# STATE OF NEW JERSEY

# HIGHWAY SAFETY PLAN

## FEDERAL FISCAL YEAR 2015

October 1, 2014 through September 30, 2015


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# NEW JERSEY FFY 2015 HIGHWAY SAFETY PLAN

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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

On July 6, 2012, the transportation reauthorization bill was signed into law P.L. 112-141, called Moving Ahead for Progress in the 21st Century Act (MAP-21). The reauthorization is effective until October 1, 2014. Many of its provisions regarding the highway safety programs are expected to continue into future reauthorizations. MAP-21 specifies a single application deadline for all highway safety grants and establishes a consolidated application process for the Section 402 program and six National Priority Safety Programs which were codified in a single section known as Section 405.

The annual plan is referred to as the Highway Safety Performance Plan (HSPP). The two components of the HSPP are the Highway Safety Plan and the Performance Plan. The Federal Fiscal Year (FFY) 2015 HSSP addresses the national priority program areas of NHTSA and FHWA. The following program areas will be addressed in FFY 2015: 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 52 percent for projects that benefit local jurisdictions.

In addition to the Section 402 Program, several other funding sources in FFY 2015 will be used to continue the highway safety program. These include the Section 405(b) Occupant Protection grant, Section 405(c) State Traffic Safety Information System Improvements grant, Section 405(d) Impaired Driving Countermeasures grant, Section 405(f) Motorcycle Safety grant and carryover funds from the 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 2015 HSSP includes a budget of nearly $14 million that will be allocated as illustrated below::

| FFY 2015 FEDERAL HIGHWAY SAFETY FUNDING | | |
|---|---|---|
| SECTION 402 | STATE AND COMMUNITY GRANT PROGRAM | $6,977,098 |
| SECTION 405(b) | OCCUPANT PROTECTION | $1,599,780 |
| SECTION 405(c) | STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS | $1,200,000 |
| SECTION 405(d) | IMPAIRED DRIVING COUNTERMEASURES | $3,661,590 |
| SECTION 405(f) | MOTORCYCLE SAFETY | $ 150,000 |
| SECTION 408 | TRAFFIC SAFETY INFORMATION SYSTEM GRANT | $ 50,000 |
| SECTION 410 | ALCOHOL INCENTIVE GRANT | $ 25,000 |
| SECTION 2010 | MOTORCYCLE SAFETY GRANT | $ 40,000 |
| SECTION 2011 | CHILD SAFETY SEAT AND CHILD BOOSTER SEAT GRANT | $ 15,000 |

The FFY 2015 HSSP begins with the Highway Safety Plan which provides a description of the planning cycle followed by the problem identification process, goal development and project selection. A statewide overview of fatalities and injuries is followed by a description of the core performance measures.

The Performance Plan includes highway safety performance targets and the projects and activities that will be implemented to achieve the goals identified. This section also provides a description of 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.

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

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

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

**Division of Criminal Justice**
**Division of State Police**
**Division of Alcoholic Beverage Control**
**Department of Community Affairs**
**Center for Hispanic Policy 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**

# HIGHWAY SAFETY PLAN

## PLANNING CYCLE

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

**November**
1. Receive program reports from DHTS staff and continue to receive final claims from grantees.
2. Begin to prepare the Highway Safety Plan Annual Report.
3. Utilize new monies and carryover funds to implement projects in current fiscal year.

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

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

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

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

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

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

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

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

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

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

## PROBLEM IDENTIFICATION PROCESS

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

Pursuant to 27:5F-18, New Jersey Highway Safety Act, the Highway Traffic Safety Policy Advisory Council was established by the Governor. The Council members are appointed as follows: one representative from the Department of Education; one representative of the Department of Health; one representative from the Department of Transportation; one representative each of the Motor Vehicle Commission and the Division of State Police; one representative of the Administrative Office of the Courts; two representatives of county and municipal law enforcement agencies (New Jersey Association of Chiefs of Police and New Jersey Police Traffic Officers Association); two representatives of county and local government; two members of the Governor's Advisory Council on Emergency Medical Services; one representative from the New Jersey State First Aid Council; three private sector corporate representatives; and three members of the general public. The purpose of the Advisory Council is to provide recommendations to assist in preparing the New Jersey Highway Traffic Safety Program.

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

Many partners from the public and private sector contribute to the development of the Strategic Highway Safety Plan (SHSP) developed by the New Jersey Department of Transportation. In 2013-2014, a consultant was hired to coordinate all tasks associated with the 2015 New Jersey Strategic Highway Safety Plan. A newly revised Strategic Highway Safety Plan is expected to be completed by the end of calendar year 2014.

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

Program staff established priorities for types of projects that would have the greatest impact on generating a reduction in traffic crashes, injuries and fatalities in the State. At the end of the planning sessions, it was the consensus of the

group that certain types of projects were strategic in reducing the State's mileage death rate and the number of motor vehicle related injuries. Projects in the following areas will receive priority in FY 2015:

- **Planning and Administration:** The planning, development, administration, and coordination of an integrated framework for traffic safety planning and action among agencies and organizations.
- **Alcohol and Other Drug Countermeasures:** Enforcement and education programs that are necessary to impact impaired driving.
- **Pedestrian and Bicycle Safety:** Development and implementation of education and enforcement programs that will enhance pedestrian and bicycle safety.
- **Occupant Protection:** Development and implementation of programs designed to increase usage of safety belts and proper usage of child restraints for the reduction of fatalities and severity of injuries from vehicular crashes.
- **Police Traffic Services:** Enforcement necessary to directly impact traffic crashes, fatalities and injuries. Comprehensive law enforcement initiatives and training opportunities for law enforcement officers will be pursued.
- **Young Driver Safety Programs:** Enforcement and education programs that are aimed at enhancing safety of drivers age 20 and younger.
- **Community Traffic Safety Programs:** Commitment and participation of the various groups of individuals working together to solve traffic safety related problems and issues.
- **Roadway Safety:** Professional and technical engineering services necessary for the improvement of the roadway system in order to reduce the incidence and severity of crashes.
- **Traffic Records:** The continued development and implementation of programs designed to enhance the collection, analysis and dissemination of crash data that will increase the capability for identifying problems.
- **Motorcycle Safety:** The development of programs that remind all motorists to safely "share the road" with motorcyclists and be alert.

## GOAL DEVELOPMENT

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

Program managers review the statistical information which has been compiled. Program managers then examine the data from the past five years, review projects recommended for funding and how these projects will impact the identified problems. Crash data, vehicle miles travelled and population are also used to establish goals for priority areas. In addition, past trends and staff experience are used in setting goals.

## PROJECT SELECTION

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

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

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

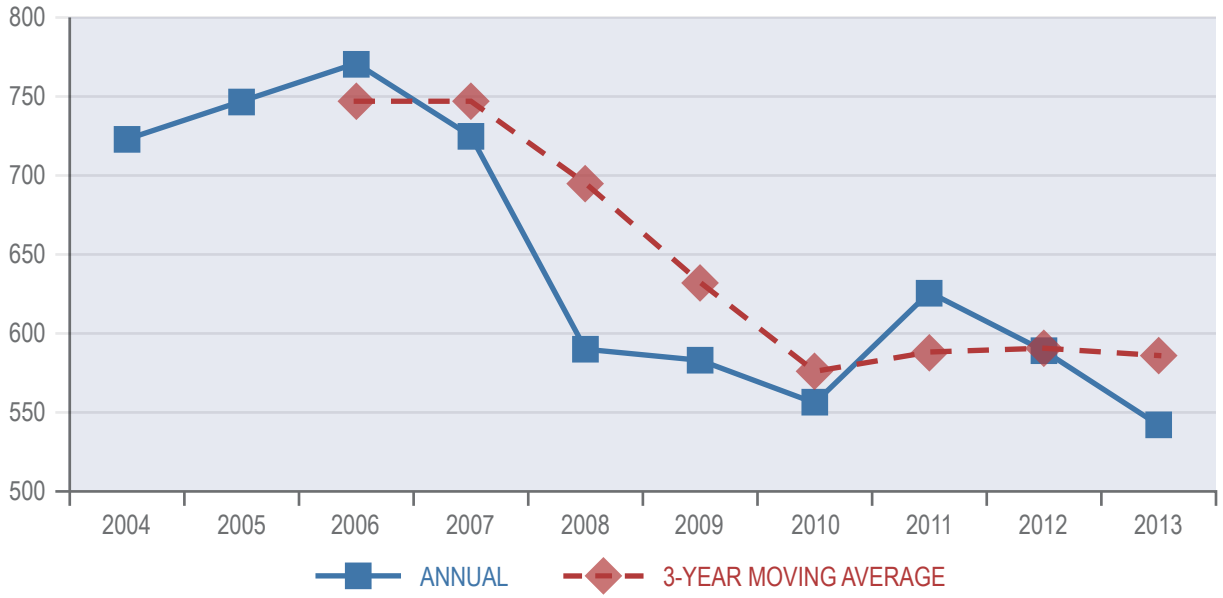
1. The degree to which the proposal addresses a State identified problem area. Primary consideration is granted to those projects addressing statewide traffic safety problems. Also, projects are considered if they are well substantiated through data analysis and support identified problem areas.
2. The extent to which the proposal meets the published criteria.
3. The degree to which the applicant is able to identify, analyze and comprehend the local or State problem. Applicants who do not demonstrate a traffic safety problem or need are not considered for funding.
4. The assignment of specific and measurable objectives with performance indicators capable of assessing project activity.
5. The extent to which the estimated cost justifies the anticipated results.
6. The ability of the proposed efforts to generate additional identifiable highway safety activity in the program area and the ability of the applicant to become self-sufficient and to continue project efforts once federal funds are no longer available.

The applications are rated for potential traffic safety impact, performance of pervious grants received, and seriousness of identified problems. The review also reflects how well the grant application was written. Each individual reviewing and scoring the grant application is provided with a scoring sheet. The scoring sheet assigns 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.

# STATEWIDE OVERVIEW

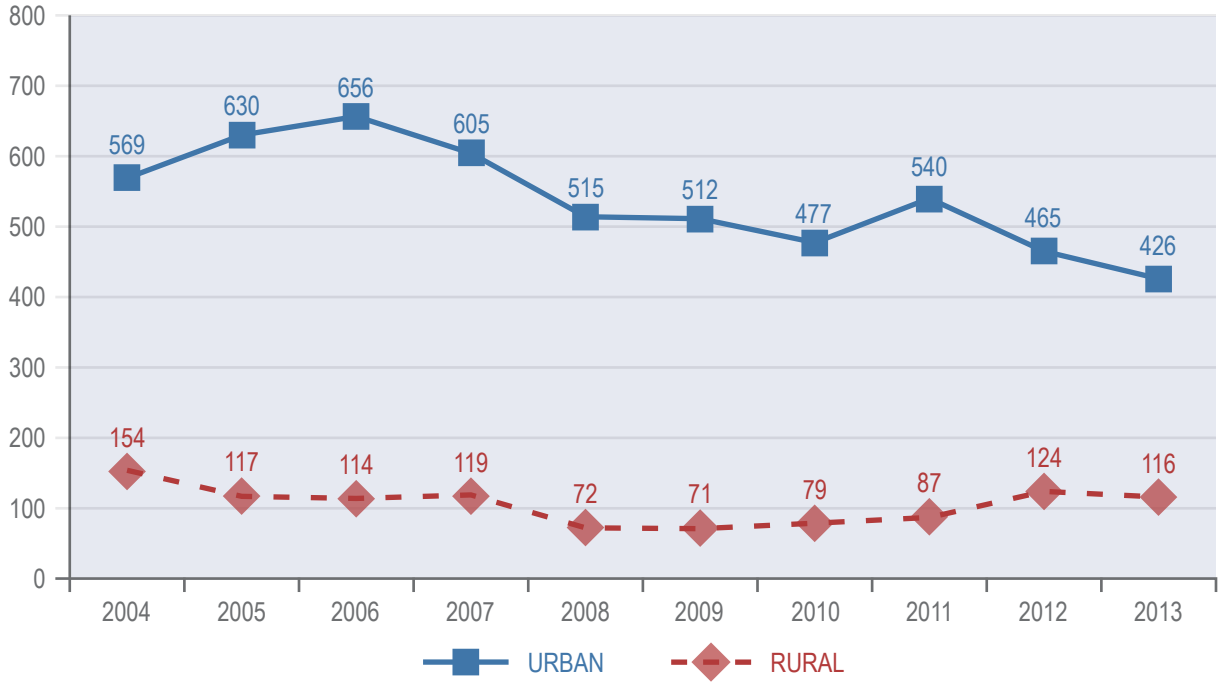
Motor vehicle fatalities have decreased in six of the last ten years in New Jersey. In 2013, the State experienced a 7 percent reduction in overall traffic fatalities from the previous year. The 3-year moving average has been relatively constant over the past three years.

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




Fatalities by roadway function are shown in the chart below.

## FATALITIES BY ROADWAY FUNCTION – RURAL AND URBAN



## TRAFFIC RELATED FATALITIES BY CATEGORY, 2004 - 2013

| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|---|---|---|---|---|
| DRIVER | 357 | 374 | 334 | 345 | 241 | 249 | 231 | 270 | 238 | 247 |
| PASSENGER | 124 | 142 | 162 | 134 | 109 | 98 | 99 | 105 | 97 | 92 |
| PEDESTRIAN | 152 | 153 | 164 | 149 | 135 | 157 | 141 | 143 | 163 | 132 |
| BICYCLIST | 14 | 17 | 12 | 12 | 20 | 14 | 13 | 17 | 14 | 14 |
| MOTORCYCLIST | 76 | 61 | 99 | 84 | 85 | 65 | 72 | 92 | 77 | 57 |
| NJ STATE TOTALS | 723 | 747 | 771 | 724 | 590 | 583 | 556 | 627 | 589 | 542 |
| FATAL CRASHES | 684 | 691 | 708 | 685 | 555 | 549 | 530 | 586 | 554 | 508 |

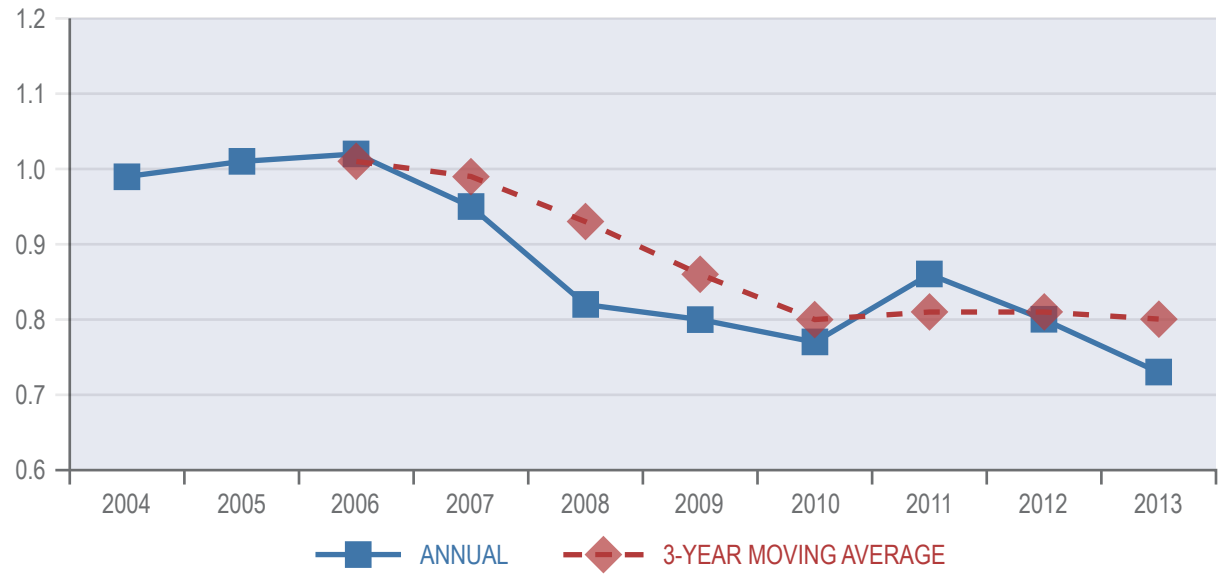
Traffic fatalities over the last ten years have remained relatively consistent from the previous years in regards to operator category. The highest number of motor vehicle fatalities (52) occurred in Middlesex County for the third consecutive year. Pedestrian fatalities (21) were the most prevalent in Bergen County, while bicycle fatalities (2) occurred in both Passaic and Salem Counties. Passaic County had the highest number of motorcycle fatalities in 2013 (6).

