick	42	19		40	14		26	24		29	20	1	25	13	1	254
Sayreville	38	19	1	34	15		22	20		23	26		36	20		254
Long Branch	41	22	1	20	16		31	10		33	12		25	17		228
Perth Amboy	31	9		37	14		22	22	1	22	23		25	13		219
Jackson	30	15		31	22		19	20	1	24	16	3	19	18		218
Lacey	21	15		31	18		25	21	3	21	17	1	31	14		218

REGION III ALCOHOL RELATED CRASHES, TOP MUNICIPALITIES 2007 – 2011																
Municipality	2007			2008			2009			2010			2011			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
Newark	72	37	2	116	88	1	82	60	1	72	80	1	87	80	2	781
Clifton	85	46	1	75	43	1	81	61	1	71	38		91	33		627
Jersey City	67	58	1	73	42	1	64	46		68	38	1	57	51		567
Paterson	81	50	1	66	52		65	55		55	44	1	52	35	1	558
Passaic	48	22		40	27		51	23		41	29		61	15		357
Parsippany-Troy Hills	24	21		44	25		22	18		34	17		40	30	1	276
Union	46	15		39	14		39	16		30	18		45	10		272
Wayne	20	19		34	20		39	24		32	13		47	24		272
East Orange	28	19		22	12		19	17		24	19		29	28		217
Kearny	22	9		39	18		34	9		22	18		30	14	2	217
Irvington	17	26	1	31	16		22	17		31	17		15	19	1	213
North Bergen Twp	38	11		29	16		26	20	1	17	10		27	12		207
Bloomfield	27	13		24	8		28	9		17	15		45	8		194
Belleville	23	13		23	15		30	15		23	16		20	11		189
Teaneck	25	13	1	26	14		18	19		15	13		14	20		178
Garfield	26	13		19	11		17	16		17	14		19	11		163
Mount Olive	18	14		25	11		21	11		12	10		23	11	1	157
Morristown	21	12		21	10		17	6		31	6		20	11	1	156
Roxbury	18	16		19	9		24	11		24	6		20	6	1	154
Montclair	14	14		21	13		23	12	1	15	9		15	12		149
Vernon	19	9	1	20	9	1	23	9		18	4		26	8		147

A review of gender comparisons reveals that male drivers were involved in over twice as many fatal alcohol crashes than females.

ALCOHOL RELATED CRASHES BY GENDER 2007 – 2011					
	PROPERTY DAMAGE	PAIN	MODERATE INJURY	INCAPACITATING INJURY	FATAL
MALE	24,399	5	15,280	1,279	478
FEMALE	9,508	1	6,693	473	128

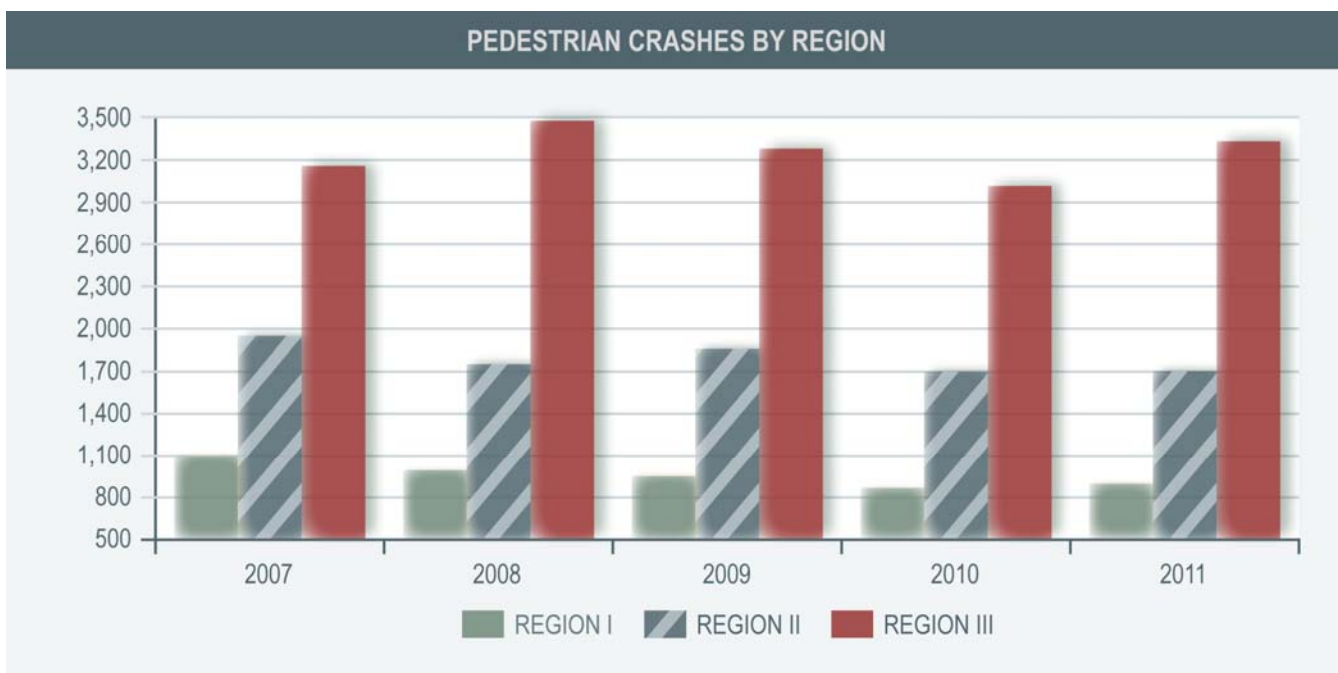
The most prominent age group involved in alcohol related crashes for all regions is between 21 and 25 years of age and there are more fatal and incapacitated injury crashes during the night time hours in comparison to daylight hours.

PEDESTRIAN FATALITIES AND CRASHES

During the ten year period from 2002-2011, there were 1,508 pedestrian fatalities in the state, with 177 occurring in 2002 and 143 in 2011. Using the three-year moving average, a trend for pedestrian fatalities is illustrated below.



Pedestrian related crashes have varied by Region. In Region I, there has been a decrease, whereas, in Regions II and III the decline has not been as steady.



The top ten municipalities in each region with the highest pedestrian related crashes are listed below. In pedestrian related crashes for all three regions, there is an abundance of male drivers involved in fatal crashes in comparison to female drivers, but as for other levels of injury, the distinction is not as high.

REGION I PEDESTRIAN RELATED CRASHES BY MUNICIPALITY 2007 – 2011

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
CAMDEN	65	583	9	657	BRIDGETON	10	99		109
ATLANTIC CITY	33	546	11	590	COLLINGSWOOD	15	88		103
VINELAND	60	100	4	164	PENNSAUKEN	13	77	2	92
GLOUCESTER TWP	15	104	8	127	DEPTFORD	12	69	3	84
CHERRY HILL	11	94	7	112	MILLVILLE	18	60	2	80

REGION II PEDESTRIAN RELATED CRASHES BY MUNICIPALITY 2007 – 2011

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
ELIZABETH	46	584	22	652	LAKESWOOD	40	227	13	280
TRENTON	133	381	12	526	EDISON	36	225	12	273
NEW BRUNSWICK	55	327	6	388	UNION (UNI)	22	240	7	269
TOMS RIVER	45	232	14	291	PLAINFIELD	28	228	5	261
WOODBIDGE	42	233	8	283	PERTH AMBOY	33	214	4	251

REGION III PEDESTRIAN RELATED CRASHES BY MUNICIPALITY 2007 – 2011

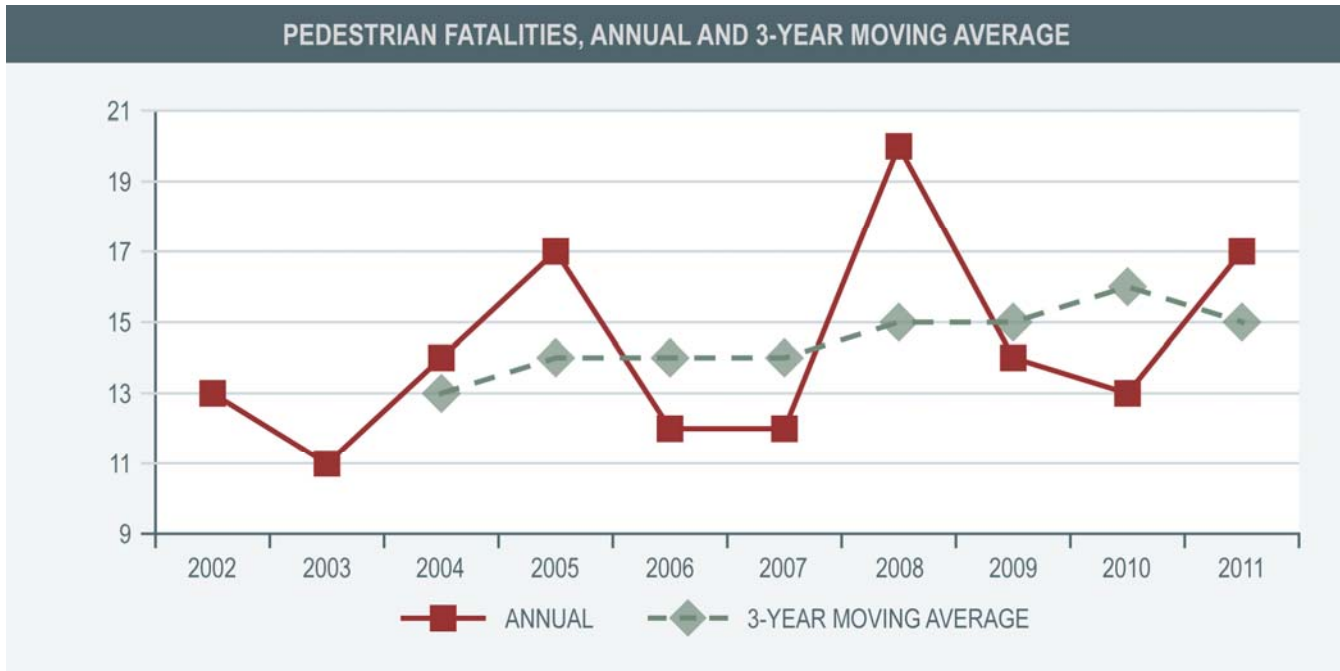
Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
NEWARK	220	1,876	41	2,137	EAST ORANGE	53	383	7	443
JERSEY CITY	193	1,561	13	1,767	CLIFTON	66	356	10	432
PATERSON	271	927	13	1,211	UNION CITY	71	355	5	431
IRVINGTON	62	504	7	573	HACKENSACK	46	348	4	398
PASSAIC	125	410	4	539	BAYONNE	44	324	5	373

There is a slight spike in pedestrian related crashes between the ages of 21-25. That spike also holds true for fatal crashes and incapacitated injuries. In terms of pedestrians who were involved in crashes, the overrepresented age group is between 1 and 25 years of age as well as 65 years and over. In all regions, there are many more incapacitated and severe crashes that occur at night as opposed to the day time. The most prevalent causation factors for pedestrians involved in crashes include the following contributing circumstances: driver inattention, crossing where prohibited, running or darting across traffic and inattentiveness.

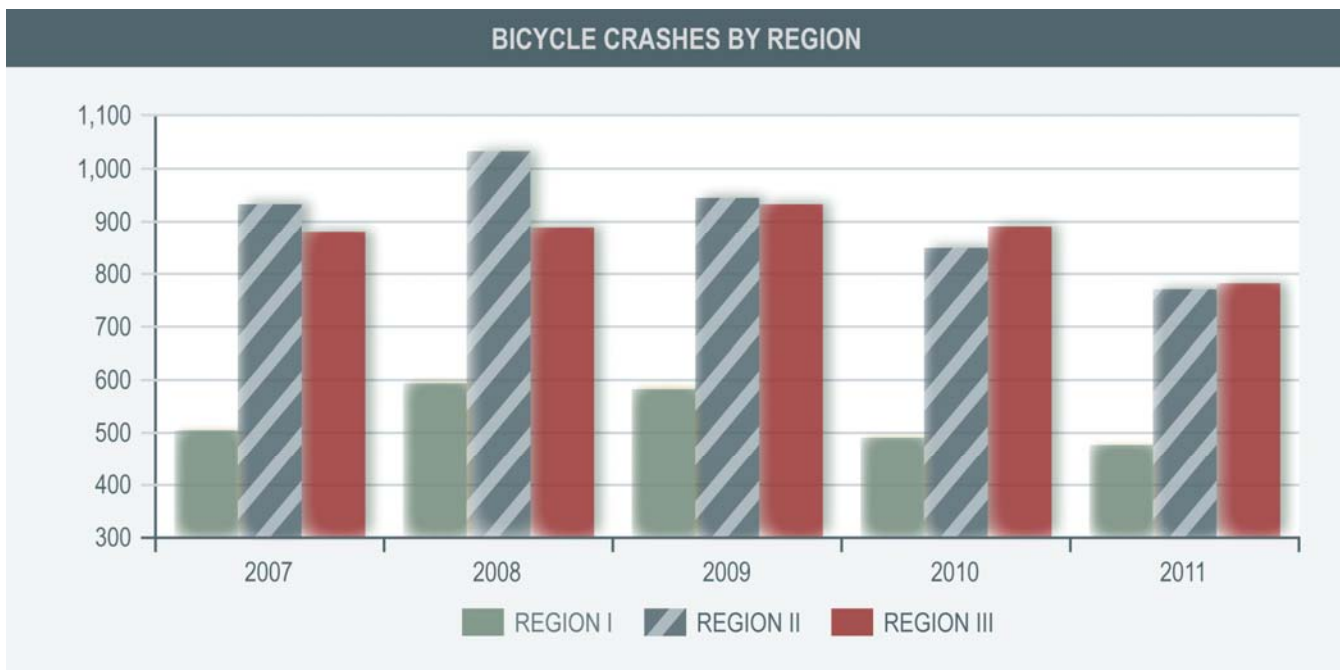
Through education, enforcement and outreach, DHTS will continue to work toward reducing pedestrian injuries and fatalities in FFY 2013.

BICYCLE FATALITIES AND CRASHES

During the ten year period from 2002 to 2011, 143 bicycle fatalities occurred statewide. Bicycle fatalities increased in 2011.



A review of the three regions for the past five years indicates there has not been a downward trend in crashes.



The top five municipalities in Region I with the highest bicyclist crashes are Atlantic City, Camden, Vineland, Ocean City and Gloucester Township. In Region II, Lakewood, Elizabeth, Toms River, Trenton and New Brunswick were the highest for bicycle crashes and in Region III the towns of Jersey City, Newark, Paterson, Passaic and Clifton were most represented.

REGION I BICYCLE RELATED CRASHES BY MUNICIPALITY 2007 – 2011

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
ATLANTIC CITY	30	210		240	CHERRY HILL	12	52	1	65
CAMDEN	44	185	1	230	WILDWOOD	9	53		62
VINELAND	54	79	3	136	PENNSAUKEN	8	52	1	61
OCEAN CITY	15	69		84	EGG HARBOR TWP	7	50	1	58
GLOUCESTER TWP	14	53		67	LOWER	4	50		54

REGION II BICYCLE RELATED CRASHES BY MUNICIPALITY 2007 – 2011

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
LAKEWOOD	30	188		218	HAMILTON TWP (MER)	24	98		122
ELIZABETH	20	147	1	168	BRICK	25	91		116
TOMS RIVER	28	132	3	163	LONG BRANCH	24	88		112
TRENTON	50	104	2	156	WOODBIDGE	15	91		106
NEW BRUNSWICK	17	114	1	132	PLAINFIELD	17	88		105

REGION III BICYCLE RELATED CRASHES BY MUNICIPALITY 2007 – 2011

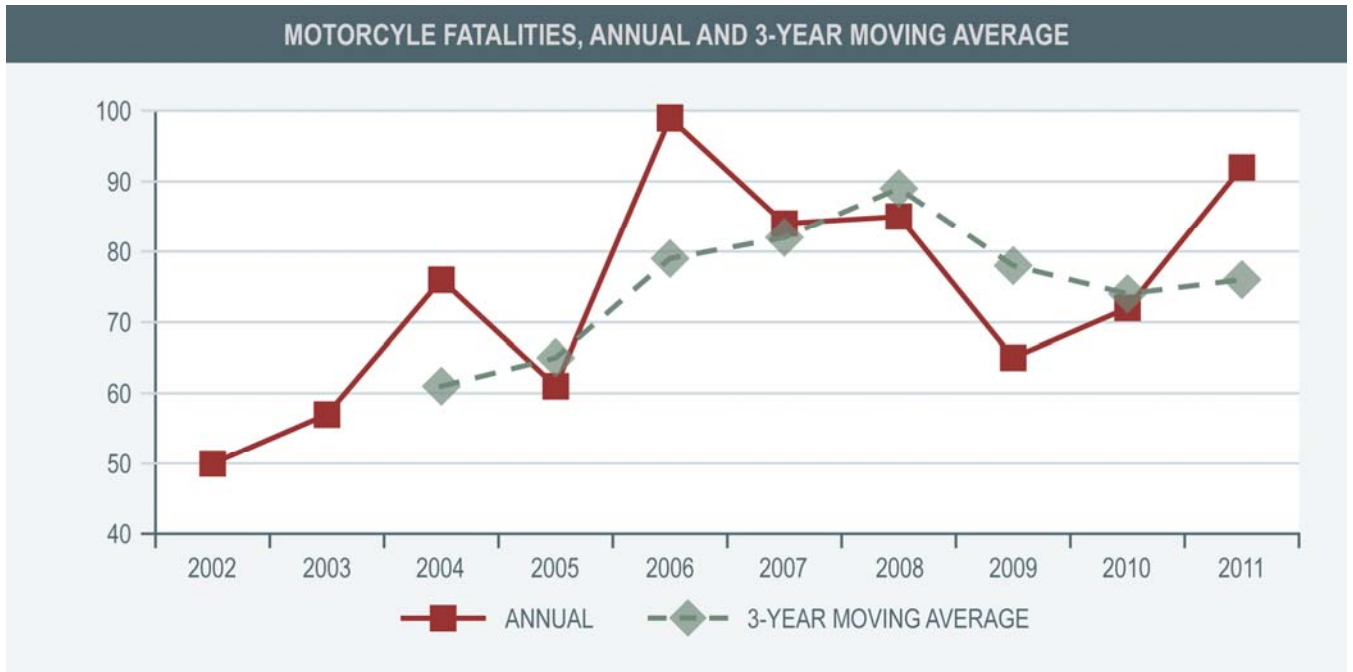
Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
JERSEY CITY	72	367	1	440	UNION CITY	41	87	3	131
NEWARK	28	247	1	276	HACKENSACK	21	92		113
PATERSON	49	191		240	BAYONNE	25	85		110
PASSAIC	33	120		153	NORTH BERGEN TWP	17	92	1	110
CLIFTON	33	107	1	141	TEANECK	13	73		86

With bicycle crashes, bicyclists in the age range of 11-20 are experiencing the most crashes. As the age of the bicyclist increases, there is a decrease in crashes. During the past five years, there have been more severe crashes that occur during the daylight hours as opposed to night crashes. The contributing circumstances most prevalent in bicyclist crashes are: driver inattention, failure to obey a traffic control device, failure to yield the right-of-way, and traveling the wrong way down a road.

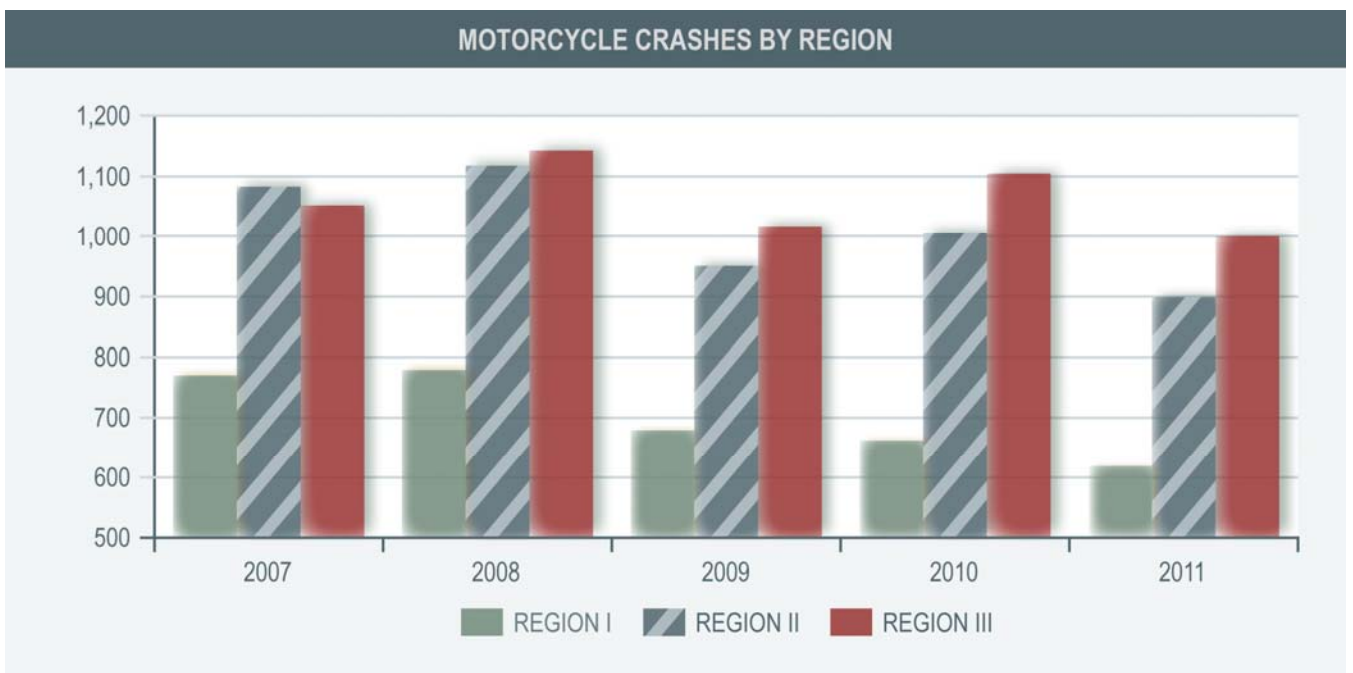
DHTS will continue to partner with law enforcement and transportation management agencies to promote safe and lawful riding practices, including the use of bicycle helmets (mandatory for all riders under 17 years of age), the importance of being highly visible, and the need to share the road.

MOTORCYCLE FATALITIES AND CRASHES

During the ten year period from 2002 to 2011, there were 741 motorcycle fatalities in New Jersey. The greatest number of fatalities (99) occurred in 2006 while the lowest number (61) occurred in 2005. Motorcycle rider fatalities increased by 28 percent, from 72 in 2010 to 92 in 2011. Historically, motorcycle deaths have accounted for approximately 10 percent of all traffic-related fatalities in the state. In 2011, motorcycle fatalities represented 15 percent of all traffic fatalities.



There has been a general decline in motorcycle crashes for all three regions.