## 2013 VICTIM CLASSIFICATION BY COUNTY

| | DRIVER | PASSENGER | PEDESTRIAN | BICYCLIST | MOTORCYCLIST | TOTAL |
|---|---|---|---|---|---|---|
| ATLANTIC | 26 | 6 | 4 | 1 | 5 | 42 |
| BERGEN | 8 | 6 | 21 | 1 | 1 | 37 |
| BURLINGTON | 19 | 5 | 5 | 1 | 4 | 34 |
| CAMDEN | 12 | 6 | 11 | 1 | 2 | 32 |
| CAPE MAY | 3 | 1 | 0 | 0 | 2 | 6 |
| CUMBERLAND | 12 | 4 | 5 | 0 | 2 | 23 |
| ESSEX | 15 | 8 | 13 | 1 | 3 | 40 |
| GLOUCESTER | 13 | 3 | 7 | 0 | 2 | 25 |
| HUDSON | 3 | 2 | 6 | 1 | 3 | 15 |
| HUNTERDON | 6 | 2 | 1 | 0 | 0 | 9 |
| MERCER | 10 | 14 | 8 | 1 | 3 | 36 |
| MIDDLESEX | 26 | 6 | 15 | 1 | 4 | 52 |
| MONMOUTH | 15 | 5 | 5 | 0 | 2 | 27 |
| MORRIS | 13 | 6 | 5 | 1 | 0 | 25 |
| OCEAN | 27 | 9 | 8 | 0 | 5 | 49 |
| PASSAIC | 12 | 0 | 8 | 2 | 6 | 28 |
| SALEM | 2 | 0 | 0 | 2 | 5 | 9 |
| SOMERSET | 10 | 4 | 2 | 1 | 3 | 20 |
| SUSSEX | 4 | 0 | 1 | 0 | 1 | 6 |
| UNION | 8 | 1 | 7 | 0 | 3 | 19 |
| WARREN | 3 | 4 | 0 | 0 | 1 | 8 |
| NJ STATE TOTALS | 247 | 92 | 132 | 14 | 57 | 542 |

The statewide fatality rate per 100 million vehicle miles traveled continued to trend downward in 2013 falling to 0.73 from 0.80 in 2012.

## FATALITY RATE PER 100 MILLION VEHICLE MILES TRAVELED, ANNUAL AND 3–YEAR MOVING AVERAGE

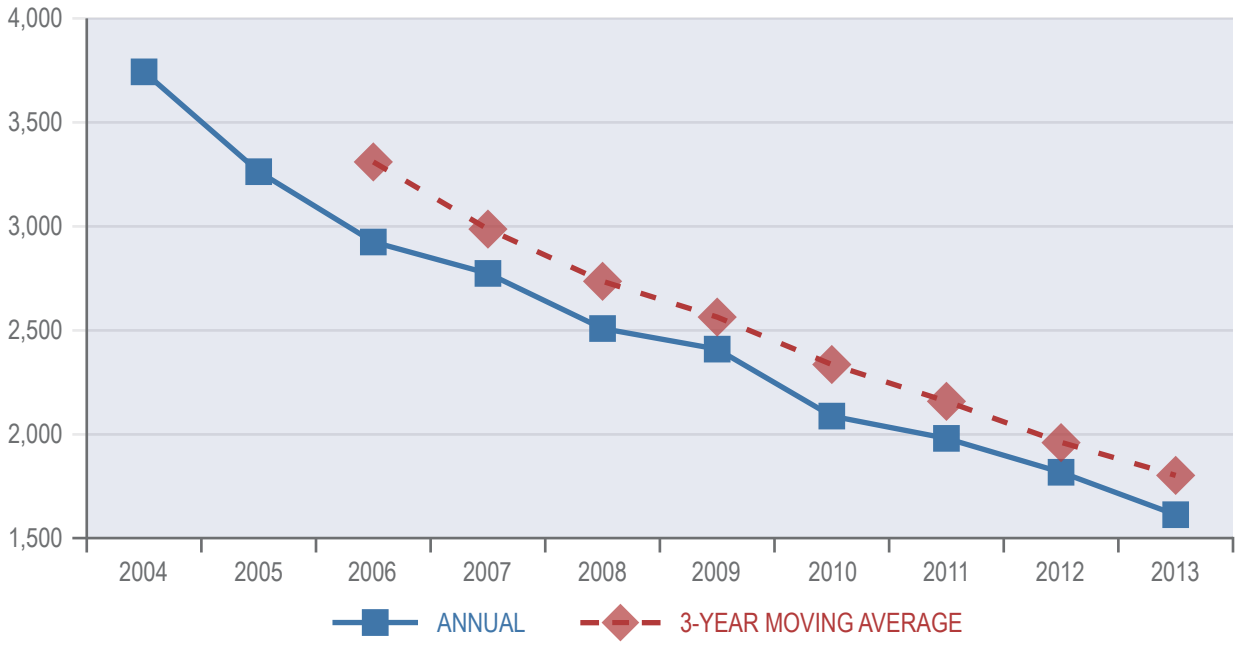



The overall number of motor vehicle injuries sustained in 2013 declined for the eleventh consecutive year, dropping from 87,914 in 2012 to 79,958 in 2013.

## MOTOR VEHICLE INJURIES

Serious injuries sustained on New Jersey's roadways in 2013 declined for the fourth consecutive year in 2013 from 1,818 in 2012 to 1,614.

## SERIOUS INJURIES, ANNUAL AND 3–YEAR MOVING AVERAGE




Driver inattention is the State's largest contributing circumstance in annual crashes. Driver inattention can consist of a number of different factors, such as, cell phone use, applying make-up, talking, eating, and attending to children. It remains a primary cause of crashes on New Jersey's roadways and efforts are in place to provide education and outreach to motorists on the importance to reduce distractions while operating their vehicle.

## TOP 10 CONTRIBUTING CRASH CIRCUMSTANCES, 2009 - 2013

| CONTRIBUTING CIRCUMSTANCE | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| DRIVER INATTENTION | 163,266 | 153,156 | 158,055 | 156,902 | 155,919 | 787,298 |
| FOLLOWING TOO CLOSELY | 27,828 | 26,389 | 27,646 | 28,238 | 27,262 | 137,363 |
| UNKNOWN | 24,519 | 22,566 | 26,780 | 25,966 | 27,783 | 127,614 |
| FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN | 23,228 | 21,742 | 22,656 | 22,162 | 22,379 | 112,167 |
| BACKING UNSAFELY | 22,251 | 20,891 | 20,969 | 21,827 | 22,400 | 108,338 |
| UNSAFE SPEED | 23,237 | 18,463 | 18,624 | 17,134 | 16,495 | 93,953 |
| OTHER DRIVER/PEDALCYCLIST ACTION | 14,901 | 14,883 | 14,934 | 13,348 | 12,202 | 70,268 |
| ROAD SURFACE CONDITION | 16,451 | 11,834 | 11,470 | 7,141 | 9,813 | 56,709 |
| IMPROPER LANE CHANGE | 11,332 | 10,992 | 11,607 | 11,409 | 10,915 | 56,255 |
| FAILED TO OBEY TRAFFIC CONTROL DEVICE | 9,818 | 8,979 | 9,210 | 9,061 | 8,888 | 45,956 |

Same direction – Rear end crashes remains at the top of New Jersey's most common crash types followed by collisions with parked vehicles.

## TOP 10 CRASH TYPES, 2009 - 2013

| CRASH TYPE | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| SAME DIRECTION - REAR END | 80,597 | 75,586 | 77,848 | 77,714 | 73,617 | 385,362 |
| STRUCK PARKED VEHICLE | 39,927 | 37,315 | 40,222 | 36,552 | 37,651 | 191,667 |
| RIGHT ANGLE | 39,163 | 36,349 | 37,177 | 35,951 | 36,108 | 184,748 |
| FIXED OBJECT | 42,223 | 35,132 | 35,876 | 33,739 | 31,533 | 178,503 |
| SAME DIRECTION - SIDE SWIPE | 33,926 | 32,822 | 33,908 | 33,276 | 31,612 | 165,544 |
| BACKING | 25,677 | 24,316 | 23,843 | 24,341 | 24,723 | 12,2900 |
| ANIMAL | 8,538 | 8,194 | 8,334 | 8,048 | 7,299 | 40,413 |
| LEFT TURN / U TURN | 7,666 | 6,784 | 6,775 | 6,422 | 6,327 | 33,974 |
| PEDESTRIAN | 5,572 | 5,115 | 5,456 | 5,170 | 5,077 | 26,390 |
| OPPOSITE DIRECTION - HEAD ON/ANGULAR | 4,603 | 4,001 | 4,461 | 3,987 | 4,246 | 21,298 |

## CORE PERFORMANCE MEASURES, 2011 - 2013

| | 2011 | 2012 | 2013 | 3 YEAR AVG. |
|---|---|---|---|---|
| FATALITIES | 627 | 589 | 544 | 587 |
| SERIOUS INJURIES | 1,978 | 1,818 | 1,614 | 1,803 |
| FATALITIES/100 MILLION VMT | 0.86 | 0.80 | 0.73 | 0.80 |
| RURAL ROAD FATALITIES/100 MILLION VMT | 1.38 | 2.73 | 2.56 | 2.22 |
| URBAN ROAD FATALITIES/100 MILLION VMT | 0.81 | 0.67 | 0.62 | 0.70 |
| UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEATING POSITIONS | 165 | 156 | 142 | 154 |
| DRIVER OR MOTORCYCLE OPERATOR BAC OF .08 OR ABOVE | 196 | 166 | 122 | 161 |
| SPEEDING RELATED FATALITIES | 174 | 156 | 142 | 157 |
| MOTORCYCLE FATALITIES | 92 | 77 | 53 | 74 |
| UNHELMETED MOTORCYCLE FATALITIES | 7 | 8 | 4 | 6 |
| DRIVERS AGE 20 OR YOUNGER IN FATAL CRASHES | 81 | 67 | 46 | 65 |
| PEDESTRIAN FATALITIES | 143 | 163 | 132 | 146 |
| BICYCLE FATALITIES | 17 | 14 | 14 | 15 |
| SEAT BELT OBSERVATIONAL USE FOR PASSENGER VEHICLES, FRONT SEAT OCCUPANTS (%) | 94.51 | 88.29 | 91.00 | 91.26 |
| SEAT BELT CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT | 32,228 | 29,307 | 37,419 | 32,985 |
| IMPAIRED DRIVING ARRESTS DURING GRANT FUNDED ENFORCEMENT | 3,314 | 3,014 | 4,408 | 3,579 |
| SPEEDING CITATIONS ISSUED DURING GRANT FUNDED ENFORCEMENT | 19,996 | 16,639 | 18,351 | 18,329 |

NOTE: The number used to determine three-year averages, with the exception of serious injuries, was obtained from the Fatality Analysis Reporting System (FARS) for 2011 and 2012. The FARS data for 2013 has not been finalized and is preliminary. Data on serious injuries was obtained from the State crash records system.

## PLANNING AND ADMINISTRATION

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

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

Funds from this task include the salaries of the management, fiscal and clerical support staffs; 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).

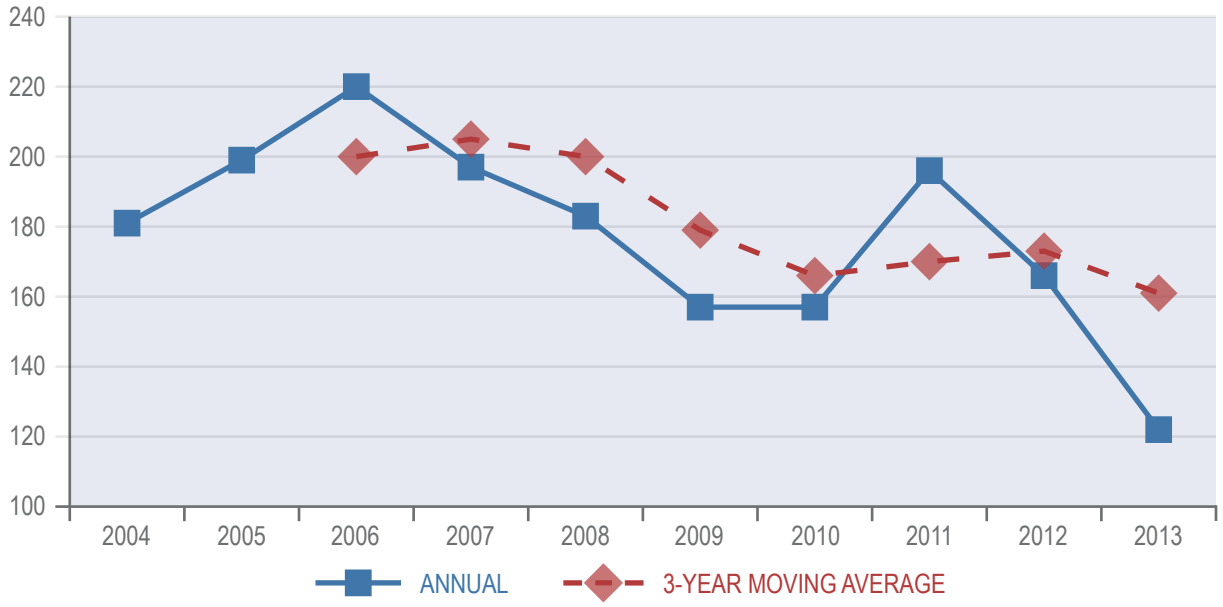
### BUDGET: $500,000

| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| PA 15-01-01-01 | DHTS P&A | $500,000 | SECTION 402 |

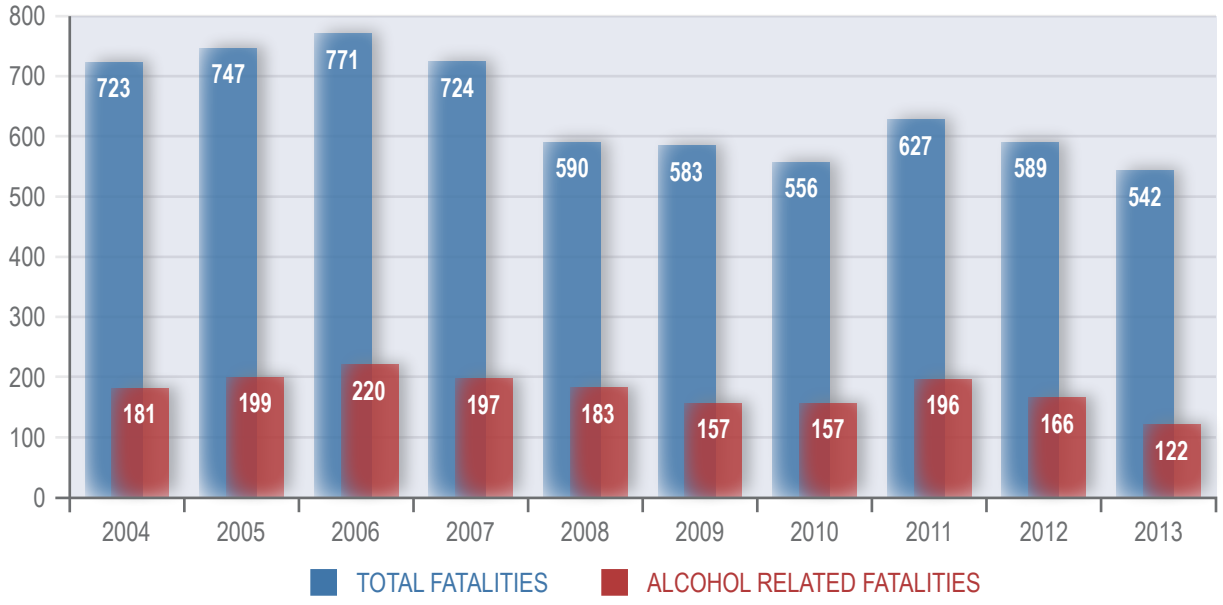
## ALCOHOL IMPAIRED • GENERAL OVERVIEW

New Jersey has experienced a decline in alcohol related fatalities over the past two years; however, driving while intoxicated remains a major factor in contributing to fatalities, crashes and injuries on New Jersey's roadways. In 2013, alcohol impaired fatalities (based on all drivers and motorcycle riders with a .08 BAC or higher) accounted for 22 percent of all traffic fatalities in the State.

### ALCOHOL IMPAIRED DRIVING FATALITIES (BAC OF .08 AND ABOVE), ANNUAL AND 3–YEAR MOVING AVERAGE




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



## ALCOHOL IMPAIRED • ANALYSIS OF AGE/GENDER

The difference in age and gender is a factor in the likelihood of an individual being involved in alcohol-related crashes. Notably, these are commonly referred to as "high-risk" drivers. In New Jersey, the particular age group that is the most susceptible to being involved in alcohol related crashes are the 16-35 year old drivers. Male drivers account for slightly more than two-thirds of the total alcohol-related crashes that occurred from 2009 to 2013.

**ALCOHOL RELATED CRASHES BY AGE GROUP AND GENDER, 2009 - 2013**

| AGE GROUP | FEMALE | MALE | TOTAL |
|---|---|---|---|
| 0-15 | 7 | 16 | 23 |
| 16-20 | 1,117 | 2,520 | 3,637 |
| 21-25 | 2,990 | 6,668 | 9,658 |
| 26-30 | 2,192 | 5,444 | 7,636 |
| 31-35 | 1,607 | 4,423 | 6,030 |
| 36-40 | 1,500 | 3,558 | 5,058 |
| 41-45 | 1,675 | 3,599 | 5,274 |
| 46-50 | 1,857 | 3,635 | 5,492 |
| 51-55 | 1,306 | 2,930 | 4,236 |
| 56-60 | 820 | 2,008 | 2,828 |
| 61-65 | 544 | 1,239 | 1,783 |
| 66+ | 634 | 1,581 | 2,215 |
| TOTALS | 16,249 | 37,621 | 53,870 |

A breakdown of age groups and gender of those injured in alcohol related crashes is found below.

**ALCOHOL RELATED CRASHES - AGE, GENDER AND SEVERITY OF OCCUPANTS INJURED**

| AGE GROUP | COMPLAINT OF PAIN | | MODERATE INJURY | | INCAPACITATED | | TOTAL |
|---|---|---|---|---|---|---|---|
| | FEMALE | MALE | FEMALE | MALE | FEMALE | MALE | |
| 0-15 | 351 | 289 | 81 | 75 | 4 | 12 | 812 |
| 16-20 | 586 | 773 | 261 | 524 | 40 | 70 | 2,254 |
| 21-25 | 968 | 1305 | 453 | 1,041 | 71 | 159 | 3,997 |
| 26-30 | 686 | 953 | 254 | 651 | 40 | 125 | 2,709 |
| 31-35 | 453 | 762 | 151 | 436 | 31 | 104 | 1,937 |
| 36-40 | 434 | 623 | 143 | 346 | 28 | 82 | 1,656 |
| 41-45 | 482 | 607 | 156 | 338 | 22 | 60 | 1,665 |
| 46-50 | 511 | 573 | 162 | 340 | 40 | 74 | 1,700 |
| 51-55 | 328 | 442 | 91 | 276 | 20 | 47 | 1,204 |
| 56-60 | 255 | 296 | 63 | 172 | 17 | 24 | 827 |
| 61-65 | 163 | 187 | 49 | 77 | 13 | 19 | 508 |
| 66+ | 220 | 256 | 69 | 126 | 8 | 21 | 700 |
| TOTALS | 5437 | 7066 | 1933 | 4402 | 334 | 797 | 19,969 |

## ALCOHOL IMPAIRED • ANALYSIS OF LOCATION

A breakdown of where alcohol related crashes are taking place in the State is seen below, along with annual totals. For the second consecutive year Bergen County (3,431) experienced the highest total of alcohol related crashes in New Jersey, followed by Monmouth (3,402) and Camden (3,194) respectively. It is important to note that there has been a 10 percent reduction in alcohol related crashes from 2012 to 2013; however, 46 percent of those crashes resulted in varying degrees of injury.

**ALCOHOL RELATED CRASHES BY COUNTY, 2009 - 2013**

| COUNTY | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| ATLANTIC | 539 | 437 | 469 | 456 | 416 | 2,317 |
| BURLINGTON | 521 | 521 | 503 | 478 | 447 | 2,470 |
| CAMDEN | 696 | 594 | 681 | 599 | 624 | 3,194 |
| CAPE MAY | 189 | 162 | 184 | 177 | 161 | 873 |
| CUMBERLAND | 231 | 202 | 197 | 206 | 212 | 1,048 |
| GLOUCESTER | 362 | 294 | 329 | 301 | 243 | 1,529 |
| SALEM | 94 | 82 | 91 | 90 | 65 | 422 |
| HUNTERDON | 136 | 128 | 136 | 135 | 109 | 644 |
| MERCER | 339 | 342 | 332 | 318 | 274 | 1,605 |
| MIDDLESEX | 718 | 635 | 612 | 594 | 501 | 3,060 |
| MONMOUTH | 742 | 668 | 722 | 664 | 606 | 3,402 |
| OCEAN | 696 | 646 | 617 | 620 | 549 | 3,128 |
| SOMERSET | 268 | 237 | 245 | 251 | 233 | 1,234 |
| UNION | 486 | 452 | 480 | 461 | 391 | 2,270 |
| BERGEN | 741 | 674 | 668 | 707 | 641 | 3,431 |
| ESSEX | 513 | 501 | 545 | 555 | 435 | 2,549 |
| HUDSON | 433 | 365 | 392 | 398 | 365 | 1,953 |
| MORRIS | 441 | 420 | 474 | 461 | 401 | 2,197 |
| PASSAIC | 539 | 462 | 490 | 498 | 403 | 2,392 |
| SUSSEX | 176 | 138 | 188 | 155 | 146 | 803 |
| WARREN | 145 | 96 | 130 | 113 | 122 | 606 |
| NJ STATE TOTALS | 9,005 | 8,056 | 8,485 | 8,237 | 7,344 | 41,127 |

The top ten municipalities in each New Jersey DHTS Region with the highest volume of alcohol related crashes are listed in the charts on the following page. Newark, Toms River, and Clifton top the charts, and have the highest representation of alcohol related crashes from 2009 – 2013.

## REGION I ALCOHOL RELATED CRASHES, TOP 10 MUNICIPALITIES, 2009 - 2013

| MUNICIPALITY | 2009 | | | 2010 | | | 2011 | | | 2012 | | | 2013 | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | |
| CAMDEN | 61 | 51 | 0 | 53 | 41 | 1 | 66 | 48 | 1 | 42 | 43 | 1 | 84 | 51 | 1 | 544 |
| ATLANTIC CITY | 62 | 40 | 0 | 60 | 28 | 0 | 52 | 31 | 0 | 54 | 39 | 0 | 49 | 40 | 0 | 455 |
| VINELAND | 63 | 38 | 3 | 57 | 26 | 3 | 46 | 23 | 3 | 43 | 40 | 3 | 51 | 35 | 1 | 435 |
| GLOUCESTER TWP | 51 | 45 | 1 | 36 | 23 | 1 | 42 | 26 | 1 | 55 | 25 | 0 | 54 | 21 | 0 | 381 |
| EGG HARBOR TWP | 33 | 39 | 2 | 38 | 26 | 1 | 40 | 24 | 2 | 47 | 37 | 0 | 38 | 40 | 1 | 368 |
| HAMILTON (ATLANTIC CO) | 52 | 27 | 4 | 49 | 35 | 0 | 46 | 30 | 1 | 44 | 24 | 2 | 32 | 19 | 1 | 366 |
| PENNSAUKEN | 37 | 25 | 2 | 43 | 17 | 0 | 38 | 40 | 0 | 54 | 23 | 0 | 51 | 19 | 1 | 350 |
| CHERRY HILL | 35 | 41 | 1 | 26 | 15 | 2 | 51 | 28 | 0 | 35 | 31 | 0 | 37 | 22 | 0 | 324 |
| GALLOWAY | 38 | 26 | 2 | 25 | 24 | 0 | 22 | 28 | 0 | 19 | 23 | 0 | 31 | 20 | 1 | 259 |
| WASHINGTON (GLOUCESTER CO) | 25 | 30 | 1 | 26 | 22 | 1 | 33 | 28 | 0 | 40 | 19 | 1 | 16 | 17 | 0 | 259 |

## REGION II ALCOHOL RELATED CRASHES, TOP 10 MUNICIPALITIES, 2009 - 2013

| MUNICIPALITY | 2009 | | | 2010 | | | 2011 | | | 2012 | | | 2013 | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | |
| TOMS RIVER | 116 | 50 | 2 | 93 | 59 | 4 | 88 | 61 | 1 | 81 | 65 | 0 | 81 | 41 | 1 | 743 |
| HAMILTON (MERCER CO) | 67 | 35 | 1 | 57 | 46 | 0 | 61 | 43 | 0 | 65 | 44 | 0 | 45 | 40 | 1 | 505 |
| BRICK | 52 | 30 | 0 | 48 | 45 | 2 | 52 | 29 | 2 | 65 | 32 | 2 | 41 | 38 | 2 | 440 |
| ELIZABETH | 52 | 26 | 1 | 48 | 32 | 1 | 47 | 19 | 1 | 50 | 24 | 4 | 31 | 29 | 0 | 365 |
| MIDDLETOWN | 55 | 37 | 1 | 40 | 21 | 0 | 40 | 32 | 1 | 46 | 27 | 0 | 39 | 24 | 0 | 363 |
| WOODBRIDGE | 70 | 53 | 2 | 46 | 31 | 0 | 39 | 19 | 2 | 38 | 17 | 2 | 14 | 17 | 2 | 352 |
| LAKEWOOD | 39 | 46 | 2 | 33 | 31 | 3 | 31 | 22 | 2 | 46 | 30 | 0 | 39 | 27 | 0 | 351 |
| UNION TWP | 42 | 17 | 1 | 42 | 23 | 0 | 39 | 30 | 1 | 42 | 27 | 0 | 39 | 28 | 1 | 332 |
| TRENTON | 45 | 16 | 2 | 39 | 28 | 3 | 50 | 24 | 0 | 37 | 22 | 0 | 33 | 14 | 1 | 314 |
| OLD BRIDGE | 39 | 30 | 1 | 40 | 28 | 2 | 24 | 24 | 0 | 47 | 19 | 0 | 36 | 22 | 0 | 312 |

## REGION III ALCOHOL RELATED CRASHES, TOP 10 MUNICIPALITIES, 2009 - 2013

| MUNICIPALITY | 2009 | | | 2010 | | | 2011 | | | 2012 | | | 2013 | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | |
| NEWARK | 83 | 65 | 1 | 74 | 82 | 1 | 88 | 84 | 2 | 104 | 84 | 0 | 55 | 76 | 1 | 800 |
| CLIFTON | 81 | 62 | 1 | 73 | 39 | 0 | 92 | 34 | 0 | 84 | 46 | 0 | 48 | 23 | 2 | 585 |
| JERSEY CITY | 65 | 46 | 0 | 70 | 38 | 1 | 57 | 51 | 0 | 57 | 52 | 0 | 62 | 41 | 1 | 541 |
| PATERSON | 68 | 56 | 0 | 57 | 44 | 1 | 53 | 38 | 1 | 75 | 38 | 1 | 63 | 28 | 0 | 523 |
| PASSAIC | 51 | 23 | 0 | 43 | 31 | 0 | 63 | 15 | 0 | 56 | 15 | 0 | 51 | 22 | 0 | 370 |
| PARSIPPANY-TROY HILLS | 24 | 19 | 0 | 34 | 18 | 0 | 40 | 31 | 1 | 34 | 22 | 1 | 43 | 15 | 0 | 282 |
| WAYNE | 39 | 24 | 0 | 32 | 14 | 0 | 47 | 24 | 0 | 21 | 28 | 0 | 19 | 20 | 0 | 268 |
| UNION CITY | 39 | 16 | 0 | 30 | 18 | 0 | 45 | 10 | 0 | 41 | 10 | 0 | 33 | 17 | 0 | 259 |
| EAST ORANGE | 19 | 17 | 0 | 24 | 19 | 0 | 29 | 28 | 0 | 28 | 25 | 1 | 27 | 21 | 0 | 238 |
| BLOOMFIELD | 28 | 11 | 0 | 18 | 15 | 0 | 46 | 10 | 0 | 22 | 16 | 2 | 29 | 26 | 0 | 223 |