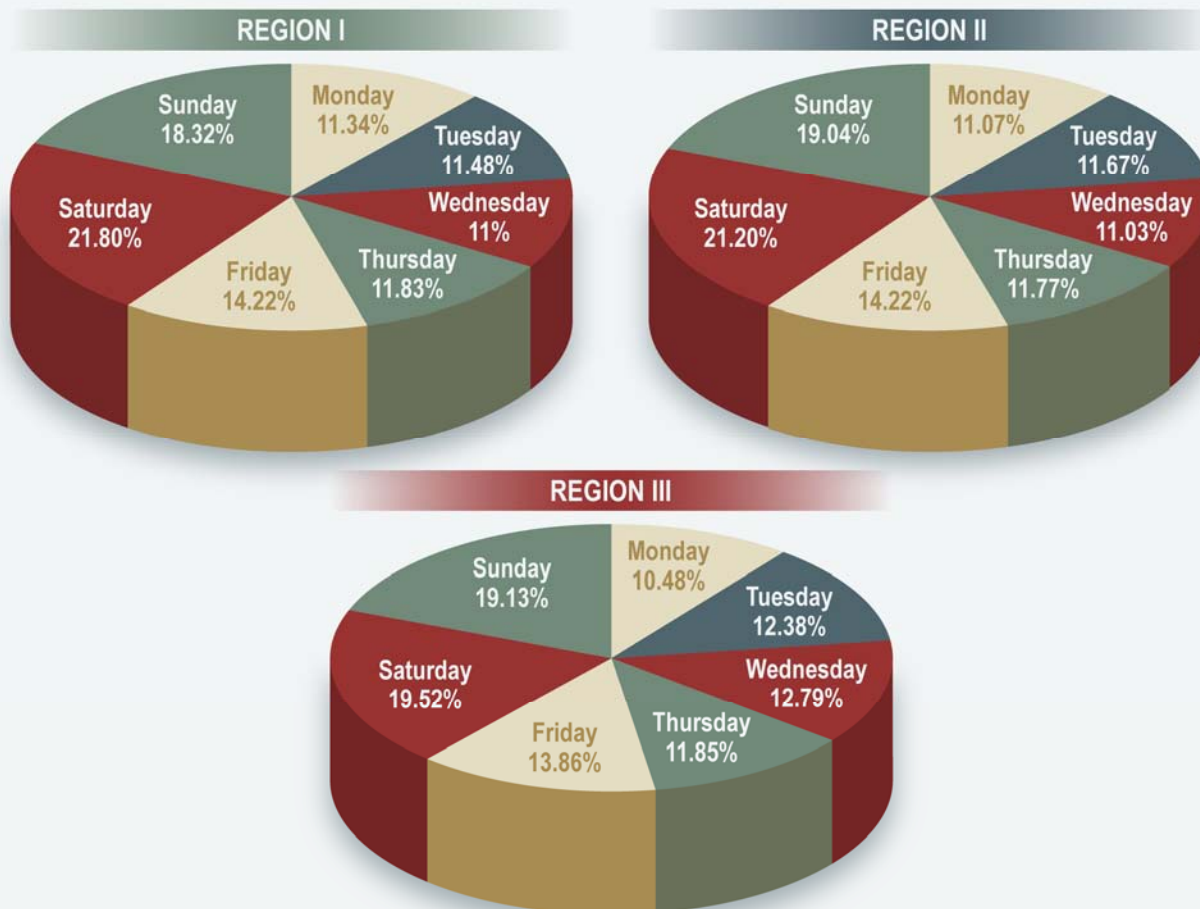


On average, there is a slight difference between severity and time of day for motorcycle crashes, with more fatalities occurring during the day.

MOTORCYCLE CRASHES BY DAY OF WEEK 2007 – 2011

	NUMBER OF CRASHES			PERCENTAGE OF WEEKLY CRASHES		
	REGION I	REGION II	REGION III	REGION I	REGION II	REGION III
MONDAY	398	560	557	11.34%	11.07%	10.48%
TUESDAY	403	590	658	11.48%	11.67%	12.38%
WEDNESDAY	386	558	680	11%	11.03%	12.79%
THURSDAY	415	595	630	11.83%	11.77%	11.85%
FRIDAY	499	719	737	14.22%	14.22%	13.86%
SATURDAY	765	1072	1038	21.80%	21.20%	19.52%
SUNDAY	643	963	1017	18.32%	19.04%	19.13%

REGIONAL MOTORCYCLE CRASH PERCENTAGE BY DAY OF WEEK 2007 – 2011



The municipalities that have had the greatest number of crashes by Region are found below.

REGION I MOTORCYCLE CRASHES, TOP MUNICIPALITIES 2007 – 2011																
Municipality	2007			2008			2009			2010			2011			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
Camden	18	28	1	13	20	1	8	25	1	9	18		6	27		175
Vineland	3	28	2	4	21	2	2	22		2	23		3	19		131
Gloucester Twp	6	15		2	15		7	20		3	15		6	14		103
Cherry Hill	3	18		4	15		2	23		3	12		5	7	1	93
Egg Harbor Twp	5	14		4	17		3	14	1	5	8	1		9	2	83
Middle	6	13		5	18	2	5	12		5	5	1	2	8		82
Mount Laurel	1	14		3	15	2	7	7		5	12			12	3	81
Winslow	3	9		2	22	2	1	12		3	10	1	3	9	2	79
Hamilton (Atl)	4	12	1	2	9		5	11		2	14	2	2	14		78
Millville	5	17		5	19		3	7		2	6	1	6	7		78
Pennsauken	5	14		4	15		4	13		3	9		2	9		78
Atlantic City	1	8		8	13		4	8		4	15			13		74
Deptford	2	13		5	13		3	11		2	8	1	1	7		66
Monroe(Glo)	2	15	1		12	1	1	1		1	15		2	14	1	66
Washington (Glo)	3	10	1	1	10		2	8		4	16		5	6		66
Pemberton Twp	4	9		2	16		2	4		4	10		2	9		62
Galloway	1	7		4	10		4	8		4	10		1	11	1	61
Franklin (Glo)	1	14		2	11	2	4	6		1	6			8		55
Lower	1	5		2	10			10		5	9		1	12		55
Burlington Twp	5	6	1	3	10		1	7		2	8		1	7		51
Wildwood	3	6		4	11		3	6		2	4		6	2		47

REGION II MOTORCYCLE CRASHES, TOP MUNICIPALITIES 2007 – 2011																
Municipality	2007			2008			2009			2010			2011			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
Woodbridge	10	37	2	10	37		5	38	3	8	30		5	33	4	222
Toms River	6	30	2	7	32		9	21	1	10	38	2	15	23		196
Elizabeth	7	14		12	25		12	31	1	4	23		5	23		157
Hamilton (Mer)	4	21		6	29		5	23	2	2	27	1	6	23	1	150
Edison	8	18		5	23	1	5	15	1	3	20	1	8	27		135
Trenton	7	17		8	16		13	5	2	13	13		6	17	1	118
Middletown	2	13		5	22		2	19	1	4	13	1	7	13	1	103
Lakewood	5	19	1	5	14		4	16		4	11	2	5	11	1	98
Old Bridge	5	14		5	13		1	19		4	20		4	12		97
Brick Township	3	17		7	19		4	13	1	3	14		4	11		96
Union (Uni)	4	23		3	14		4	11		2	17	1	3	12	1	95
Bridgewater	3	14		5	14		5	19		3	10	1	1	17	2	94
Sayreville	5	17		8	12	1	3	10		4	16	2	3	12	1	94
Jackson	6	21	2	5	14		3	14	1	4	16	1	1	5		93
Wall	3	16		3	12	2	1	11		5	11		4	15		83
Franklin (Som)	2	9	1	4	16			23		3	9		2	13		82
Piscataway	4	15		5	11		2	7		5	14	1	6	9		79
Howell	4	16		1	16		2	7		1	14	1	4	9		75
Freehold Twp	8	7	4	3	10	1	1	7		2	13	1	3	12		72
Linden	3	10		5	9		4	6		4	11		3	11		66
Perth Amboy	7	8		7	11		6	5	1	6	7	1		5	2	66

REGION III MOTORCYCLE CRASHES, TOP MUNICIPALITIES 2007 – 2011

Municipality	2007			2008			2009			2010			2011			TOTAL
	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	Property Damage	Injury	Fatal	
Newark	9	36	7	29	64	4	25	52	4	16	72	2	25	71	3	419
Paterson	38	39	2	20	47		18	34	1	16	48		11	35	1	310
Jersey City	22	29	2	24	44	2	16	29	2	16	37		25	29	3	280
Clifton	16	23	2	9	26		10	20	3	11	28		7	12	1	168
North Bergen Twp	7	10		8	14		6	16		6	14		7	15	1	104
Bayonne	5	14		9	10		6	14		11	13		9	9		100
Irvington	7	15		4	15		3	14		6	16		8	11		99
Wayne	1	21		4	19	1	2	12		5	16		3	13	1	98
West Milford	5	15	1	4	20		2	20	1	3	17			10		98
Paramus	3	10		4	15		7	10	1	3	19		6	10		88
Passaic	7	12		8	10		6	10		2	10		3	3	1	72
Belleville	5	12	1	3	12		3	13		5	6		2	9		71
East Orange		11		3	10	1	2	11		5	8		6	10		67
Parsippany-Troy Hills	4	7	1	5	11	1	3	8		1	15		1	9	1	67
Bloomfield	3	7		6	7		2	7		3	14		6	8	1	64
Wantage	2	17			10	1	1	9		2	9			12		63
Roxbury	4	11		4	9		1	7		2	7		3	14		62
Kearny	3	7	1	5	10	1	2	9		4	8		5	6		61
Hackensack	5	5		4	8		3	11		4	12	1	1	6		60
Mount Olive	2	8	1	4	9		4	7		4	10		1	4	1	55
Hoboken	4	6		8	7		4	3		6	2		6	6	2	54

YOUNG DRIVER FATALITIES AND CRASHES (16-20 YEARS OF AGE)

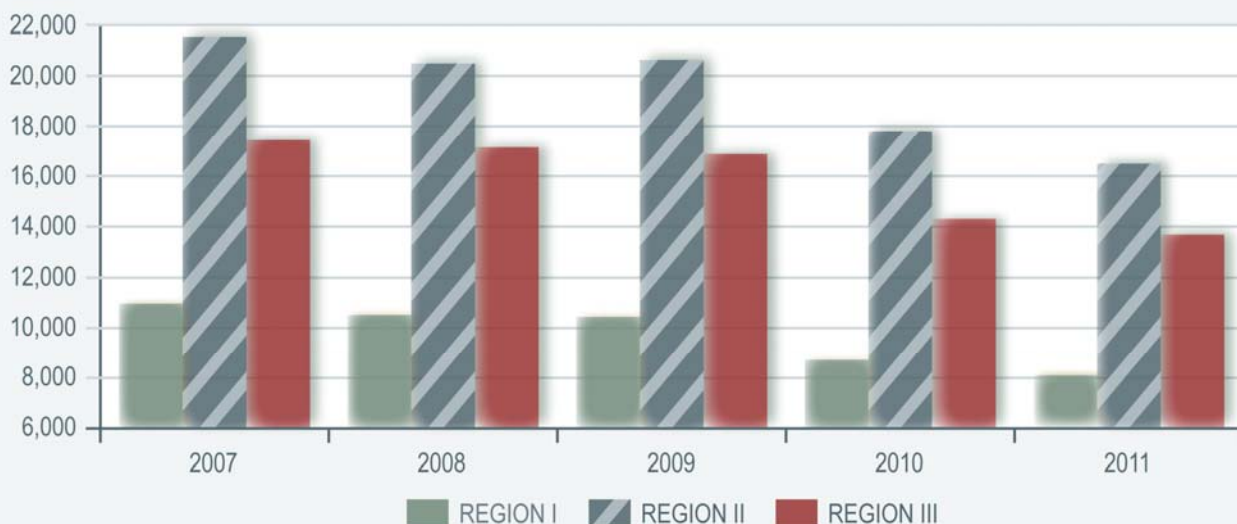
During the ten year period from 2002 to 2011, there were 1,001 fatalities in New Jersey involving young drivers with 131 occurring in 2002 and 67 in 2010. The lowest number of fatalities (67) occurred in 2010, and the greatest number (131) occurred in 2002. In 2011, fatalities in this age group increased to 80 from 67 in 2010.

DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES, ANNUAL AND 3-YEAR MOVING AVERAGE



There has been a decline in the number of teen crashes for all three regions. Male drivers were involved with substantially more severe crashes than female drivers and there are more fatal crashes that occur during the night hours in comparison to the day hours. In terms of incapacitating injuries, it should be noted that there are an overwhelming amount of crashes that occur during the day hours.

DRIVERS AGE 20 OR YOUNGER INVOLVED IN CRASHES, ANNUAL AND 3-YEAR MOVING AVERAGE



DRIVERS AGE 20 OR YOUNGER INVOLVED IN CRASHES BY COUNTY 2007 – 2011

County	Property Damage	Injury	Fatal	Total	County	Property Damage	Injury	Fatal	Total
ATLANTIC	5,518	2,364	29	7,911	MIDDLESEX	17,447	5,618	28	23,093
BERGEN	16,781	5,441	17	22,239	MONMOUTH	15,669	4,809	34	20,512
BURLINGTON	8,103	2,990	40	11,133	MORRIS	10,741	3,209	14	13,964
CAMDEN	8,928	3,765	16	12,709	OCEAN	12,830	4,541	30	17,401
CAPE MAY	2,182	873	8	3,063	PASSAIC	10,112	3,717	17	13,846
CUMBERLAND	2,979	1,355	13	4,347	SALEM	1,031	449	6	1,486
ESSEX	10,620	3,765	15	14,400	SOMERSET	7,552	2,156	11	9,719
GLOUCESTER	5,742	2,308	14	8,064	SUSSEX	3,653	1,181	8	4,842
HUDSON	5,345	1,600	11	6,956	UNION	9,250	3,381	14	12,645
HUNTERDON	2,555	761	7	3,323	WARREN	2,380	824	4	3,208
MERCER	7,790	2,457	12	10,259	STATE TOTALS	167,208	57,564	348	

The information provided below represents the municipalities with the highest number of teen crashes for each of the three regions.