## ALCOHOL IMPAIRED • ANALYSIS BY OCCURRENCE

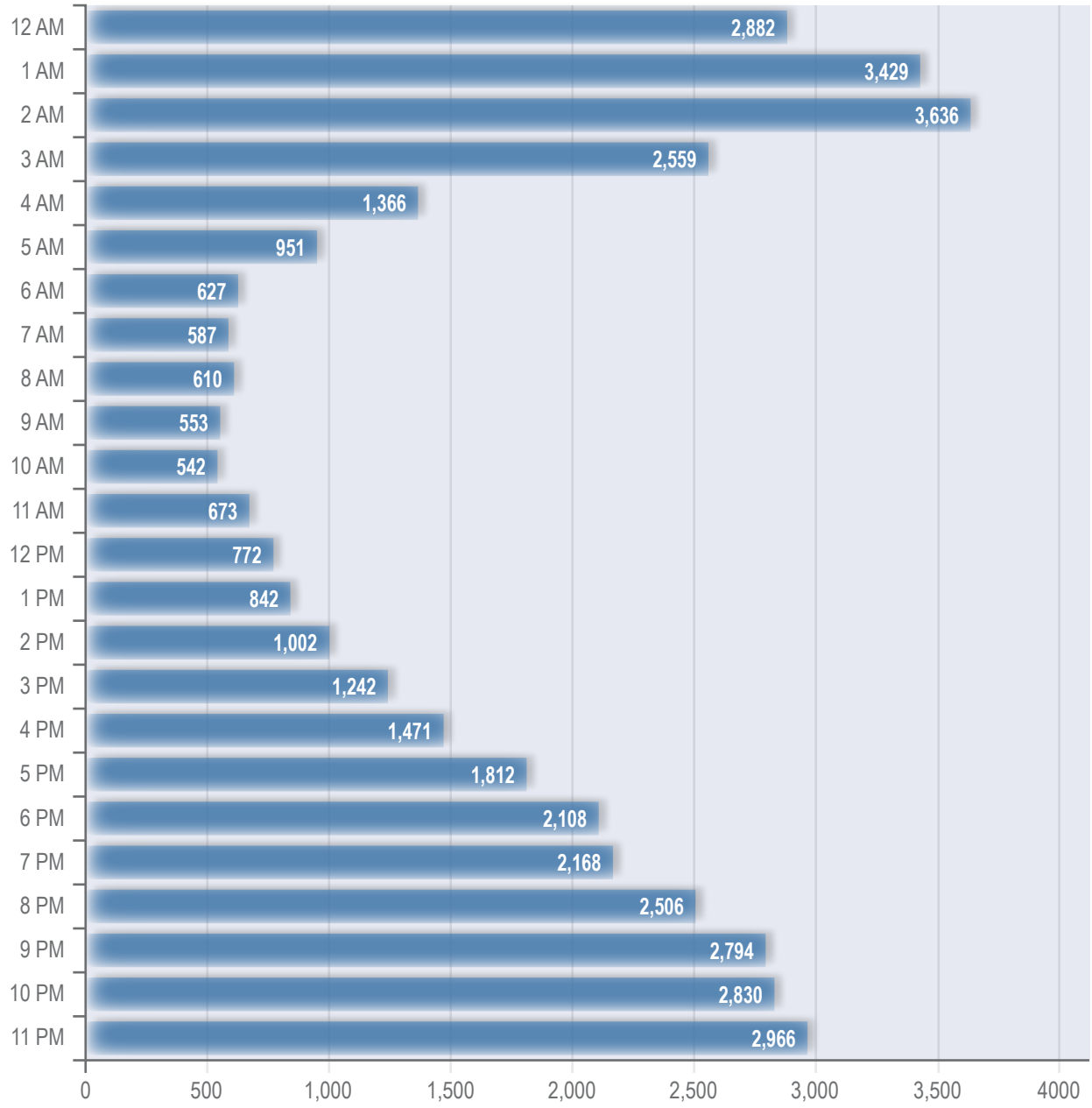
Where and when alcohol related crashes occur can provide details on the behavioral attributes of impaired driving. From 2009 to 2013, there have been 41,127 alcohol related crashes on New Jersey's roadways. The frequency of alcohol related crashes does not vary drastically from month-to-month, as indicated in the chart below.

**ALCOHOL RELATED CRASHES BY COUNTY AND MONTH, 2009 - 2013**

| | January | February | March | April | May | June | July | August | September | October | November | December | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ATLANTIC | 177 | 168 | 193 | 176 | 206 | 208 | 213 | 211 | 197 | 209 | 170 | 189 | 2,317 |
| BERGEN | 263 | 247 | 287 | 280 | 329 | 300 | 256 | 312 | 251 | 320 | 269 | 317 | 3,431 |
| BURLINGTON | 197 | 174 | 199 | 227 | 225 | 200 | 203 | 213 | 218 | 207 | 207 | 200 | 2,470 |
| CAMDEN | 264 | 212 | 263 | 275 | 298 | 260 | 275 | 315 | 249 | 278 | 248 | 257 | 3,194 |
| CAPE MAY | 55 | 62 | 47 | 66 | 91 | 103 | 109 | 91 | 88 | 65 | 50 | 46 | 873 |
| CUMBERLAND | 77 | 79 | 101 | 78 | 88 | 102 | 85 | 97 | 92 | 99 | 65 | 85 | 1,048 |
| ESSEX | 197 | 207 | 230 | 251 | 215 | 230 | 190 | 204 | 207 | 193 | 213 | 212 | 2,549 |
| GLOUCESTER | 137 | 107 | 158 | 148 | 129 | 112 | 125 | 121 | 107 | 123 | 125 | 137 | 1,529 |
| HUDSON | 171 | 151 | 198 | 166 | 160 | 156 | 149 | 187 | 139 | 152 | 171 | 153 | 1,953 |
| HUNTERDON | 52 | 35 | 51 | 46 | 65 | 57 | 69 | 54 | 53 | 52 | 58 | 52 | 644 |
| MERCER | 112 | 111 | 140 | 132 | 169 | 140 | 131 | 134 | 121 | 134 | 136 | 145 | 1,605 |
| MIDDLESEX | 248 | 217 | 259 | 293 | 285 | 239 | 234 | 251 | 236 | 253 | 251 | 294 | 3,060 |
| MONMOUTH | 283 | 245 | 276 | 254 | 305 | 309 | 322 | 312 | 269 | 269 | 287 | 271 | 3,402 |
| MORRIS | 164 | 174 | 188 | 189 | 181 | 180 | 186 | 189 | 173 | 185 | 180 | 208 | 2,197 |
| OCEAN | 228 | 232 | 266 | 264 | 284 | 270 | 295 | 261 | 255 | 293 | 240 | 240 | 3,128 |
| PASSAIC | 215 | 186 | 191 | 220 | 180 | 210 | 185 | 197 | 185 | 239 | 208 | 176 | 2,392 |
| SALEM | 33 | 28 | 29 | 40 | 40 | 39 | 45 | 31 | 47 | 32 | 35 | 23 | 422 |
| SOMERSET | 96 | 101 | 108 | 105 | 108 | 126 | 91 | 103 | 93 | 102 | 105 | 96 | 1,234 |
| SUSSEX | 58 | 52 | 71 | 68 | 68 | 77 | 83 | 67 | 59 | 64 | 63 | 73 | 803 |
| UNION | 185 | 165 | 202 | 200 | 197 | 185 | 173 | 170 | 195 | 189 | 182 | 227 | 2,270 |
| WARREN | 37 | 40 | 57 | 51 | 54 | 62 | 54 | 40 | 41 | 67 | 48 | 55 | 606 |
| STATE TOTALS | 3,249 | 2,993 | 3,514 | 3,529 | 3,677 | 3,565 | 3,473 | 3,560 | 3,275 | 3,525 | 3,311 | 3,456 | 41,127 |

The time in which alcohol related crashes occur reflects the popular social activity time frames, and is depicted in the graph below. The amount of alcohol related crashes increases as the hours of the day progress, with the lowest occurrences from 6am – 10am and the highest taking place from 9pm – 2am.

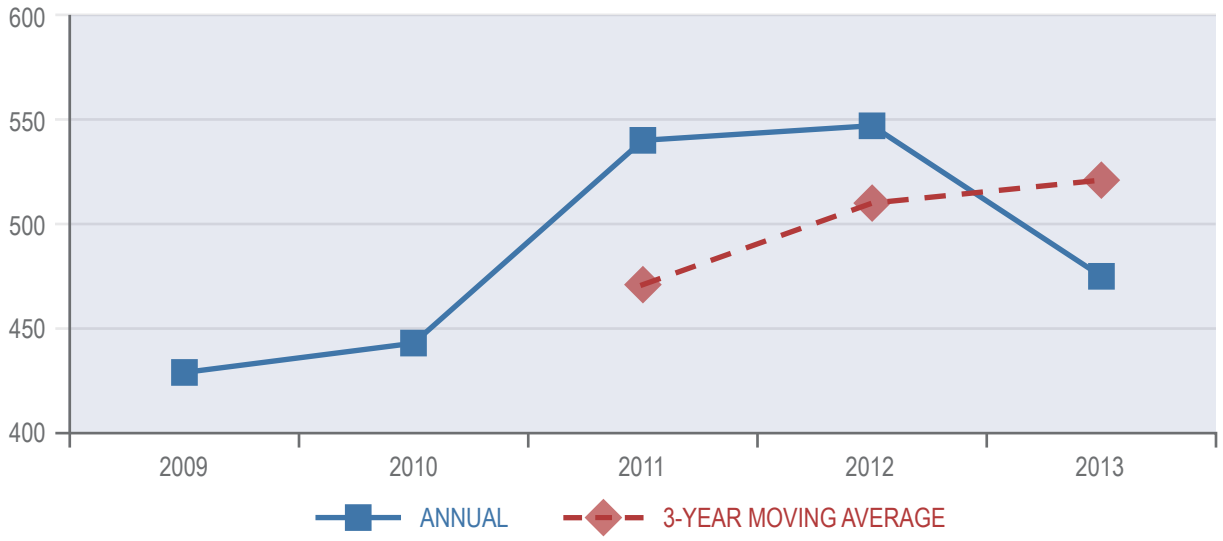
## ALCOHOL RELATED CRASHES BY TIME OF DAY, 2009 - 2013



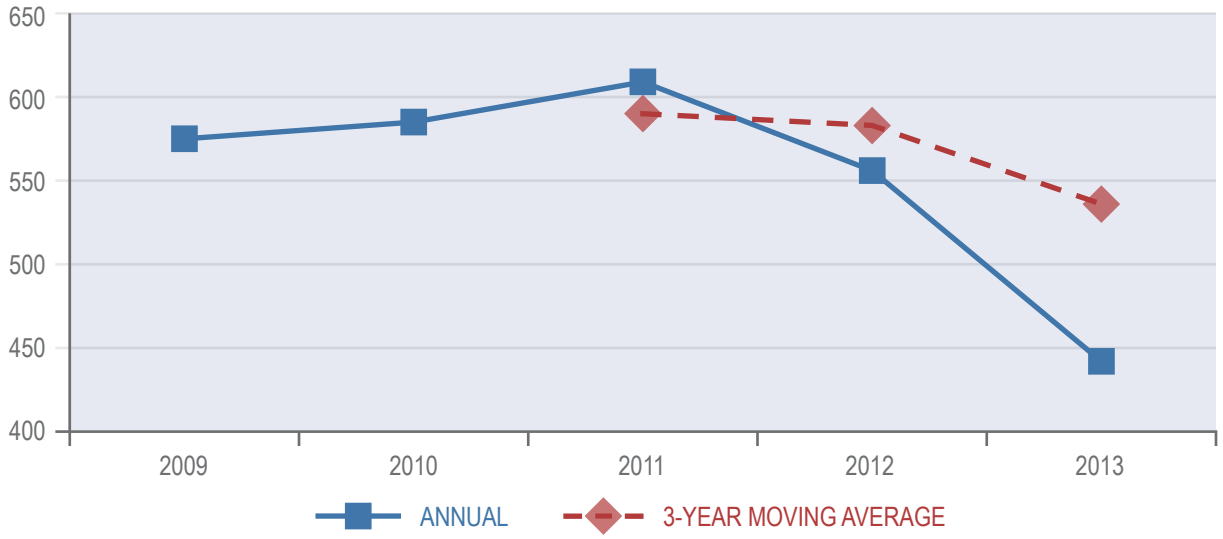
## DRUGGED DRIVING • GENERAL OVERVIEW

As a State and nation, declines in the numbers of persons killed and injured as a result of alcohol impaired driving have been seen. It is important to recognize and address the dangers imposed by drivers under the influence of illicit drugs and prescription medications. The number of illegal drug related crashes dropped in 2013 from 547 in 2012 to 475, in addition, the number of prescription drug related crashes declined in 2013 from 556 in 2012 to 442.

### ILLEGAL DRUG RELATED CRASHES, ANNUAL AND 3–YEAR MOVING AVERAGE




### PRESCRIPTION DRUG RELATED CRASHES, ANNUAL AND 3–YEAR MOVING AVERAGE




## DRUGGED DRIVING • ANALYSIS OF LOCATION

The top ten municipalities in each Region with the highest volume of illicit and prescription drug related crashes are listed in the charts on the following page. Camden, Newark, and Toms River top the charts, and have the highest representation of drug related crashes from 2009 – 2013.