REGION I YOUNG DRIVERS (AGE 20 OR YOUNGER) CRASHES BY MUNICIPALITY 2007 – 2011

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
CHERRY HILL	1,586	666	1	2,253	CAMDEN	885	544	3	1,432
GLOUCESTER TWP	1,628	571	1	2,200	DEPTFORD	998	407	4	1,409
VINELAND	1,554	634	4	2,192	HAMILTON (ATL)	953	343	4	1,300
WASHINGTON (GLO)	1,425	486		1,911	EVESHAM	954	314	4	1,272
EGG HARBOR TWP	995	452	6	1,453	MOUNT LAUREL	768	354	3	1,125

REGION II YOUNG DRIVERS (AGE 20 OR YOUNGER) CRASHES BY MUNICIPALITY 2007 – 2011

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
TOMS RIVER	3,729	1,165	8	4,902	BRICK	1,763	619	2	2,384
EDISON	3,064	877		3,941	UNION (UNI)	1,748	619	3	2,370
WOODBIDGE	2,788	1,014	4	3,806	BRIDGEWATER	1,859	408	3	2,270
HAMILTON (MER)	2,237	806	1	3,044	EAST BRUSWICK	1,546	510	4	2,060
MIDDLETOWN	1,848	579	3	2,430	ELIZABETH	1,456	584	1	2,041

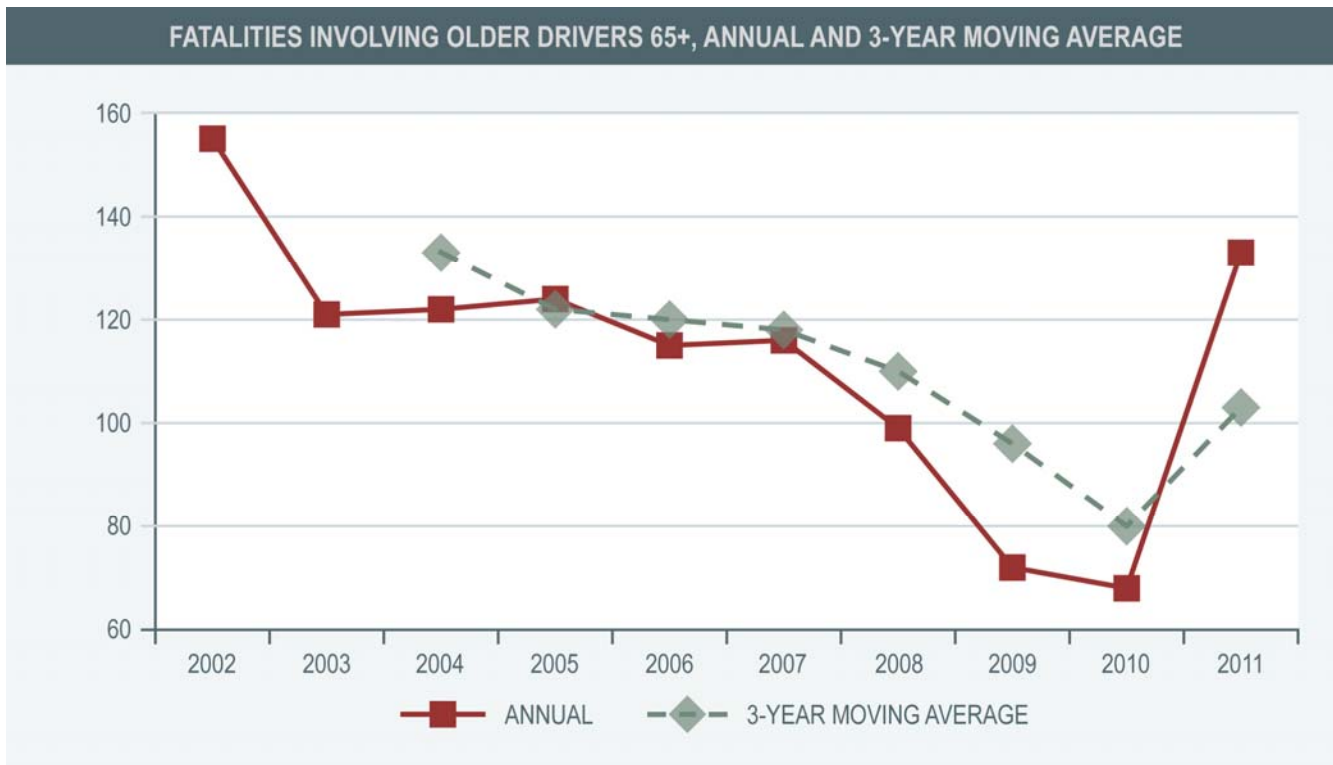
REGION III YOUNG DRIVERS (AGE 20 OR YOUNGER) CRASHES BY MUNICIPALITY 2007 – 2011

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
NEWARK	2,132	1,181	7	3,320	JERSEY CITY	1,958	593	5	2,556
PATERSON	2,153	1,000	5	3,158	PARSIPPANY-TROY HILLS	1,243	351	4	1,598
PARAMUS	2,385	706	1	3,092	HACKENSACK	914	301		1,215
CLIFTON	2,306	739	3	3,048	RANDOLPH	930	277		1,207
WAYNE	2,038	725	3	2,766	NORTH BERGEN TWP	876	245	3	1,124

DHTS will continue to partner with MVC, law enforcement, driver education professionals, traffic safety organizations, and community groups to educate parents, teens and the public about the risks for novice drivers.

OLDER DRIVER (65+) FATALITIES AND CRASHES

During the ten year period from 2002 to 2011, there were 1,125 fatalities involving older drivers in New Jersey. The lowest number of fatalities (68) occurred in 2010, while the greatest number (155) occurred in 2002. There was a significant increase in 2011 in both fatalities and injuries for this age group.



The following municipalities have been ranked among the highest in each of the respective regions.

REGION I OLDER DRIVER 65+ CRASHES BY MUNICIPALITY 2007 – 2011									
Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
CHERRY HILL	1,473	753	8	2,234	WASHINGTON (GLO)	750	300	2	1,052
VINELAND	1,331	548	7	1,886	GLOUCESTER TWP	724	269	3	996
ATLANTIC CITY	1,172	436	3	1,611	MOUNT LAUREL	637	309	7	953
EVESHAM	895	306	4	1,205	HAMILTON (ATL)	625	263	6	894
EGG HARBOR TWP	807	361	8	1,176	MIDDLE	641	236	4	881

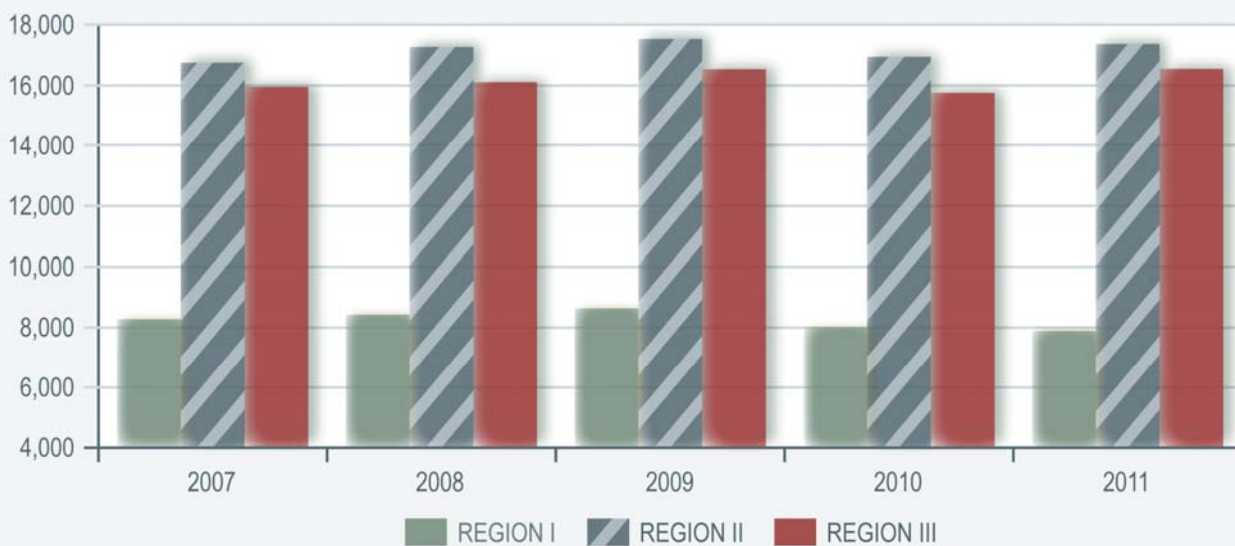
REGION II OLDER DRIVER 65+ CRASHES BY MUNICIPALITY 2007 – 2011

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
TOMS RIVER	3,881	1,097	13	4,991	UNION (UNI)	1,662	564	5	2,231
WOODBIDGE	2,194	762	3	2,959	ELIZABETH	1,588	509	2	2,099
EDISON	2,151	631	8	2,790	LAKESWOOD	1,388	634	4	2,026
BRICK	1,985	603	9	2,597	MANCHESTER	1,215	409	11	1,635
HAMILTON (MER)	1,771	632	9	2,412	BRIDGEWATER	1,312	306	3	1,621

REGION III OLDER DRIVER 65+ CRASHES BY MUNICIPALITY 2007 – 2011

Municipality	Property Damage	Injury	Fatal	Total	Municipality	Property Damage	Injury	Fatal	Total
NEWARK	2,315	1,090	6	3,411	WAYNE	1,593	507	5	2,105
JERSEY CITY	2,390	675	2	3,067	HACKENSACK	1,483	467	1	1,951
CLIFTON	2,095	642	1	2,738	PARSIPPANY-TROY HILLS	1,261	361	2	1,624
PATERSON	1,736	670	4	2,410	FORT LEE	1,241	280	1	1,522
PARAMUS	1,824	527	2	2,353	NORTH BERGEN TWP	1,186	302	4	1,492

OLDER DRIVER 65+ CRASHES BY REGION



DHTS will continue to work with its traffic safety partners to ensure that older drivers have access to training, technology and information that enables them to continue to drive safely as long as possible.

DISTRACTED DRIVER CRASHES

Driver inattention is a major contributor to highway crashes. Driver distractions or inattentive driving play a part in motor vehicle crashes. The number of distracted driving crashes for each region is provided below.

	DISTRACTED DRIVER CRASHES BY REGION					
	NUMBER OF CRASHES			PERCENTAGE OF REGIONAL CRASHES		
	REGION I	REGION II	REGION III	REGION I	REGION II	REGION III
2007	35,283	65,050	67,433	21.78%	20.09%	19.95%
2008	34,192	65,269	70,707	21.11%	20.16%	20.92%
2009	34,325	67,056	69,004	21.19%	20.71%	20.42%
2010	29,482	61,979	63,983	18.2%	19.14%	18.93%
2011	28,679	64,443	66,810	17.71	19.9	19.77

Using a cell phone while driving can increase the chance of being involved in a crash. Other distractions such as eating, drinking, something outside the vehicle, passengers, personal grooming, reading, and electronic devices can also be distracting and contribute to crashes. These distractions, along with the use of cell phones, negatively impact eye scan, mental activity and reaction time and can result in injuries and/or fatalities.

DHTS will continue to partner with government and private sector agencies and businesses to educate the public about the dangers associated not just with cell phone use, but all distractions. DHTS will continue to promote its message, “Hang Up! Just Drive, and remind motorists to focus their full attention on driving and refrain from using any electronic device when behind the wheel.

SPEED-RELATED CRASHES AND FATALITIES (AGGRESSIVE DRIVING)

Speed is a contributing factor in fatal crashes regardless of road type. A significant increase in speed related fatalities has occurred over the last five years. Fatalities have increased from 61 in 2007 to 174 in 2011. A reduction in speed-related crashes and the resulting fatalities requires a coordinated effort by engineering, education and enforcement agencies.

SPEED-RELATED FATALITIES, ANNUAL AND 3-YEAR MOVING AVERAGE



Speed is a key contributing factor in aggressive driving-related incidences on local, state and interstate roadways. Speed coupled with one or more other motor vehicle-related offenses such as tailgating, unsafe lane changes, running red lights or stop signs, and improper passing is defined as aggressive driving by DHTS and local and state law enforcement agencies. The most prominent age group that is involved with speed related crashes are between 17 and 25 years of age.



DHTS will continue to work with police agencies and traffic safety organizations to address speed and aggressive driving through high visibility enforcement, and public education and outreach.

NEW JERSEY MOTOR VEHICLE CRASH ANALYSIS KEY FINDINGS

1. Motor vehicle fatalities increased in 2011 for the first time since 2006.
2. The number of motor vehicle injuries declined for the eighth consecutive year.
3. There was a slight increase in young driver fatalities in 2011.
4. Bicyclists in the age range of 11-20 are experiencing the most crashes.
5. Older driver fatalities and injuries increased significantly in 2011.
6. The over-represented age group for pedestrian crashes are 1-25 years of age and 65 and older.
7. There has been a general decline in motorcycle crashes but an increase in fatalities.
8. The state's front seat belt usage rate increased to a high of 94.5 percent in 2011. The usage rate for rear seat passengers are still low, but increased to 61 percent from 47 percent in 2010.
9. Alcohol related crashes have generally decreased from 2007-2011.

DRIVER ATTITUDES, AWARENESS AND BEHAVIOR

DHTS partnered, for the fifth consecutive year, with Fairleigh Dickinson University's PublicMind poll, an independent research organization, to conduct a telephone survey using a randomly selected sample of 1,001 state residents aged 17 and older who report that they drive regularly. Of these, 50 interviews were a deliberate oversample of residents under age 30. The survey conducted from April 14-May 17, 2012 asked drivers about their behavior, their perception of other drivers, and their awareness of various safety issues.

Poll results help shed light on the public's perception of traffic safety and aid DHTS in identifying what safety programs are needed to engage the public in making safety a priority. Additionally, States are required to track driver attitudes and awareness concerning impaired driving, seat belt use and speeding through periodic surveys. NHTSA has requested the survey be conducted during the current fiscal year (FY 2012) and the findings reported in the next fiscal year Highway Safety Plan (FY 2013). The major findings of the survey are as follows:

Sixteen percent of drivers admit to having consumed alcohol before driving in the past three years, with men twice as likely as women to do so (21 percent versus 11 percent). This figure is not significantly different from the 18 percent who said the same last year, though it is significantly lower than the 21 percent in 2009. The biggest movement in this figure is among younger drivers. Last year, the number of drivers under the age of 30 who admitted to drinking and driving in the last 3 years spiked, going from 15 percent in 2010 to 24 percent in 2011. This year, the percentage of young drivers who say that they imbibe and drive returned to its earlier, lower level.

About half (48 percent) of all drivers say that they can drink and still be okay to drive. New Jersey drivers are less worried about being arrested for drunk driving that they were last year. In 2011, 47 percent of drivers said that it was "very likely" that they would be arrested; this year, the figure was down to 41 percent. This year, 44 percent of drivers – no different from last year's 43 percent, said that they had seen or heard something about drunk driving enforcement in the past month. As in past years, men (47 percent) were more likely than women (41 percent) to say that they had heard something about enforcement, but in a reversal of last year's numbers, young people are less likely to say that they heard something: only 37 percent say that they did this year, down from 51 percent last year.

Since 2008, there has been no significant change in the aggregate proportion of drivers who say they always wear their seatbelts while in the driver's seat: 91 percent said so this year, unchanged from last year (90 percent). Among the youngest age cohort, last year saw a significant drop in the proportion who said that they always wear their seat belt while driving, and it did not recover this year. In 2009, 91 percent said that they always did so; since then, it's stayed stable at 83 percent.

In the overall figures, the proportion of drivers who wear their seat belts as passengers has stayed stable over the past five years, with only insignificant changes year to year, and no overall trend of increase or decrease. Also constant has been woman's increased propensity to wear seat belts as passengers: this year, women were about 10 points more likely than men to do so.

Overall, 60 percent of drivers say that it is “very” or “somewhat” likely that they will receive a ticket if they don’t wear a belt, a decline from last year, when the figure was 66 percent. Younger drivers are less likely to be worried about it, though: only 17 percent say that it is “very likely” that they will be pulled over for doing so, compared with 25 percent of all respondents. Continuing last year’s dramatic drop in the proportion of drivers who said that they had heard anything about seat belt enforcement by police, only 34 percent said that they had read, seen or heard anything in the past month. This figure is no different than last year’s 31 percent, but both represent a significant decline from 2010’s 51 percent.

One in six drivers (15 percent) say that they drive over 70 miles per hour on state highways “most of the time” with another 17 percent saying that they do so “often.” These figures are up significantly from last year, when 10 percent of respondents said that they drove over 70 miles per hour regularly, but are statistically indistinguishable from 2010’s 12 percent. As in previous years, men were more likely than women to speed: 30 percent of men say they do so “most of the time” or “often,” compared with just 22 percent of women. As with many risky driving behaviors, age plays a major role. Thirty-seven percent of drivers under the age of 45 say that they regularly go faster than 70 on the highways, compared to 23 percent of drivers over the age of 45. However, the youngest drivers are not the worst offenders: drivers under 30 and those 30 to 45 are equally likely to say that they go over 70 “most of the time” or “often.” Driver awareness of speed enforcement initiatives is up significantly this year. Forty-eight percent of drivers say they’ve heard something about speed enforcement by police in the past month, up from 43 percent last year and 44 percent in 2010.

The downward trend of drivers saying that they talk on handheld phones while driving continues this year. Only 9 percent of drivers say that they do so “very often” or “sometimes,” down from 14 percent last year, and 26 percent five years ago. This is a significant decline from last year, and the lowest figure yet recorded in the study. Last year’s data showed a substantial increase in the proportion of younger drivers who said that they used a hand-held phone while driving, with 23 percent saying that they did so “very often” or “sometimes.” This year, that figure fell to 17 percent, but is still marginally above the 13 percent figure recorded in 2010. For the first time since the survey began, the proportion of drivers admitting that they text while driving fell, from 25 percent last year to 19 percent.

Nearly 9 in 10 drivers (89 percent) know that passenger cars are required to be cleared of snow and ice before driving and nearly all drivers know that New Jersey law requires them to stop for pedestrians in a crosswalk. Drivers were also asked about laws requiring them to move out of the right lane, if possible, and slow down when approaching an emergency vehicle with lights flashing. About 3 in 4 drivers said that they knew they are required to do something in this situation, and most who said this knew what they had to do.

Based on the results of the survey, DHTS will continue to focus its public outreach efforts and enforcement initiatives on cell phones/texting, speeding, impaired driving, and occupant protection.

GOAL SETTING AND PERFORMANCE MEASURES

NHTSA and the Governors Highway Safety Association (GHSA) have agreed on a minimum set of performance measures to be used in the development and implementation of behavioral highway safety plans. The minimum set contains 14 measures: ten core outcome measures, one core behavior measure and three activity measures. The measures cover the major areas common to the Highway Safety Plan and use existing data systems (a state's crash data file and the Fatality Analysis Reporting System). The following goals have been set for each of the 14 measures. Note: Data used to determine three-year averages is based on FARS data from 2009-2010 and state crash data in 2011.

OUTCOME MEASURES

1. To decrease traffic fatalities by 1 percent from the 2009-2011 calendar base year average of 589 to 584 by December 31, 2013 using a performance measure of total number of traffic fatalities
2. To decrease serious traffic injuries by 1 percent from the 2009-2011 calendar base year average of 1,704 to 1,687 by December 31, 2013 using a performance measure of the number of incapacitated injuries in traffic crashes.
- 3a. To decrease fatalities/VMT from the 2009-2011 calendar base year average of 0.77 to 0.76 by December 31, 2013 using a performance measure of total traffic fatalities and vehicle miles traveled.
- 3b. To decrease rural fatalities/VMT from the 2009-2011 calendar base year average of 1.30 to 1.29 by December 31, 2013 using a performance measure of rural traffic fatalities and vehicle miles traveled.
- 3c. To decrease urban fatalities/VMT from the 2009-2011 base year average of 0.74 to 0.72 by December 31, 2013 using a performance measure of urban traffic fatalities and vehicle miles traveled.
4. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 2 percent from the 2009-2011 calendar base year average of 156 to 153 by December 31, 2013 using a performance measure of unrestrained passenger vehicle occupant fatalities in all seating positions.
5. To decrease alcohol impaired driving fatalities by 2 percent from the 2009-2011 calendar base year average of 150 to 147 by December 31, 2013 using a performance measure of all involved drivers and motorcycle operators only.
6. To decrease speeding-related fatalities by 2 percent from the 2009-2011 calendar base year average of 136 to 133 by December 31, 2013 using a performance measure of the number of speed-related fatalities.
7. To decrease motorcycle fatalities by 2 percent from the 2009-2011 calendar base year average of 76 to 74 by December 31, 2013 using a performance measure of the total number of motorcycle fatalities.
8. To decrease unhelmeted motorcycle fatalities by 10 percent from the 2009-2011 calendar base year average of 11 to 10 by December 31, 2013 using a performance measure of all motorcyclists killed while riding without a helmet.
9. To decrease drivers age 20 or younger involved in fatal crashes by 3 percent from the 2009-2011 calendar base year average of 76 to 74 by December 31, 2013 using a performance measure of all drivers involved in fatal crashes under 21 years of age.
10. To reduce pedestrian fatalities by 1 percent from the 2009-2011 calendar base year average of 147 to 145 by December 31, 2013 using a performance measure of total number of pedestrian fatalities.

BEHAVIOR MEASURES

1. To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 0.4 percent from 94.51percent in 2011 to 94.9 percent by December 31, 2013 using a performance measure of the percent of restrained front seat occupants in passenger vehicles.

ACTIVITY MEASURES

1. By December 31, 2013, the number of seat belt citations issued during grant-funded enforcement activities is expected to be at least 37,500 using a performance measure of total seat belt citations.*
2. By December 31, 2013, the number of impaired driving arrests made during grant-funded enforcement activities is expected to increase to 3,800 using a performance measure of DWI arrests.*
3. By December 31, 2013, the number of speeding citations issued during grant-funded enforcement activities is expected to increase to 12,000 using a performance measure of total speeding summonses.*

* All of the activity measures above are projections based on past performance and the anticipated grant-funded law enforcement activities set forth in the Highway Safety Plan in response to projected violations by motorists.

HIGHWAY SAFETY PLAN PLANNING AND ADMINISTRATION

PROJECT NUMBER: PA 13-01-01

PROJECT TITLE: PLANNING AND ADMINISTRATION

PROJECT DESCRIPTION:

Funds from this task include the salaries of the management, fiscal and clerical support staffs; most operating costs; and the cost of human resource and IT services provided to DHTS by the Department of Law and Public Safety's Office of the Attorney General. Funds will also be used for the maintenance of the eGrants system SAGE (System for Administering Grants Electronically).

BUDGET: \$500,000

PLANNING AND ADMINISTRATION: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PA 13-01-01	P&A	\$500,000	SECTION 402
402 TOTAL		\$500,000	
TOTAL ALL FUNDS		\$500,000	

HIGHWAY SAFETY PLAN ALCOHOL AND OTHER DRUG COUNTERMEASURES

PROJECT NUMBER: AL 13-07-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

Provides funds for program managers to coordinate alcohol and drug countermeasure activities with local, state and community organizations. These include developing awareness campaigns; supporting and assisting local, county and state task force initiatives; and providing technical assistance to project directors.

BUDGET: \$329,756

PROJECT NUMBER: AL 13-07-02

PROJECT TITLE: DWI TRAINING, DRE PROGRAM & ARIDE

PROJECT DESCRIPTION:

The Division of State Police will conduct training for State and municipal police officers in DWI/Standard Field Sobriety Testing (DWI/SFST). 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. Twenty-five classes are scheduled to be held. Eight DWI/SFST refresher class will be held for officers in the use of the SFST. Upon completion of the DWI/SFST course, an officer becomes eligible to enroll in the Drug Recognition Expert (DRE) course. It is anticipated that two DRE regional courses and one DRE instructor course will be held. In addition, the Drug Impairment Training Program for Educational Professionals will be conducted under the DRE program. This two-day training will be conducted for school administrators, teachers and nurses as well as state parole and probation officers. Approximately 25 of these training classes will be held.