## REGION I DRUG RELATED CRASHES (ILLEGAL AND PRESCRIPTION), TOP 10 MUNICIPALITIES, 2009 - 2013

| MUNICIPALITY | 2009 | | | 2010 | | | 2011 | | | 2012 | | | 2013 | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | |
| CAMDEN | 9 | 12 | 0 | 16 | 9 | 0 | 18 | 20 | 0 | 16 | 13 | 0 | 25 | 16 | 0 | 154 |
| GLOUCESTER TWP | 17 | 9 | 1 | 6 | 10 | 0 | 8 | 10 | 0 | 7 | 9 | 0 | 17 | 6 | 0 | 100 |
| CHERRY HILL | 4 | 8 | 0 | 1 | 0 | 0 | 9 | 4 | 0 | 8 | 9 | 0 | 7 | 3 | 0 | 53 |
| EGG HARBOR TWP | 5 | 3 | 0 | 7 | 5 | 0 | 3 | 6 | 0 | 9 | 6 | 0 | 2 | 4 | 0 | 50 |
| HAMILTON (ATLANTIC CO) | 5 | 6 | 0 | 7 | 5 | 0 | 6 | 4 | 0 | 5 | 5 | 0 | 4 | 3 | 0 | 50 |
| DEPTFORD | 4 | 3 | 0 | 6 | 2 | 0 | 8 | 8 | 0 | 9 | 4 | 0 | 1 | 3 | 0 | 48 |
| WASHINGTON (GLOUCESTER CO) | 4 | 5 | 0 | 3 | 6 | 0 | 5 | 5 | 0 | 6 | 5 | 1 | 3 | 2 | 0 | 45 |
| PENNSAUKEN | 2 | 3 | 1 | 5 | 4 | 0 | 2 | 10 | 0 | 3 | 1 | 0 | 4 | 5 | 0 | 40 |
| BELLMAWR | 3 | 2 | 0 | 4 | 1 | 1 | 5 | 6 | 0 | 7 | 3 | 0 | 2 | 5 | 0 | 39 |
| MOUNT LAUREL | 6 | 0 | 0 | 1 | 6 | 0 | 5 | 5 | 0 | 6 | 2 | 0 | 5 | 2 | 0 | 38 |

## REGION II DRUG RELATED CRASHES (ILLEGAL AND PRESCRIPTION), TOP 10 MUNICIPALITIES, 2009 - 2013

| MUNICIPALITY | 2009 | | | 2010 | | | 2011 | | | 2012 | | | 2013 | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | |
| TOMS RIVER | 17 | 4 | 1 | 12 | 7 | 0 | 17 | 11 | 0 | 17 | 13 | 0 | 13 | 9 | 0 | 121 |
| BRICK | 7 | 4 | 1 | 10 | 7 | 0 | 9 | 8 | 0 | 7 | 6 | 0 | 6 | 5 | 1 | 71 |
| HAMILTON (MERCER CO) | 6 | 9 | 1 | 8 | 4 | 0 | 10 | 7 | 0 | 7 | 7 | 0 | 6 | 3 | 0 | 68 |
| MIDDLETOWN | 5 | 3 | 0 | 7 | 4 | 0 | 5 | 5 | 0 | 9 | 6 | 0 | 5 | 4 | 0 | 53 |
| WOODBRIDGE | 9 | 6 | 0 | 9 | 4 | 0 | 7 | 4 | 0 | 8 | 3 | 0 | 0 | 2 | 0 | 52 |
| EDISON | 6 | 4 | 0 | 7 | 2 | 0 | 4 | 5 | 0 | 7 | 3 | 0 | 2 | 5 | 0 | 45 |
| WALL | 6 | 0 | 0 | 6 | 4 | 0 | 9 | 0 | 0 | 8 | 2 | 0 | 6 | 2 | 1 | 44 |
| UNION TWP | 2 | 4 | 0 | 5 | 2 | 0 | 7 | 3 | 0 | 5 | 4 | 0 | 8 | 4 | 0 | 44 |
| EAST BRUNSWICK | 2 | 9 | 0 | 8 | 5 | 0 | 4 | 1 | 0 | 7 | 2 | 1 | 2 | 1 | 0 | 42 |
| TRENTON | 7 | 1 | 0 | 2 | 7 | 0 | 3 | 1 | 0 | 5 | 4 | 0 | 5 | 5 | 0 | 40 |

## REGION III DRUG RELATED CRASHES (ILLEGAL AND PRESCRIPTION), TOP 10 MUNICIPALITIES, 2009 - 2013

| MUNICIPALITY | 2009 | | | 2010 | | | 2011 | | | 2012 | | | 2013 | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | |
| NEWARK | 11 | 10 | 0 | 10 | 11 | 0 | 17 | 12 | 0 | 18 | 11 | 0 | 14 | 7 | 0 | 121 |
| JERSEY CITY | 9 | 8 | 0 | 11 | 8 | 0 | 13 | 6 | 0 | 11 | 10 | 0 | 13 | 2 | 0 | 91 |
| PATERSON | 10 | 5 | 0 | 8 | 13 | 0 | 9 | 10 | 0 | 13 | 2 | 0 | 7 | 6 | 0 | 83 |
| CLIFTON | 10 | 5 | 0 | 7 | 6 | 0 | 9 | 2 | 0 | 6 | 3 | 0 | 7 | 1 | 0 | 56 |
| PARSIPPANY-TROY HILLS | 4 | 2 | 0 | 8 | 5 | 0 | 9 | 5 | 0 | 7 | 0 | 0 | 9 | 2 | 0 | 51 |
| WAYNE | 5 | 4 | 0 | 7 | 2 | 0 | 7 | 5 | 0 | 2 | 2 | 0 | 5 | 4 | 0 | 43 |
| UNION CITY | 5 | 0 | 0 | 8 | 2 | 0 | 5 | 0 | 0 | 7 | 1 | 0 | 2 | 1 | 0 | 31 |
| BLOOMFIELD | 1 | 0 | 0 | 0 | 3 | 0 | 9 | 2 | 0 | 2 | 3 | 1 | 5 | 4 | 0 | 30 |
| IRVINGTON | 4 | 1 | 0 | 8 | 5 | 0 | 4 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 28 |
| EAST ORANGE | 2 | 0 | 0 | 1 | 4 | 0 | 5 | 3 | 0 | 5 | 0 | 1 | 1 | 5 | 0 | 27 |

Over the past five years, over 3,000 individuals have been injured due to drug related crashes. This accounts for approximately 4 percent of total injuries sustained by individuals in motor vehicle crashes in New Jersey in 2013. Camden (373), Ocean (278), and Middlesex (234) Counties experienced the highest totals of drug related injuries over the past 5 years.

**INJURIES IN DRUG RELATED CRASHES BY COUNTY, 2009 - 2013**

| COUNTY | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| ATLANTIC | 57 | 31 | 40 | 41 | 32 | 201 |
| BERGEN | 33 | 67 | 36 | 43 | 34 | 213 |
| BURLINGTON | 36 | 46 | 55 | 35 | 48 | 220 |
| CAMDEN | 70 | 64 | 97 | 74 | 68 | 373 |
| CAPE MAY | 17 | 15 | 15 | 20 | 3 | 70 |
| CUMBERLAND | 6 | 8 | 4 | 7 | 4 | 29 |
| ESSEX | 35 | 37 | 47 | 41 | 35 | 195 |
| GLOUCESTER | 22 | 19 | 38 | 37 | 19 | 135 |
| HUDSON | 20 | 17 | 20 | 22 | 18 | 97 |
| HUNTERDON | 13 | 7 | 9 | 9 | 11 | 49 |
| MERCER | 22 | 31 | 20 | 32 | 21 | 126 |
| MIDDLESEX | 48 | 46 | 61 | 33 | 46 | 234 |
| MONMOUTH | 40 | 48 | 50 | 42 | 46 | 226 |
| MORRIS | 23 | 31 | 27 | 38 | 24 | 143 |
| OCEAN | 57 | 59 | 59 | 57 | 46 | 278 |
| PASSAIC | 29 | 47 | 48 | 21 | 27 | 172 |
| SALEM | 11 | 19 | 6 | 9 | 4 | 49 |
| SOMERSET | 8 | 15 | 9 | 7 | 13 | 52 |
| SUSSEX | 1 | 10 | 8 | 15 | 16 | 50 |
| UNION | 26 | 23 | 35 | 26 | 17 | 127 |
| WARREN | 10 | 6 | 8 | 5 | 18 | 47 |
| NJ STATE TOTALS | 584 | 646 | 692 | 614 | 550 | 3,086 |

## DRUGGED DRIVING • ANALYSIS OF AGE/GENDER

Similar to alcohol related crashes, the "high-risk" drivers involved in drug related crashes are in the 16-35 age groups. Over 50 percent of the drivers involved are males.

## SURVEY RESULTS – Fairleigh Dickinson University's PublicMind Poll (April 2 – May 5, 2014)

Thirteen percent of drivers admit to having consumed alcohol before driving in the past twelve months. This aggregate percentage is four points less than what was observed last year, when 17 percent of drivers reportedly consumed alcohol before driving in the previous three years and significantly lower than the fifth (21 percent) recorded in 2009. Declines are apparent among all but one of the age groups. One-in-seven motorists between the ages of 30 and 44 (15 percent) consumed alcohol before driving this year, compared with 11 percent last year. Drivers between the ages of 43 and 59 were significantly less likely to report this type of behavior this year (11 percent) as compared with last (23 percent). A four percentage point difference distinguishes drinking and driving in this year's study among the 60 and older crowd (12 percent) versus last year's study (16 percent).

About half (47 percent) of drivers believe they can drink and still remain competent behind the wheel. A fifth (22 percent) believes one drink is possible before their own driving becomes impaired, with an additional 17 percent who believe two drinks are possible. Eight percent believe three to five drinks are their limit. This percentage is unchanged from last year and includes far more men (13 percent) than women (3 percent).

## FY 2015 PERFORMANCE TARGETS

**GOAL: To decrease alcohol-impaired driving fatalities by 2 percent from 161 to 158 by December 31, 2015 using a performance measure of all involved drivers and motorcycle operators.**

The 3-year moving average shows a downward trend in alcohol-impaired driving fatalities and preliminary data from FARS have shown another decrease in 2013. Funding from State and Federal resources will again be provided to further curtail drunk and drugged driving in the State.

**GOAL: To decrease drug related crashes by 3 percent from the 2011-2013 calendar base year average of 1,056 to 1,024 by December 31, 2015 using a performance measure of all involved drivers.**

There is a wide range of drugs, both licit and illicit, that can potentially impair driving. It is not unusual for drivers to take more than one impairing drug at the same time or to combine drugs with alcohol. Emphasis will again be placed on drugs and driving in FY 2015.

## PRIOR YEAR PERFORMANCE

The State experienced a reduction in the number of alcohol impaired driving fatalities in 2013. The number of fatalities was reduced from 166 in 2012 to 122 in 2013. Two highly visible enforcement campaigns were conducted in August and December that included targeted enforcement by local and State Police. Underage drinking initiatives were implemented by bringing undercover law enforcement establishments together in partnership to deter the sale of alcohol to underage individuals. Drug recognition and standardized training in the detection and apprehension of DWI offenders were provided to the law enforcement community.

## STRATEGIES FOR FY 2015

1. Provide for enforcement programs, both checkpoints and saturation patrols, to maintain the general deterrence effect. Conduct the Drive Sober or Get Pulled Over impaired driving prevention program.
2. Provide for DWI and Drug Recognition Expert (DRE) training programs. Conduct training for municipal and State Police officers in DWI/Standard Field Sobriety Testing and DRE.
3. Conduct training courses for law enforcement personnel in Advanced Roadside Impaired Driving Enforcement (ARIDE).
4. Conduct training to State and municipal police officers in the Alcotest chemical breath test unit.
5. Provide local law enforcement agencies with grants to conduct underage drinking prevention and enforcement programs coordinated by the Division of Alcohol Beverage Control.
6. Implement DWI prevention programs at colleges and universities.
7. Provide programs to prevent the illegal purchase of alcohol by underage individuals.
8. Promote the designated driver program.

## OTHER FUNDING SOURCES TO ACHIEVE GOALS

The Alcohol Education, Rehabilitation and Enforcement Fund receives monies from a tax imposed on the sale of liquors. The Fund receives approximately $11 million in annual deposits from alcohol beverage tax collections. Of the balances in the Fund, 75 percent is spent on alcohol rehabilitation initiatives, 15 percent on enforcement initiatives, and 10 percent on education initiatives. Additionally, collections from a $40 fee paid by persons convicted of operating a motor vehicle under the influence of intoxicating liquor or drugs are deposited into this Fund to pay for the screening, evaluation, education and referral of persons who have been convicted of driving while intoxicated.

The Drunk Driving Enforcement Fund (DDEF), N.J.S.A. 39:4-50.8, established a $100 surcharge on each drunk driving conviction. Monies in this Fund are distributed to municipal, county, State, and interstate police agencies to increase enforcement of driving laws. Every law enforcement agency whose officers make arrests leading to DWI convictions and imposition of the surcharge are entitled to grants representing its proportionate contribution to the Fund. Law enforcement agencies, through application to the DHTS and approval, may use DDEF monies for DWI enforcement patrols and any other appropriate DWI countermeasures. DDEF funds totaling over $3.3 million were distributed to law enforcement agencies in FY 2013 to help reduce alcohol-related crashes and fatalities.

## EFFECTIVENESS OF STRATEGIES SELECTED

### Publicized Sobriety Checkpoint and Saturation Patrol Programs

At a sobriety checkpoint, law enforcement officers stop vehicles at a predetermined location to check whether the drivers are impaired. The purpose of a checkpoint is to deter driving after drinking by increasing the perceived risk of arrest. Checkpoints should be highly visible, publicized extensively, and conducted regularly, as part of a publicized sobriety checkpoint program. Fell, Lacey, and Voas (2004) provide an overview of checkpoint operations, use, effectiveness, and issues.

A study examining demonstration programs in 7 States found reductions in alcohol-related fatalities between 11 percent and 20 percent in States that employed numerous checkpoints or other highly visible impaired driving

enforcement operations and intensive publicity of the enforcement activities, including paid advertising (Fell, Langston, Lacey, & Tippetts, 2008).

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

### Training

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

### Drugged Driving

A growing body of research suggests that many illicit, prescription, and over-the-counter drugs may impair a driver's ability to operate a vehicle (Couper & Logan, 2004; Jones, Shinar, & Walsh, 2003, and Kelly, Darke & Ross, 2004). The research investigating the effect of drugs on driving has had variable results. Several studies suggest that a benzodiazepine user is at increased risk of being involved in a crash (Movig et al., 2004; Rapoport et al., 2009), although some studies have not found these results. The findings for marijuana also have been variable, although a recent meta-analysis concluded marijuana doubles the risk of a crash (Asbridge, Hayden, & Cartwright, 2012). Generally, the risk appears highest when marijuana has been used recently, and especially when marijuana is combined with alcohol (Beriness & Simpson, 2006; Sewell, Poling, & Sofuoglu, 2009).

### Minimum Drinking Age 21 Law Enforcement

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

## COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Many partners from the public and private sector contribute to the development of the Strategic Highway Safety Plan developed by the New Jersey Department of Transportation.

Strategies included in the Strategic Highway Safety Plan will mirror those initiatives that have been incorporated in the Highway Safety Plan. These include: employing enforcement and publicity programs to apprehend drunk drivers in targeted areas; providing law enforcement officers with standardized training courses that will provide instruction in detection, apprehension, investigation and prosecution of DWI offenders; alcohol and drug testing programs; programs that enhance enforcement in and around college and universities; and initiatives to develop and conduct training programs for peer educators in an effort to curb drinking on college campuses.