The county-wide policy utilizing DRE's to evaluate and assess subjects who are arrested for driving while under the influence of drugs will continue in FY 2013. The counties of Atlantic, Bergen, Cape May, Morris and Ocean will implement the policy and call-out procedures.

The Advanced Roadside Impaired Driving Enforcement (ARIDE) program was created to address the gap in training between the SFST and the DRE program by providing officers with general knowledge related to drug impairment and by promoting the use of DRE's. The 16-hour training course stresses the importance of securing the most appropriate biological sample in order to identify substances likely causing impairment and both reviews and requires student demonstration of the SFST proficiency requirements. It is anticipated that ten classes will be implemented in select counties throughout the state.

BUDGET: \$645,000

PROJECT NUMBER: AL 13-07-03

PROJECT TITLE: ALCOHOL/DRUG TESTING PROGRAM

PROJECT DESCRIPTION:

While police officers are trained to recognize alcohol-impaired drivers, similar training is needed to aid law enforcement in apprehending drug-impaired drivers. The Alcohol Drug Testing Unit at the Division of State Police will provide training to members of the law enforcement community in drug impaired driving, and alcohol and highway safety to ensure that the level of expertise necessary to carry out assigned duties is maintained. In addition, funds from this task will be used by members of the Alcohol Drug Testing Unit and scientists from the Office of Forensic Science to obtain training in the latest trends in drug use and abuse, litigation and new resources.

BUDGET: \$15,000

PROJECT NUMBER: AL 13-07-04

PROJECT TITLE: ALCOTEST 7110 EVIDENTIAL BREATH TEST SYSTEM

PROJECT DESCRIPTION:

Identification, apprehension, investigation, and processing of persons suspected of driving while under the influence of alcohol and/or drugs require a uniform and systematic approach. Under the authority of the Attorney General, the Alcohol Drug Testing Unit spearheads the ongoing training and re-certification of police officers throughout the state to operate approved chemical breath test instruments and recognizes alcohol and/or drug indicators present in suspects. Training will be offered to police officers in the operation of the Alcotest 7110 MK III-C chemical breath test unit during a 4-day training program. This training will be offered a minimum of thirty-five times throughout the year. In addition, re-certification classes for approximately 5,000 students will be scheduled.

BUDGET: \$200,000

PROJECT NUMBER: AL 13-07-05

PROJECT TITLE: DWI ENFORCEMENT

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 through paid and earned media. Approximately 180 state, county and local police agencies will partner with DHTS during the summer holiday enforcement campaign, August 16-September 2, 2013. Another 12 municipal police departments and eight county task forces are expected to participate in other alcohol-

related enforcement activities including DWI checkpoints and saturation patrols throughout the year. The winter holiday season crackdown will be held from December 14, 2012 - January 1, 2013.

BUDGET: \$1,700,000

PROJECT NUMBER: AL 13-07-06

PROJECT TITLE: UNDERAGE ENFORCEMENT INITIATIVES

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. This program will fund overtime salaries for police officers to work in an undercover capacity in liquor stores in an effort 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. 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 and in municipalities in Atlantic, Cape May, Monmouth, and Ocean Counties.

Funds will also be provided to enforce Alcoholic Beverage Control acts and other related laws pertaining to underage alcohol use and/or intoxicated patrons. 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.

BUDGET: \$260,000

PROJECT NUMBER: AL 13-07-07

PROJECT TITLE: COLLEGE CAMPUS PROGRAMS

PROJECT DESCRIPTION:

Research reveals that alcohol problems on college campuses should be addressed through a comprehensive approach that features environmentally focused prevention strategies.

The College of New Jersey 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 College 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 College 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 college 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.

BUDGET: \$230,000

PROJECT NUMBER: AL 13-07-08

PROJECT TITLE: LOCAL ALCOHOL PROGRAMS

PROJECT DESCRIPTION:

The Middlesex County *3D: Don't Drink and Drive Contest* is a local initiative that allows teens to educate their peers through the creation of thought-provoking public service announcements (PSAs). The contest is open to teens in all public and private schools in Middlesex County. Each high school will have an opportunity to submit English and/or Spanish, 30-second, student-produced PSAs for radio and/or television. The contest helps to promote an awareness of the dangers and consequences of drinking and driving.

A second project will promote a “no use” message regarding alcohol and drugs to drivers under 21 years of age. The Middletown Township Police Department will conduct local programs to increase awareness of the dangers of driving while impaired. This will include demonstrating the effects of alcohol on the body utilizing Fatal Vision Goggles, conducting programs to raise awareness during prom season and providing information to teens about making healthy choices particularly when it comes to drugs and alcohol. In addition, funds will be provided to the West Windsor Township school district for an initiative to keep students off the roads and highways after the Senior Prom.

A third initiative provides funding to implement the *Proms and Alcohol Don't Mix* contest. This initiative is coordinated by the Division of Alcoholic Beverage Control and is designed to help young people understand they can have fun without alcohol at this special time of their lives. Open to high school senior throughout New Jersey, students will be asked to create scripts for a 30-second television public service announcement reinforcing the message that proms and alcohol don't mix.

A fourth initiative will provide funding to develop and deliver a community outreach program serving drivers 16-20 years of age in the Hispanic community. The grantees will assign a project director to work with youth to produce a video or PSA for statewide distribution that addresses underage drinking and the dangers of drinking and driving.

BUDGET: \$150,000

ALCOHOL AND OTHER DRUG COUNTERMEASURES: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
AL 13-07-01	PROGRAM MANAGEMENT	\$ 329,756	SECTION 402
AL 13-07-02	DWI TRAINING/DRE PROGRAM/ARIDE	\$ 645,000	SECTION 410
AL 13-07-03	ALCOHOL/DRUG TESTING PROGRAM	\$ 15,000	SECTION 410
AL 13-07-04	ALCOTEST BREATH SYSTEM	\$ 200,000	SECTION 410
AL 13-07-05	DWI ENFORCEMENT	\$1,700,000	SECTION 410
AL 13-07-06	UNDERAGE ENFORCEMENT	\$ 260,000	SECTION 410
AL 13-07-07	COLLEGE CAMPUS PROGRAMS	\$ 230,000	SECTION 410
AL 13-07-08	LOCAL ALCOHOL PROGRAMS	\$ 150,000	SECTION 410
402 TOTAL		\$ 329,756	
410 TOTAL		\$3,200,000	
TOTAL ALL FUNDS		\$3,529,756	

HIGHWAY SAFETY PLAN PEDESTRIAN AND BICYCLE SAFETY

PROJECT NUMBER: PS 13-16-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

Provides funds for program managers to coordinate, monitor and evaluate projects focused on pedestrian and bicycle safety at the local, county and state level

BUDGET: \$215,481

PROJECT NUMBER: PS 13-16-02

PROJECT TITLE: PEDESTRIAN SAFETY PROGRAMS

PROJECT DESCRIPTION:

Reducing fatalities and injuries involving pedestrians is a difficult task. Pedestrian crashes occur for a variety of reasons, including errors in judgment by pedestrians and drivers or shortcomings in traffic engineering. Pedestrian crashes represent the second largest category of motor vehicle fatalities and injuries in the state. Funds will continue to 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.

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.

A pedestrian safety education project organized around a series of short videos and a project web site will be implemented. The videos will be instructional providing advice for walking safely and driving safely around pedestrians. Potential topics will include distracted walking, e.g. walking and texting, driver and pedestrian responsibility at crosswalks and how to use crosswalk signals. The videos will be distributed and promoted by transportation management associations, transportation and planning agencies such as Metropolitan Planning Organizations and local government. Although produced for

the web, the videos could easily be adapted for television public service announcements and municipal cable television channels.

BUDGET: \$110,000

PROJECT NUMBER: PS 13-16-03

PROJECT TITLE: BICYCLE SAFETY PROGRAMS

PROJECT DESCRIPTION:

The Division of State Police will continue implementing a statewide education campaign for law enforcement professionals that focuses on bicycle traffic laws and its offenders. The program is an ongoing commitment to educate law enforcement officers, the communities and the citizens in a meaningful, proactive and sensible approach in order to help curb bicycle related injuries and fatalities. In addition, a main focus is to continue to educate school aged bicyclists on proper safety measures and consequences while riding bicycles in their communities.

The *Use Your Head* program will promote helmet usage to children in the identified at-risk group (under age 17) in East Windsor Township. The program will increase awareness of the State's bicycle safety laws. A second program, *Bike at Night – Use a Light* will also be developed to address the problems associated with conspicuity, or the ability to be seen at night.

BUDGET: \$20,000

PEDESTRIAN AND BICYCLE SAFETY: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PS13-16-01	PROGRAM MANAGEMENT	\$ 215,481	SECTION 402
PS 13-16-02	PEDESTRIAN SAFETY PROGRAMS	\$ 110,000	SECTION 402
PS 13-16-03	BICYCLE SAFETY PROGRAMS	\$ 20,000	SECTION 402
402 TOTAL		\$ 345,481	
TOTAL ALL FUNDS		\$ 345,481	

HIGHWAY SAFETY PLAN OCCUPANT PROTECTION

PROJECT NUMBER: OP 13-11-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

Provides funds 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.

BUDGET: \$719,597

PROJECT NUMBER: OP 13-11-02

PROJECT TITLE: SEAT BELT SURVEY

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 2013.

BUDGET: \$157,040

PROJECT NUMBER: OP 13-11-03

PROJECT TITLE: SEAT BELT ENFORCEMENT

PROJECT DESCRIPTION:

The *Click It or Ticket* campaign will be conducted from May 20 – June 2, 2013 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.

BUDGET: \$650,000

PROJECT NUMBER: OP 13-11-04

PROJECT TITLE: CHILD PASSENGER SAFETY EDUCATION

PROJECT DESCRIPTION:

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 child safety seats for distribution to needy families 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 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.

BUDGET: \$425,000

OCCUPANT PROTECTION: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
OP 13-11-01	PROGRAM MANAGEMENT	\$ 719,597	SECTION 402
OP 13-11-02	SEAT BELT SURVEY	\$ 157,040	SECTION 402
OP 13-11-03	SEAT BELT ENFORCEMENT	\$ 650,000	SECTION 405
OP 12-11-04	CHILD PASSENGER SAFETY EDUCATION	\$ 425,000	SECTION 2011
402 TOTAL		\$ 876,637	
405 TOTAL		\$ 650,000	
2011 TOTAL		\$ 425,000	
TOTAL ALL FUNDS		\$1,951,637	

HIGHWAY SAFETY PLAN POLICE TRAFFIC SERVICES

PROJECT NUMBER: PT 13-03-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

This task will fund the staff and expenses related to planning, developing, coordinating, monitoring, and evaluating projects within the police traffic services program area.

BUDGET: \$233,271

PROJECT NUMBER: PT 13-03-02

PROJECT TITLE: SPEEDAGGRESSIVE DRIVING & CELL PHONE PROGRAM

PROJECT DESCRIPTION:

Funds will be provided to allow municipal and state law enforcement agencies across the state to participate in high visibility enforcement designed to deter aggressive driving behaviors such as speeding, tailgating and red light running. Saturation patrols will concentrate on a multitude of problem areas, including main arteries into and out of towns, where speed and aggressive driving is a major problem and roadways that have historically experienced high crash rates.

On an overtime basis, police officers will conduct special enforcement patrols that will focus on stopping and issuing citations to drivers who are not complying with the primary cell phone/texting law. Pre- and post surveys will also be conducted by participating police departments to measure illegal cell phone usage and text messaging to ensure the initiative is having its intended affect – to improve compliance with the law, thereby improving safety.

BUDGET: \$168,356

PROJECT NUMBER: PT 13-03-03

PROJECT TITLE: SPEED DETECTION PROGRAM

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. Funds from this task will be used to purchase Stalker radar speed detection units for the Division of State Police. Three radar speed detection trailers will also be funded to supplement the speed detection program.

BUDGET: \$152,325

PROJECT NUMBER: PT 13-03-04

PROJECT TITLE: COMPREHENSIVE ENFORCEMENT/EDUCATION PROGRAM

PROJECT DESCRIPTION:

Funds will be provided to local law enforcement agencies to conduct comprehensive enforcement and education campaigns that focus on pedestrian, bicycle, older driver, and child passenger safety, as well as DWI. Programs will focus on increasing awareness by providing educational programs and instruction to seniors, school children and the general public. In addition, overtime funds will be used to increase police officer deployment at DWI checkpoints and provide for additional enforcement of occupant protection and pedestrian safety laws.

BUDGET: \$180,703

PROJECT NUMBER: PT 13-03-05

PROJECT TITLE: FATAL CRASH INVESTIGATION

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. Additional equipment will allow detectives to improve on-scene crash investigation and return a normal flow of traffic as soon as possible.

BUDGET: \$30,810

PROJECT NUMBER: PT 13-03-06

PROJECT TITLE: TRAFFIC SPECIALIST

PROJECT DESCRIPTION:

The need for a Deputy Attorney General (DAG) specialist 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 at least one DAG who is 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.

This need has become valuable in the field of the enforcement and prosecution of drunken 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.

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. There is a need to be aware of the many legal challengers 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.

BUDGET: \$148,889

PROJECT NUMBER: PT 13-03-07

PROJECT TITLE: TRAINING

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.

Specialized training programs from the Institute of Police Technology and Management will also be made available to local and state law enforcement officers. 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.

BUDGET: \$240,000

PROJECT NUMBER: PT 13-03-08

PROJECT TITLE: DATA-DRIVEN APPROACHES TO CRIME AND TRAFFIC SAFETY (DDACTS)

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 four local law enforcement agencies will participate in the DDACTS initiative.

BUDGET: \$71,270

PROJECT NUMBER: PT 13-03-09

PROJECT TITLE: RAIL CROSSING INITIATIVE

PROJECT DESCRIPTION:

There were a total of 74 motor vehicle/train strikes during 2009-2011 at rail and light rail crossing locations. During a two year period from 2010-2011, over 11,000 summonses were issued for a number of motor vehicle and pedestrian crossings, as well as seat belt, cell phone, child restraint and other violations at rail crossing locations. Funds will be provided to conduct a rail crossing enforcement program by the NJ Transit Police. Activities will include observance of traffic/pedestrian violations and the issuance of summonses for those violations. Printed materials will also be produced and distributed in train cars for commuters on the dangers of circumventing motor vehicle and pedestrian crossings at rail crossing locations.

BUDGET: \$60,000

POLICE TRAFFIC SERVICES: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
PT 13-03-01	PROGRAM MANAGEMENT	\$ 233,271	SECTION 402
PT 13-03-02	SPEED/AGGRESSIVE DRIVING/CELL PHONE PROGRAM	\$ 168,356	SECTION 402
PT 13-03-03	SPEED DETECTION PROGRAM	\$ 152,325	SECTION 402
PT 13-03-04	COMPREHENSIVE ENFORCEMENT/EDUCATION PROGRAM	\$ 180,703	SECTION 402
PT 13-03-05	FATAL CRASH INVESTIGATION	\$ 30,810	SECTION 402
PT 13-03-06	TRAFFIC SPECIALIST	\$ 148,889	SECTION 402
PT 13-03-07	TRAINING	\$ 240,000	SECTION 402
PT 13-03-08	DDACTS	\$ 71,270	SECTION 402
PT 13-03-09	RAIL CROSSING INITIATIVE	\$ 60,000	SECTION 402
402 TOTAL		\$ 1,285,624	
TOTAL ALL FUNDS		\$1,285,624	

HIGHWAY SAFETY PLAN COMMUNITY TRAFFIC SAFETY PROGRAMS

PROJECT NUMBER: CP 13-08-01

PROJECT TITLE: CTSP

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, Cumberland, Gloucester, Hudson, Middlesex, Morris, Ocean, Passaic, and Union. Two new CTSPs in Essex and Somerset counties will be formed in FY 2013. 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 are also anticipated to be provided to the Department of Community Affairs, Center for Hispanic Policy, Research and Development to assist at least three Hispanic organizations to establish and/or maintain CTSPs that will educate the communities they serve on all aspects of traffic safety.

BUDGET: \$820,355

PROJECT NUMBER: CP 13-08-02

PROJECT TITLE: PUBLIC INFORMATION AND EDUCATION

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 included: seat belt usage, child passenger safety, pedestrian safety, bicycle safety, distracted driving, aggressive driving, impaired driving and motorcycle safety.

BUDGET: \$147,700

PROJECT NUMBER: CP 13-08-03

PROJECT TITLE: COMMUNITY SAFETY AND TRAINING

PROJECT DESCRIPTION:

Funds from this task will be used to fund Kean University's statewide comprehensive traffic safety program. The program includes all components of the "Three E" Injury Prevention Model: Enforcement, Education and Environment. Kean will continue working closely with the traffic safety community to sponsor training and develop educational curricula and parent/teen orientation programs. Enforcement activities include working with the Division of State Police to reduce driver fatalities by scheduling 19 crash investigation courses for 400 police officers. Crash expert review sessions will be conducted to develop the Crash Reconstruction Curriculum and specialty workshops. Regional data retrieval technician training will also be held for 60 police officers.

Educational services have been expanded to include offering statewide parent/teen driver orientation programs. Kean University will also continue to expand and implement the K-12 traffic learning progression curriculum. The Environmental component supports a network of Comprehensive Traffic Safety Programs through the distribution of technical assistance services and resources developed at the University.

BUDGET: \$273,106

PROJECT NUMBER: CP 13-08-04

PROJECT TITLE: MULTIMEDIA TRANSPORTATION SAFETY AWARENESS

PROJECT DESCRIPTION:

Funds will be provided to the Brain Injury Alliance to 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 websites, Facebook and Twitter. In addition, the transportation safety websites created in prior years, including *ugotbrains.com*, *njteendriviing.com*, *njdrivereducation.com*, and *brainybuch.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, motorcycles, wheeled sport and pedestrian safety. In an effort to expand the transportation safety message, the project will reach out to high schools across the state to participate in the "Champion Schools" project. This aspect of the project will be expanded to include up to 40 high schools. In addition, the project will promote a transportation safety curriculum for grades K-12 in New Jersey schools.

The Alliance will deliver 30 transportation safety presentations and seek new ways to get transportation safety materials to large systems that reach target audiences, including the development of a partnership

with a major automobile insurance company. The Alliance will also develop traveling workshops geared towards transportation safety in an effort to make the transportation safety message at the Alliance more readily available statewide.

BUDGET: \$303,176

PROGRAM NUMBER: CP 13-08-05

PROJECT TITLE: PAID MEDIA

PROJECT DESCRIPTION:

Fund will be used to place paid advertisements that address the dangers of drinking and driving and the lifesaving value of seat belts that reach minority audiences, particularly 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 Click It or Ticket campaign in May and the Driver Sober or Get Pulled Over campaign during Labor Day and between Thanksgiving and Christmas. The cost of the paid advertisements will range from \$11,000 to \$16,000. Each media campaign will be assessed by providing the actual number of print ads or paid airings, if produced, and the size of the audience reached. In addition, the number of free airings or print ads that occurred and the size of the audience reached will also be provided.

BUDGET: \$142,425

PROGRAM NUMBER: CP 13-08-06

PROJECT TITLE: COMPREHENSIVE STATEWIDE INITIATIVES

PROJECT DESCRIPTION:

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, senior mobility and teen driving. 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. *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. *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.

Increasing awareness about the designated driver concept, which has been shown to reduce impaired driving, will be funded. The HERO Campaign, working in partnership with local colleges through their alcohol and drug prevention program, will place billboards featuring an innovative message (in English and Spanish) at high-alcohol crash locations around the state.

Safe Kids New Jersey will conduct a statewide, multi-faceted campaign aimed at keeping families safe in and around cars. Utilizing the network of Safe Kids New Jersey Coalitions and certified CPS technicians/instructors, the *Safety In and Around Cars* program will be made available to schools and community groups. The program will address occupant restraints (teaching tweens and their caregivers about proper use of booster seats and safety belts), the dangers of trunk entrapment, and how to identify and avoid the blind spots around vehicles.

BUDGET: \$439,391

PROGRAM NUMBER: CP 13-08-07

PROJECT TITLE: TRAINING

PROJECT DESCRIPTION:

This task will provide a dedicated funding source for DHTS personnel to attend critical traffic safety training courses, seminars, workshops, and conferences. Attendance at these events will serve to increase the expertise and knowledge of DHTS personnel, which will aid in refining existing traffic safety programs and developing new initiatives.

BUDGET: \$31,650

COMMUNITY TRAFFIC SAFETY PROGRAMS: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
CP 13-08-01	CTSP	\$ 820,355	SECTION 402
CP 13-08-02	PUBLIC INFORMATION & EDUCATION	\$ 147,700	SECTION 402
CP 13-08-03	COMMUNITY SAFETY & TRAINING	\$ 273,106	SECTION 402
CP 13-08-04	MULTIMEDIA TRANSPORTATION SAFETY AWARENESS	\$ 303,176	SECTION 402
CP 13-08-05	PAID MEDIA	\$ 142,425	SECTION 402
CP 13-08-06	COMPREHENSIVE STATEWIDE INITIATIVES	\$ 439,391	SECTION 402
CP 13-08-07	TRAINING	\$ 31,650	SECTION 402
402 TOTAL		\$2,157,803	
TOTAL ALL FUNDS		\$2,157,803	

HIGHWAY SAFETY PLAN

ROADWAY SAFETY

PROJECT NUMBER: RS 13-06-01

PROJECT TITLE: PROGRAM MANAGEMENT

PROJECT DESCRIPTION:

Funds will be provided for salary and administrative expenses. The program manager will be responsible for administering the federal funds directed to the highway safety portion of the plan.

BUDGET: \$186,617

PROJECT NUMBER: RS 13-06-02

PROJECT TITLE: WORK ZONE SAFETY TRAINING

PROJECT DESCRIPTION:

The 14th Annual Work Zone Safety Conference will be held in conjunction with National Work Zone Week in 2013. 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.

Training in the Police Work Zone Safety Train-the-Trainer program will be conducted in 2013. The goal of this training is to provide adequate education in the proper role of law enforcement, including safe placement of police vehicles, understanding standards and guidelines of temporary traffic control in work zones and jurisdictional boundaries of those involved in work zones.

A new refresher course will be prepared and offered to law enforcement officers who have previously completed work zone safety training but are in need of an update.

BUDGET: \$119,563

ROADWAY SAFETY: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
RS 13-06-01	PROGRAM MANAGEMENT	\$186,617	SECTION 402
RS 13-06-02	WORK ZONE SAFETY TRAINING	\$119,563	SECTION 402
402 TOTAL		\$306,180	
TOTAL ALL FUNDS		\$306,180	

HIGHWAY SAFETY PLAN TRAFFIC RECORDS

PROJECT NUMBER: TR 13-02-01

PROJECT TITLE: PROGRAM MANAGEMENT

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 Section 408 grant program.

BUDGET: \$253,519

PROJECT NUMBER: TR 13-02-02

PROJECT TITLE: PERFORMANCE PLAN AND TEEN DRIVER REPORT

PROJECT DESCRIPTION:

This task will provide funds to prepare the data needed for the problem identification section of the Highway Safety Plan as well as the full text and data for the 2013 Teen Driver Report. Both documents will be prepared by the Transportation Safety Resource Center at Rutgers University.

BUDGET: \$20,000

PROJECT NUMBER: TR 13-02-03

PROJECT TITLE: TRAFFIC RECORDS COORDINATING COMMITTEE

PROJECT DESCRIPTION:

This task will continue providing funds for the Chairperson to lead the Statewide Traffic Records Coordinating Committee (STRCC). Responsibilities will include facilitating STRCC meetings, recruiting new members and retaining current members, updating the Strategic Plan in accordance with the 2012 Traffic Records Assessment, preparing reports of the STRCC projects, facilitating and/or participating in any subcommittees and reporting progress to the STRCC's Executive Committee.

BUDGET: \$25,000

PROJECT NUMBER: TR 13-02-04

PROJECT TITLE: TRAFFIC RECORDS INFORMATION SYSTEM

PROJECT DESCRIPTION:

Funds from this task will be used to implement projects under the Section 408 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 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.