## 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 working with local, State and community organizations to develop awareness campaigns; supporting and assisting local, county and State task force initiatives; and providing technical assistance to project directors.

### BUDGET: $330,000

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## 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. Eighteen classes are scheduled to be held. Four 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 one 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 7 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 2015. The Counties of Atlantic, Bergen 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 on-line 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 six classes will be implemented in select counties throughout the State.

### BUDGET: $833,239

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## 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: $20,000

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## 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 times throughout the year. In addition, re-certification classes for approximately 3,000 students will be scheduled.

**BUDGET: $208,380**

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## 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. State, county and local police agencies will partner with DHTS during the summer holiday enforcement campaign, August 21- September 7, 2015. Municipal police departments and county agencies are expected to also participate in alcohol-related enforcement activities including DWI checkpoints and saturation patrols throughout the year. The winter holiday season crackdown will be held from December 12, 2014 - January 1, 2015.

**BUDGET: $2,114,850**

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## 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: $286,000**

## 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 (CNJ) will hold statewide events such as the Peer Institute as a way to share ideas, methods, and strategies to create substance-free events on college campuses. The event trains students from New Jersey colleges and the tri-state area to become peer educators on their respective campuses. Programs will also be developed with the CNJ campus police force and Ewing Township Police Department to address alcohol and other drug-related issues. Police from both agencies will work collaboratively to patrol off-campus housing and popular student gathering spots.

Stockton 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: $153,746

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## 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.

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.

## BUDGET: $70,375

| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| AL 15-07-01-01 | DHTS PROGRAM MANAGEMENT | $330,000 | SECTION 402 |
| AL 15-45-01-01 | TBD DWI TRNG. & DRE | $722,239 | SECTION 405 |
| AL 15-10-01-01 | TBD CO. DRE CALLOUT | $ 25,000 | SECTION 410 |
| AL 15-45-01-02 | TBD CO. DRE CALLOUT | $ 56,000 | SECTION 405 |
| AL 15-45-01-03 | TBD CO. DRE CALLOUT | $ 30,000 | SECTION 405 |
| AL 15-45-02-01 | TBD ALCOHOL/DRUG TEST PROG. | $ 20,000 | SECTION 405 |
| AL 15-45-03-01 | TBD BREATH TEST PROG. | $208,380 | SECTION 405 |
| AL 15-45-04-01 | TBD SHERIFF DWI | $100,000 | SECTION 405 |
| AL 15-45-04-02 | TBD PD REGIONAL DWI | $ 70,650 | SECTION 405 |
| AL 15-45-04-03 | DWI TBD CO. PROSECUTOR | $ 65,000 | SECTION 405 |
| AL 15-45-04-04 | DWI TBD CO. | $ 20,000 | SECTION 405 |
| AL 15-45-04-05 | DWI TBD CO. | $ 36,300 | SECTION 405 |
| AL 15-45-04-06 | DWI TBD CO. | $ 20,000 | SECTION 405 |
| AL 15-45-04-07 | DWI TBD CO. | $ 92,000 | SECTION 405 |
| AL 15-45-04-08 | DWI TBD CO. | $ 74,000 | SECTION 405 |
| AL 15-45-04-09 | DWI TBD CO. | $ 15,000 | SECTION 405 |
| AL 15-45-04-10 | TBD DWI | $ 6,500 | SECTION 405 |
| AL 15-45-04-11 | TBD DWI | $ 32,500 | SECTION 405 |
| AL 15-45-04-12 | TBD DWI | $ 23,500 | SECTION 405 |
| AL 15-45-04-13 | TBD DWI | $ 15,000 | SECTION 405 |
| AL 15-45MH-01-01 | TBD DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-02 | TBD DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-03 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-04 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-05 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-06 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-07 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-08 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-09 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-10 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-11 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-12 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-13 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-14 | TBD SHERIFF DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-15 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-16 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-17 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-18 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-11 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-12 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |

| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
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| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
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| AL 15-45MH-01-110 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |

| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
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| AL 15-45MH-01-111 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
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| AL 15-45MH-01-120 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-121 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-122 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-123 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-124 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-125 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-126 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-127 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-128 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-129 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-130 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-131 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-132 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-133 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-134 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-135 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-136 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-137 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-138 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-139 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-140 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-141 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-142 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-143 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-144 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-145 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-146 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-147 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-148 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-149 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-150 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-151 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-152 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-153 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-154 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-155 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-156 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-157 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-158 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-159 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-160 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-161 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |

| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| AL 15-45MH-01-162 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-163 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-164 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-165 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MH-01-166 | TBD HOLIDAY DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-01 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-02 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-03 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-04 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-05 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-06 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-07 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-08 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-09 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-10 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-11 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-12 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-13 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-14 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-15 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-16 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-17 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-18 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-19 | TBD SUMMER DWI | $ 4,400 | SECTION 40 |
| AL 15-45MS-01-20 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-21 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-22 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-23 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-24 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-25 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-26 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-27 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-28 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-29 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-30 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-31 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-32 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-33 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-34 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-35 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-36 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-37 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-38 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-39 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-40 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-41 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-42 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-43 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-44 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-45 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-46 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |

| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| AL 15-45MS-01-47 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-48 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-49 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-50 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-51 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-52 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-53 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-54 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-55 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-56 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-57 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-58 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-59 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-60 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-61 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-62 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-63 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-64 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-65 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-66 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-67 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-68 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-69 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-70 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-71 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-72 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-73 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-74 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-75 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-76 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-77 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-78 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-79 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-80 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-81 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-82 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-83 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-84 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-85 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-86 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-87 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-88 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-89 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-90 | TBD SUMMER DWI | $ 4,400 | SECTION 40 |
| AL 15-45MS-01-91 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-92 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-93 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-94 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-95 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-96 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-97 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |

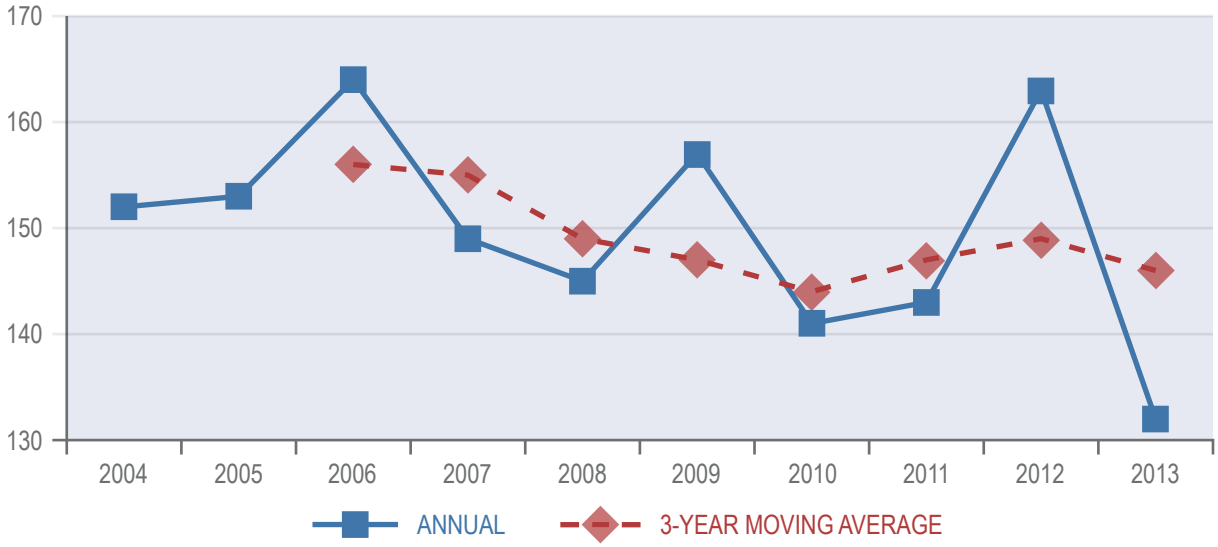
| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| AL 15-45MS-01-98 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-99 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-100 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-101 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-102 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-103 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-104 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-105 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-106 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-107 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-108 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-109 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-110 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-111 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-112 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-113 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-114 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-115 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-116 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-117 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-118 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-119 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-120 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-121 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-122 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-123 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-124 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-125 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-126 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-127 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-128 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-129 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-130 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-131 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-132 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-133 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-134 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-135 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-136 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-137 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-138 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-139 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-140 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-141 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-142 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-143 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-144 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-145 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-146 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-147 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-148 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |

| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| AL 15-45MS-01-149 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-150 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-151 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-152 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-153 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-154 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-155 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-156 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-157 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-158 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-159 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-160 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-161 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-162 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-163 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-164 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-165 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-166 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-167 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-168 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-169 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-170 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-171 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-172 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-173 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-174 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-175 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-176 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-177 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-178 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-179 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-180 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-181 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-182 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-183 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-844 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45MS-01-185 | TBD SUMMER DWI | $ 4,400 | SECTION 405 |
| AL 15-45-05-01 | TBD – FALL INITIATIVE | $ 65,000 | SECTION 405 |
| AL 15-45-05-02 | TBD – SUMMER | $ 81,000 | SECTION 405 |
| AL 15-45-05-03 | TBD ENFORCEMENT | $117,000 | SECTION 405 |
| AL 15-45-05-04 | TBD CO. UNDERAGE ENF. | $ 23,000 | SECTION 405 |
| AL 15-45-06-01 | COLLEGE CAMPUS – TBD | $ 73,746 | SECTION 405 |
| AL 15-45-06-02 | COLLEGE CAMPUS – TBD | $ 25,000 | SECTION 405 |
| AL 15-45-06-03 | COLLEGE CAMPUS – TBD | $ 30,000 | SECTION 405 |
| AL 15-45-06-04 | COLLEGE CAMPUS – TBD | $ 25,000 | SECTION 405 |
| AL 15-45-07-01 | TBD | $ 15,375 | SECTION 405 |
| AL 15-45-07-02 | TBD "NO USE MESSAGE" | $ 10,000 | SECTION 405 |
| AL 15-45-07-03 | TBD | $ 45,000 | SECTION 405 |

## PEDESTRIAN SAFETY • GENERAL OVERVIEW

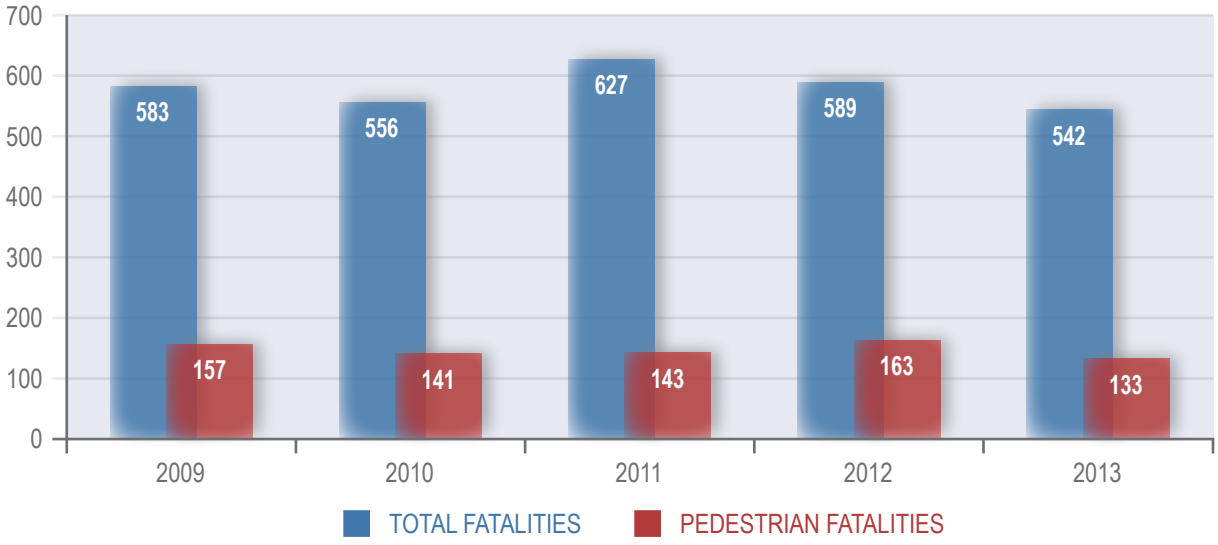
Over the last ten year period, from 2004 through 2013, there has been a total of 1,481 pedestrian fatalities in the State, 133 occurring in 2013 alone. As indicated in the chart below, the three-year moving average has remained rather consistent despite there being a concerted effort in New Jersey to enhance pedestrian safety and awareness.

### PEDESTRIAN FATALITIES, ANNUAL AND 3–YEAR MOVING AVERAGE



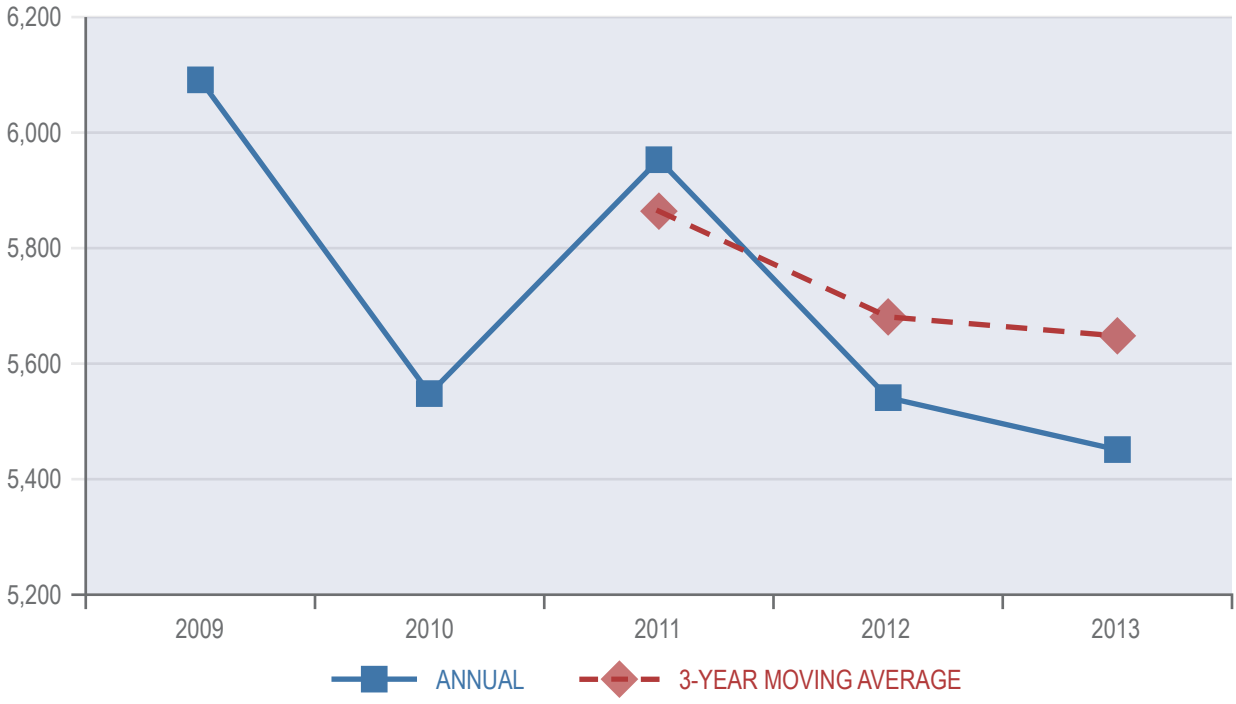

Pedestrian safety remains a focus in New Jersey as pedestrian fatalities account for approximately 25 percent of New Jersey's total roadway fatalities. The law in New Jersey regarding crosswalk enforcement changed for motor vehicles in April, 2010 from having to yield to pedestrians in a marked crosswalk, to being required to stop and stay stopped.

### PROPORTION OF PEDESTRIAN FATALITIES VERSUS NEW JERSEY TOTAL MV FATALITIES



As indicated in the chart below, the law change may have had an effect on the reduction in the number of crashes between motor vehicles and pedestrians. The initial year of enforcement naturally resulted in higher instances of crash occurrences, mostly due to users being unfamiliar with the law changes and lack of adequate pedestrian infrastructure. Outreach and education efforts have been made throughout the State to enhance the awareness of pedestrians in roadways and increase visibility of the most dangerous intersections. Additionally, improvements to pedestrian infrastructure in "hot-spot" locations have been implemented.

**PEDESTRIAN RELATED CRASHES, ANNUAL AND 3–YEAR MOVING AVERAGE**




## PEDESTRIAN SAFETY • ANALYSIS OF AGE/GENDER

Pedestrian related crashes continues to be a concern for younger travelers in the State, specifically age groups 0-15 years of age, which make up 15 percent of total pedestrians involved in motor vehicle crashes. The age group of 16 – 20 year old pedestrians account for 10 percent of total pedestrians involved in crashes in 2013. Pedestrian safety education is an important component for all genders and all age groups. Younger populations experience the highest numbers of crashes with motor vehicles, mostly due to their inexperience of travelling roadways by foot. Pedestrian safety is also a concern for our older populations, which can be contributed to a number of circumstances, such as signal timing and pedestrian infrastructure and being required to travel by foot in non-pedestrian friendly locations.

## PEDESTRIAN SAFETY • ANALYSIS OF LOCATION

A breakdown of where pedestrian crashes are taking place in the State is seen below along with annual totals. Naturally, the counties in which pedestrian crashes are the highest also have the highest volume of pedestrian injuries as well, namely, Bergen, Essex and Hudson Counties. These counties typically experience the highest totals of pedestrian crashes and injuries, mostly due to their urban environs, traffic volumes, amount of transient populations commuting, and number of high-volume intersections.

**PEDESTRIAN RELATED CRASHES BY COUNTY, 2009 - 2013**

| | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| ATLANTIC | 233 | 220 | 212 | 215 | 161 | 1,041 |
| BERGEN | 719 | 667 | 763 | 693 | 667 | 3,509 |
| BURLINGTON | 120 | 126 | 150 | 135 | 130 | 661 |
| CAMDEN | 321 | 276 | 292 | 274 | 268 | 1431 |
| CAPE MAY | 65 | 50 | 49 | 56 | 53 | 273 |
| CUMBERLAND | 73 | 79 | 81 | 89 | 78 | 400 |
| ESSEX | 979 | 955 | 969 | 992 | 949 | 4,844 |
| GLOUCESTER | 117 | 108 | 94 | 88 | 76 | 483 |
| HUDSON | 791 | 729 | 799 | 773 | 818 | 3,910 |
| HUNTERDON | 22 | 12 | 20 | 19 | 19 | 92 |
| MERCER | 206 | 211 | 236 | 209 | 228 | 1,090 |
| MIDDLESEX | 508 | 397 | 429 | 432 | 366 | 2,132 |
| MONMOUTH | 266 | 249 | 275 | 216 | 232 | 1,238 |
| MORRIS | 182 | 142 | 171 | 144 | 165 | 804 |
| OCEAN | 270 | 230 | 254 | 243 | 254 | 1,251 |
| PASSAIC | 537 | 495 | 562 | 441 | 473 | 2,508 |
| SALEM | 23 | 15 | 11 | 13 | 13 | 75 |
| SOMERSET | 119 | 112 | 111 | 123 | 116 | 581 |
| SUSSEX | 38 | 19 | 34 | 37 | 17 | 145 |
| UNION | 467 | 427 | 402 | 324 | 339 | 1,959 |
| WARREN | 35 | 29 | 39 | 25 | 29 | 157 |
| TOTAL | 6,091 | 5,548 | 5,953 | 5,541 | 5,451 | |

## TOTAL INJURIES IN PEDESTRIAN RELATED CRASHES BY COUNTY, 2009 - 2013

| COUNTY | 2009 | | 2010 | | 2011 | | 2012 | | 2013 | | TOTAL 09-13 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | PEDS | TOTAL | PEDS | TOTAL | PEDS | TOTAL | PEDS | TOTAL | PEDS | TOTAL | PEDS |
| ATLANTIC | 212 | 200 | 214 | 207 | 205 | 194 | 220 | 202 | 156 | 151 | 1,007 | 954 |
| BERGEN | 661 | 607 | 594 | 551 | 657 | 617 | 401 | 381 | 354 | 333 | 2,667 | 2,489 |
| BURLINGTON | 108 | 96 | 120 | 109 | 137 | 121 | 120 | 118 | 116 | 110 | 601 | 554 |
| CAMDEN | 310 | 284 | 252 | 233 | 262 | 248 | 253 | 241 | 182 | 171 | 1,259 | 1,177 |
| CAPE MAY | 51 | 48 | 39 | 34 | 40 | 34 | 49 | 48 | 48 | 37 | 227 | 201 |
| CUMBERLAND | 52 | 44 | 62 | 58 | 65 | 64 | 66 | 63 | 57 | 53 | 302 | 282 |
| ESSEX | 900 | 842 | 885 | 826 | 892 | 836 | 877 | 838 | 866 | 825 | 4,420 | 4,167 |
| GLOUCESTER | 108 | 96 | 91 | 87 | 87 | 78 | 77 | 72 | 64 | 60 | 427 | 393 |
| HUDSON | 696 | 651 | 643 | 584 | 721 | 693 | 670 | 648 | 688 | 661 | 3,418 | 3,237 |
| HUNTERDON | 16 | 14 | 12 | 10 | 16 | 16 | 20 | 20 | 17 | 15 | 81 | 75 |
| MERCER | 155 | 147 | 177 | 165 | 175 | 159 | 172 | 163 | 191 | 183 | 870 | 817 |
| MIDDLESEX | 449 | 414 | 346 | 320 | 362 | 350 | 375 | 352 | 328 | 313 | 1,860 | 1,749 |
| MONMOUTH | 232 | 213 | 221 | 201 | 219 | 204 | 176 | 163 | 207 | 197 | 1,055 | 978 |
| MORRIS | 157 | 149 | 108 | 102 | 128 | 121 | 126 | 116 | 140 | 134 | 659 | 622 |
| OCEAN | 232 | 212 | 213 | 209 | 188 | 169 | 184 | 165 | 204 | 194 | 1,021 | 949 |
| PASSAIC | 500 | 458 | 459 | 423 | 324 | 281 | 196 | 174 | 235 | 202 | 1,714 | 1,538 |
| SALEM | 13 | 12 | 15 | 15 | 8 | 5 | 4 | 4 | 3 | 2 | 43 | 38 |
| SOMERSET | 118 | 105 | 104 | 100 | 95 | 90 | 106 | 103 | 103 | 101 | 526 | 499 |
| SUSSEX | 36 | 35 | 15 | 14 | 25 | 24 | 26 | 25 | 16 | 14 | 118 | 112 |
| UNION | 445 | 417 | 394 | 374 | 346 | 322 | 263 | 244 | 301 | 289 | 1,749 | 1,646 |
| WARREN | 30 | 28 | 24 | 21 | 33 | 29 | 21 | 18 | 25 | 23 | 133 | 119 |
| GRAND TOTAL | 5,481 | 5,072 | 4,988 | 4,643 | 4,985 | 4,655 | 4,402 | 4,158 | 4,301 | 4,068 | 24,157 | 22,596 |

The top ten municipalities in each New Jersey DHTS Region with the highest volume of pedestrian related crashes are listed in the charts on the following page. Newark, Jersey City, and Paterson top the charts, and have the highest representation of pedestrian related crashes from 2009 – 2013.

## REGION I PEDESTRIAN RELATED CRASHES, TOP 10 MUNICIPALITIES, 2009 - 2013

| MUNICIPALITY | 2009 | | | 2010 | | | 2011 | | | 2012 | | | 2013 | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | |
| CAMDEN | 14 | 106 | 8 | 65 | 7 | 60 | 32 | 55 | 26 | 5 | 25 | 6 | 3 | 0 | 0 | 540 |
| ATLANTIC CITY | 9 | 107 | 3 | 7 | 104 | 1 | 1 | 108 | 2 | 9 | 103 | 1 | 0 | 77 | 0 | 532 |
| VINELAND | 16 | 13 | 1 | 17 | 23 | 1 | 3 | 29 | 1 | 11 | 27 | 3 | 11 | 23 | 3 | 182 |
| CHERRY HILL | 0 | 13 | 2 | 3 | 15 | 2 | 7 | 22 | 0 | 2 | 27 | 2 | 6 | 20 | 0 | 121 |
| GLOUCESTER TWP | 4 | 24 | 2 | 4 | 16 | 0 | 3 | 16 | 2 | 1 | 17 | 0 | 4 | 19 | 0 | 112 |
| BRIDGETON | 1 | 17 | 0 | 1 | 26 | 0 | 4 | 16 | 0 | 3 | 16 | 0 | 8 | 13 | 0 | 105 |
| PENNSAUKEN | 2 | 14 | 1 | 4 | 9 | 0 | 3 | 16 | 0 | 3 | 14 | 1 | 8 | 12 | 1 | 88 |
| MILLVILLE | 4 | 17 | 0 | 0 | 6 | 1 | 7 | 12 | 1 | 7 | 13 | 2 | 2 | 13 | 0 | 85 |
| EGG HARBOR TWP | 1 | 14 | 3 | 0 | 15 | 0 | 1 | 8 | 2 | 4 | 16 | 1 | 5 | 12 | 1 | 83 |
| WASHINGTON (GLOUCESTER CO) | 3 | 20 | 1 | 3 | 9 | 3 | 2 | 7 | 0 | 2 | 14 | 1 | 1 | 12 | 1 | 79 |

## REGION I PEDESTRIAN RELATED CRASHES, TOP 10 MUNICIPALITIES, 2009 - 2013

| MUNICIPALITY | 2009 | | | 2010 | | | 2011 | | | 2012 | | | 2013 | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | |
| TRENTON | 44 | 58 | 5 | 26 | 86 | 2 | 33 | 83 | 3 | 21 | 58 | 2 | 25 | 77 | 0 | 523 |
| ELIZABETH | 9 | 116 | 5 | 7 | 125 | 5 | 13 | 78 | 4 | 7 | 37 | 5 | 9 | 49 | 0 | 469 |
| NEW BRUNSWICK | 17 | 82 | 1 | 19 | 65 | 0 | 18 | 83 | 0 | 6 | 63 | 3 | 8 | 48 | 2 | 415 |
| LAKEWOOD | 8 | 49 | 3 | 7 | 49 | 2 | 15 | 42 | 5 | 23 | 43 | 1 | 25 | 47 | 1 | 320 |
| WOODBRIDGE | 8 | 57 | 3 | 4 | 33 | 1 | 8 | 47 | 2 | 7 | 46 | 1 | 7 | 54 | 3 | 281 |
| EDISON | 7 | 54 | 4 | 7 | 47 | 3 | 8 | 31 | 2 | 9 | 51 | 1 | 6 | 49 | 1 | 280 |
| TOMS RIVER | 15 | 41 | 3 | 4 | 41 | 1 | 12 | 50 | 3 | 11 | 32 | 2 | 10 | 43 | 4 | 272 |
| PLAINFIELD | 3 | 55 | 1 | 7 | 45 | 0 | 8 | 39 | 0 | 8 | 47 | 0 | 6 | 47 | 0 | 266 |
| UNION TWP | 6 | 53 | 1 | 2 | 38 | 2 | 5 | 49 | 0 | 20 | 39 | 2 | 4 | 38 | 3 | 262 |
| PERTH AMBOY | 5 | 53 | 2 | 4 | 35 | 0 | 7 | 40 | 1 | 12 | 35 | 1 | 9 | 40 | 1 | 245 |

## REGION I PEDESTRIAN RELATED CRASHES, TOP 10 MUNICIPALITIES, 2009 - 2013

| MUNICIPALITY | 2009 | | | 2010 | | | 2011 | | | 2012 | | | 2013 | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | |
| NEWARK | 38 | 377 | 7 | 52 | 444 | 11 | 54 | 396 | 5 | 85 | 421 | 5 | 77 | 413 | 4 | 2389 |
| JERSEY CITY | 43 | 292 | 2 | 34 | 268 | 4 | 20 | 320 | 4 | 25 | 298 | 2 | 36 | 332 | 2 | 1682 |
| PATERSON | 31 | 221 | 1 | 27 | 207 | 2 | 146 | 105 | 3 | 151 | 52 | 1 | 163 | 64 | 1 | 1175 |
| IRVINGTON | 17 | 107 | 1 | 15 | 93 | 1 | 9 | 84 | 1 | 14 | 90 | 1 | 16 | 94 | 0 | 543 |
| PASSAIC | 12 | 102 | 1 | 17 | 79 | 1 | 64 | 51 | 1 | 64 | 18 | 0 | 53 | 43 | 1 | 507 |
| UNION CITY | 13 | 72 | 2 | 18 | 62 | 1 | 14 | 89 | | 11 | 79 | 0 | 32 | 56 | 0 | 449 |
| EAST ORANGE | 13 | 74 | 3 | 11 | 62 | 1 | 8 | 78 | 2 | 14 | 64 | 4 | 13 | 70 | 0 | 417 |
| CLIFTON | 10 | 74 | 2 | 7 | 69 | 3 | 21 | 61 | 2 | 16 | 67 | 2 | 24 | 44 | 1 | 403 |
| BAYONNE | 3 | 67 | 1 | 16 | 68 | 1 | 13 | 59 | 1 | 14 | 60 | 0 | 7 | 84 | 1 | 395 |
| HACKENSACK | 2 | 68 | 3 | 13 | 68 | 0 | 14 | 66 | 1 | 15 | 55 | 1 | 19 | 43 | 1 | 369 |