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.

BUDGET: \$500,000

TRAFFIC RECORDS: BUDGET SUMMARY

PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
TR 13-02-01	PROGRAM MANAGEMENT	\$ 253,519	SECTION 402
TR 13-02-02	PERFORMANCE PLAN AND TEEN DRIVER REPORT	\$ 20,000	SECTION 402
TR 13-02-03	TRAFFIC RECORDS COORDINATING COMMITTEE	\$ 25,000	SECTION 402
TR 13-02-04	TRAFFIC RECORDS INFORMATION SYSTEM	\$ 500,000	SECTION 408
402 TOTAL		\$ 298,519	
408 TOTAL		\$ 500,000	
TOTAL ALL FUNDS		\$ 798,519	

HIGHWAY SAFETY PLAN MOTORCYCLE SAFETY

PROJECT NUMBER: MC 13-05-01

PROJECT TITLE: PUBLIC AWARENESS, EDUCATION & TRAINING

PROJECT DESCRIPTION:

The Brian Injury Alliance will promote the *Share the Road* message in FY 2013 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.

This will be accomplished through the following actions:

Creation of a statewide interactive *Share the Road* game for automobile drivers and their passengers that will occur during the peak riding season. Activities to accomplish this includes reaching out to local businesses to become “stops”, promoting the game to the general public, and setting up related informational materials and quizzes on the *Share the Road* page of the Smart Riders website.

Creation of a *Share the Road* component for the New Jersey Smart Riders website focused on Smart Drivers and motorcycle awareness for the general public.

Developing *Share the Road* materials specifically geared to pique the interest of high school students and sharing the information with the schools through existing high school contacts and driver education instructors throughout the State.

Development of a system of interactive online tools emphasizing the *Share the Road* message to serve as a fun compliment to the facts and statistics regarding motorcycle awareness.

BUDGET: \$150,000

MOTORCYCLE SAFETY: BUDGET SUMMARY			
PROJECT NUMBER	PROJECT TITLE	BUDGET	BUDGET SOURCE
MC 13-05-01	PUBLIC AWARENESS/ED/TRAINING	\$150,000	SECTION 2010
2010 TOTAL		\$150,000	
TOTAL ALL FUNDS		\$150,000	

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations, and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but are not limited to, the following:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- 49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II – (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C – Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

CERTIFICATIONS AND ASSURANCES

SECTION 402 REQUIREMENTS

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

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 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This 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));

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:

- National law enforcement mobilizations,
- 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 criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocations of highway safety resources,
- Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in Section 148)(a)).

(23 USC 402 (b)(1)(F));

The State shall 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 USC 402(j))

CERTIFICATIONS AND ASSURANCES

OTHER FEDERAL REQUIREMENTS

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes. 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

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) 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 -- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity:
 - (i) the entity in the preceding fiscal year received—
 - (l) 80 percent or more of its annual gross revenues in Federal awards; and (ll) \$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 Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color, or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to the nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment, and Rehabilitation act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee-3), as amended, relating to

confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et. seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 702;)

The State will provide a drug-free workplace by:

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

BUY AMERICAN ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron, and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases 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. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

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

RESTRICTION ON STATE LOBBYING

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., “grass roots”) 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

INSTRUCTIONS FOR PRIMARY CERTIFICATION

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below
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.
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*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person primary*, *covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. 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 the person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "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.
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 tiered covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4 suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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 below.
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 whom 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, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees, by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "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. (See below)
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 or 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, 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.

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.

POLICY TO BAN 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:

1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - A) Company-owned or rented vehicles, or Government-owned, leased or rented vehicles; or
 - B) Privately-owned when on official Government business or when performing any work on or in behalf of the Government.
2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as—
 - A) Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - B) Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (49 USC 4321 et.seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Governor's Representative for Highway Safety

New Jersey

State or Commonwealth

2013

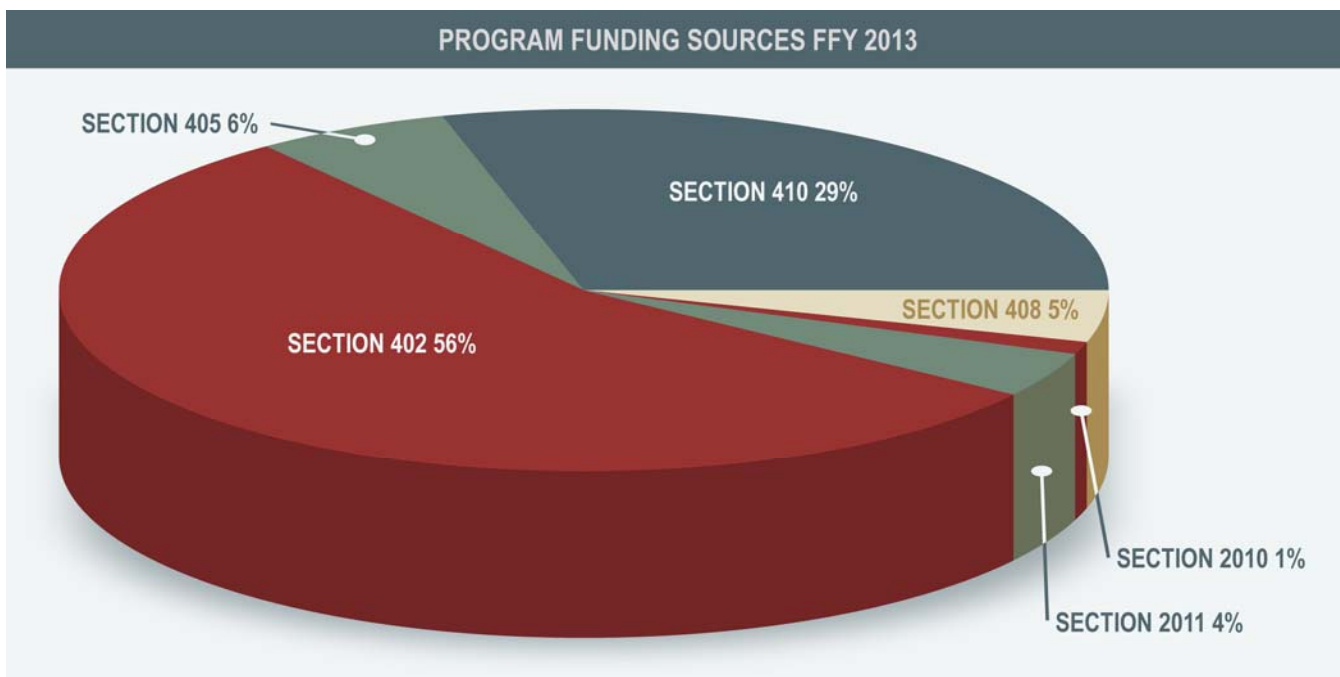
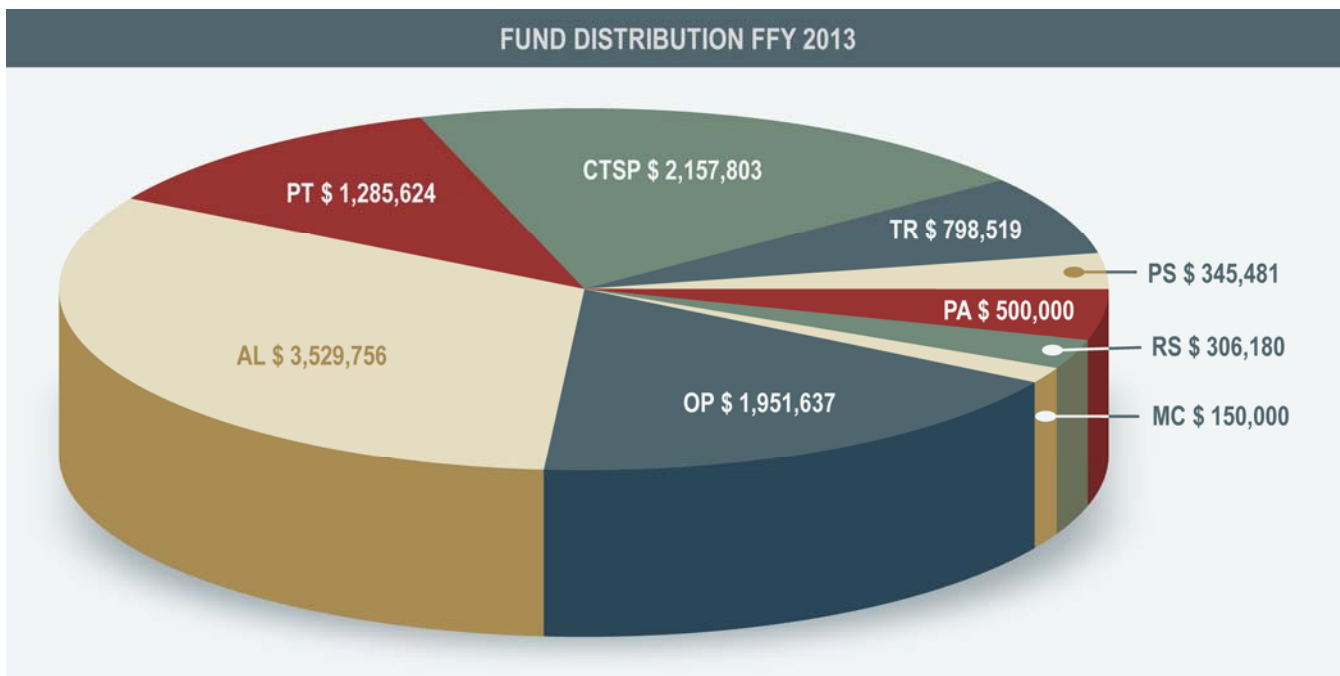
For Fiscal Year

08-31-2012

Date

PROGRAM COST SUMMARY

PROGRAM COST SUMMARY				
PROGRAM AREA	APPROVED PROGRAM COST	STATE/LOCAL FUNDS	FEDERAL SHARE TO LOCAL	CURRENT BALANCE
SECTION 402				
PLANNING & ADMIN	\$ 500,000	\$ 500,000		\$ 500,000
ALCOHOL	\$ 329,756			\$ 329,756
PED/BICYCLE SAFETY	\$ 345,481		\$ 130,000	\$ 345,481
OCCUPANT PROTECTION	\$ 876,637			\$ 876,637
POLICE SERVICES	\$ 1,285,624	\$3,500,000	\$ 720,329	\$1,285,624
CTSP	\$2,157,803		\$1,836,028	\$2,157,803
ROADWAY SAFETY	\$ 306,180		\$ 119,563	\$ 306,180
TRAFFIC RECORDS	\$ 298,519			\$ 298,519
TOTAL SECTION 402	\$6,100,000	\$4,000,000	\$2,805,920	\$6,100,000
SECTION 405				
OCCUPANT PROTECTION	\$650,000	\$2,100,000	\$500,000	\$650,000
TOTAL SECTION 405	\$650,000	\$2,100,000	\$500,000	\$650,000
SECTION 408				
TRAFFIC RECORDS	\$ 500,000	\$350,000		\$ 500,000
TOTAL SECTION 408	\$ 500,000	\$350,000		\$ 500,000
SECTION 410				
ALCOHOL	\$3,200,000	\$10,750,000	\$2,280,000	\$3,200,000
TOTAL SECTION 410	\$3,200,000	\$10,750,000	\$2,280,000	\$3,200,000
SECTION 2010				
MOTORCYCLE	\$150,000		\$150,000	\$150,000
TOTAL SECTION 2010	\$150,000		\$150,000	\$150,000
SECTION 2011				
CHILD SAFETY	\$425,000	\$1,000,000	\$300,000	\$425,000
TOTAL SECTION 2011	\$425,000	\$1,000,000	\$300,000	\$425,000



In conclusion, the goals of the above mentioned safety programs are to reduce crashes and the resulting property damage, injuries and fatalities on New Jersey’s roadways. It is important to note that these programs support traffic safety areas where fatalities and crashes are over-represented in the state. This comprehensive plan prudently utilizes engineering, education, enforcement, and emergency medical services countermeasures to improve traffic safety on all of the State’s roadways.

THRU
TRAFFIC
NEXT EXIT
9 MILES
↓

EXIT 8A
Jamesburg
Cranbury
↑



SAFE PASSAGE

moving toward zero fatalities

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