## PEDESTRIAN SAFETY • ANALYSIS BY OCCURRENCE

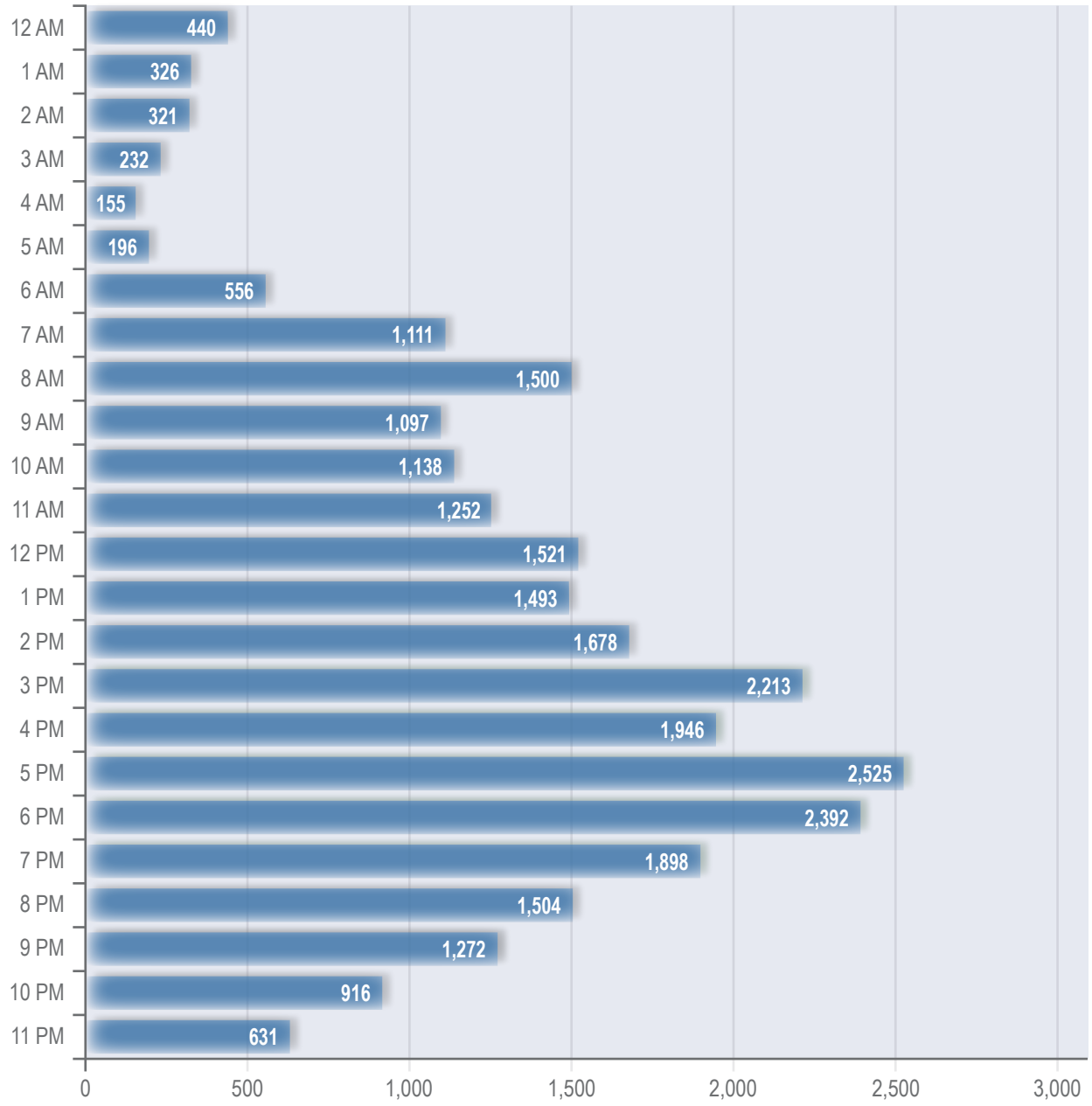
The occurrence of pedestrian related crashes provides insight as to why crashes between motor vehicle and pedestrian take place. Indicated in the chart below, it is important to note that between 2009 and 2013, the month that experienced the highest volumes of pedestrian crashes was December with 2,824 crashes, followed by November (2,739) and October (2,714) respectively. Although pedestrian activity increases during the warmer months, one characteristic of colder months that contributes to the high number of crashes is daylight hours.

### PEDESTRIAN RELATED CRASHES BY COUNTY AND MONTH, 2009 - 2013

| | January | February | March | April | May | June | July | August | September | October | November | December | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ATLANTIC | 86 | 68 | 95 | 80 | 89 | 99 | 93 | 103 | 76 | 87 | 86 | 79 | 1,041 |
| BERGEN | 305 | 293 | 296 | 267 | 295 | 258 | 202 | 228 | 284 | 345 | 359 | 377 | 3,509 |
| BURLINGTON | 58 | 43 | 61 | 46 | 58 | 46 | 39 | 46 | 49 | 71 | 78 | 66 | 661 |
| CAMDEN | 99 | 103 | 125 | 109 | 145 | 105 | 117 | 94 | 123 | 147 | 133 | 131 | 1,431 |
| CAPE MAY | 9 | 12 | 8 | 12 | 31 | 38 | 59 | 50 | 20 | 16 | 8 | 10 | 273 |
| CUMBERLAND | 27 | 22 | 34 | 29 | 35 | 41 | 39 | 28 | 33 | 35 | 36 | 41 | 400 |
| ESSEX | 392 | 378 | 392 | 406 | 431 | 420 | 331 | 307 | 396 | 459 | 444 | 488 | 4,844 |
| GLOUCESTER | 35 | 46 | 42 | 38 | 38 | 35 | 33 | 36 | 38 | 46 | 40 | 56 | 483 |
| HUDSON | 335 | 285 | 320 | 333 | 366 | 340 | 296 | 269 | 310 | 338 | 350 | 368 | 3,910 |
| HUNTERDON | 6 | 6 | 11 | 4 | 9 | 6 | 9 | 4 | 5 | 11 | 11 | 10 | 92 |
| MERCER | 85 | 76 | 100 | 74 | 105 | 89 | 90 | 76 | 88 | 87 | 114 | 106 | 1,090 |
| MIDDLESEX | 191 | 159 | 189 | 178 | 187 | 156 | 121 | 145 | 178 | 184 | 237 | 207 | 2,132 |
| MONMOUTH | 100 | 86 | 94 | 89 | 94 | 101 | 113 | 90 | 95 | 129 | 122 | 125 | 1,238 |
| MORRIS | 63 | 68 | 65 | 51 | 85 | 67 | 51 | 49 | 75 | 81 | 72 | 77 | 804 |
| OCEAN | 101 | 63 | 89 | 93 | 98 | 104 | 121 | 119 | 111 | 129 | 107 | 116 | 1,251 |
| PASSAIC | 210 | 169 | 213 | 217 | 204 | 180 | 180 | 157 | 222 | 257 | 255 | 244 | 2,508 |
| SALEM | 3 | 12 | 2 | 10 | 7 | 5 | 5 | 4 | 9 | 8 | 4 | 6 | 75 |
| SOMERSET | 52 | 38 | 50 | 37 | 57 | 37 | 40 | 47 | 51 | 50 | 60 | 62 | 581 |
| SUSSEX | 12 | 8 | 13 | 5 | 13 | 9 | 13 | 13 | 19 | 10 | 15 | 15 | 145 |
| UNION | 163 | 133 | 158 | 147 | 181 | 143 | 118 | 121 | 170 | 210 | 193 | 222 | 1,959 |
| WARREN | 14 | 9 | 9 | 12 | 12 | 13 | 15 | 16 | 10 | 14 | 15 | 18 | 157 |
| TOTAL | 2,346 | 2,077 | 2,366 | 2,237 | 2,540 | 2,292 | 2,085 | 2,002 | 2,362 | 2,714 | 2,739 | 2,824 | 28,584 |

Depicted in the chart below, pedestrian crashes increase during the early A.M. commute times, as well as the afternoon P.M. commute times due to increased pedestrian and vehicular activity. During the colder months of the year, the amount of daylight dwindles. The increase of pedestrian/vehicle conflicts in 5PM and 6PM time periods compounded with darker lighting conditions may be the leading cause for spikes in crashes during these months.

## PEDESTRIAN RELATED CRASHES BY TIME OF DAY, 2009 - 2013

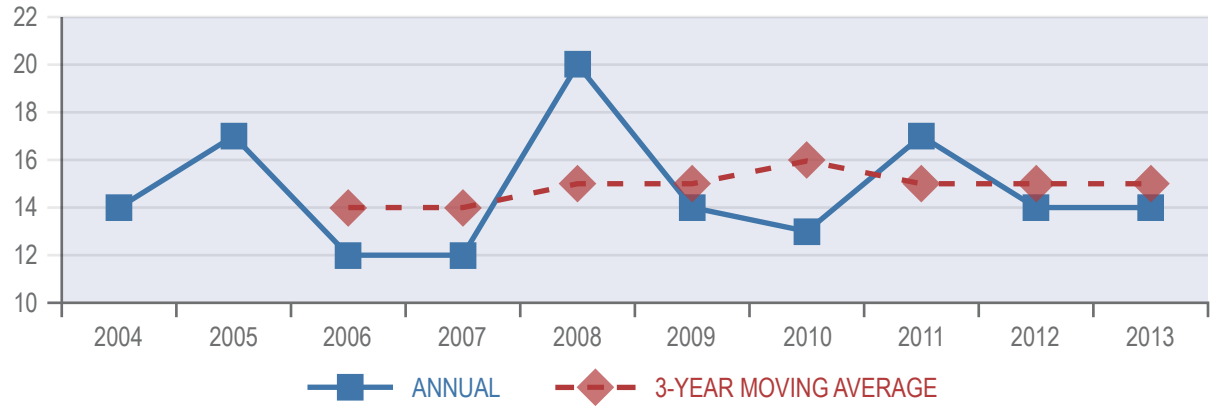



Although improvements have been made and concerted efforts to educate all users of the roadways on pedestrian safety and awareness, additional efforts are required. Education on behalf of motorists and pedestrians needs to be provided to all age groups and regularly conditioned in the young and impressionable populations. Through education, enforcement and outreach, the DHTS will continue to strive towards reducing pedestrian injuries and fatalities in 2015.

## BICYCLE SAFETY • GENERAL OVERVIEW

Bicycling activity has increased over the past few years in New Jersey from those that ride for leisure and those for sport. Over the last ten year period, from 2004 through 2013, there have been a total of 147 bicyclist fatalities in the State, 14 occurring in 2013 alone. As indicated in the chart below, the number of bicyclist fatalities has remained rather consistent over the 10 year period.

### BICYCLE FATALITIES, ANNUAL AND 3–YEAR MOVING AVERAGE




## BICYCLE SAFETY • ANALYSIS OF AGE/GENDER

Bicycle related crashes continue to be a concern for young travelers in the State, specifically age groups 0-15 years of age. A breakdown of age group and gender of bicyclists injured in crashes is depicted below. Male riders heavily outweigh the number of female riders in every age group. As seen in the table below, the younger population experiences the highest numbers of injuries, and ultimately, crashes with motor vehicles.

### BICYCLE RELATED INJURIES BY GENDER, AGE GROUP AND SEVERITY

| AGE GROUP | COMPLAINT OF PAIN | | MODERATE INJURY | | INCAPACITATED | | TOTAL |
|---|---|---|---|---|---|---|---|
| | FEMALE | MALE | FEMALE | MALE | FEMALE | MALE | |
| 0-15 | 143 | 159 | 113 | 583 | 3 | 46 | 1,047 |
| 16-20 | 119 | 531 | 67 | 345 | 6 | 20 | 1,088 |
| 21-25 | 93 | 404 | 63 | 247 | 3 | 26 | 836 |
| 26-30 | 46 | 295 | 43 | 183 | 2 | 13 | 582 |
| 31-35 | 52 | 206 | 23 | 153 | 2 | 12 | 448 |
| 36-40 | 39 | 255 | 25 | 145 | 3 | 15 | 482 |
| 41-45 | 54 | 263 | 35 | 171 | 2 | 21 | 546 |
| 46-50 | 58 | 314 | 34 | 194 | 4 | 16 | 620 |
| 51-55 | 37 | 280 | 37 | 178 | 1 | 18 | 551 |
| 56-60 | 27 | 157 | 16 | 129 | 1 | 9 | 339 |
| 61-65 | 13 | 87 | 14 | 88 | 1 | 7 | 210 |
| 66+ | 31 | 142 | 25 | 151 | 2 | 15 | 366 |
| TOTAL | 712 | 3,093 | 495 | 2,567 | 30 | 218 | 7,115 |

## BICYCLE SAFETY • ANALYSIS OF LOCATION

A breakdown of where bicycle crashes are taking place in the State is seen below along with annual totals. The location of crashes involving bicyclists is important to analyze for it provides insight into the environs bicyclists face the highest level of conflict with motor vehicles. Bergen and Hudson Counties rank first and second for total number of crashes with bicyclists. Monmouth County was ranked third in the total number of crashes with bicyclists, mostly due to its geographic location and popular destinations for tourists during the summer months.

**BICYCLE RELATED CRASHES BY COUNTY, 2009 - 2013**

| | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| ATLANTIC | 123 | 122 | 91 | 113 | 78 | 527 |
| BERGEN | 249 | 232 | 212 | 207 | 202 | 1,102 |
| BURLINGTON | 85 | 67 | 70 | 74 | 56 | 352 |
| CAMDEN | 172 | 130 | 129 | 153 | 120 | 704 |
| CAPE MAY | 87 | 63 | 76 | 67 | 70 | 363 |
| CUMBERLAND | 44 | 36 | 43 | 36 | 42 | 201 |
| ESSEX | 170 | 171 | 146 | 147 | 151 | 785 |
| GLOUCESTER | 41 | 49 | 49 | 40 | 38 | 217 |
| HUDSON | 173 | 198 | 176 | 206 | 219 | 972 |
| HUNTERDON | 10 | 10 | 16 | 13 | 7 | 56 |
| MERCER | 103 | 95 | 82 | 87 | 89 | 456 |
| MIDDLESEX | 155 | 144 | 148 | 129 | 126 | 702 |
| MONMOUTH | 206 | 190 | 189 | 175 | 137 | 897 |
| MORRIS | 84 | 57 | 60 | 66 | 58 | 325 |
| OCEAN | 204 | 178 | 149 | 172 | 147 | 850 |
| PASSAIC | 159 | 137 | 100 | 111 | 79 | 586 |
| SALEM | 7 | 11 | 7 | 9 | 8 | 42 |
| SOMERSET | 49 | 62 | 53 | 55 | 68 | 287 |
| SUSSEX | 9 | 11 | 7 | 10 | 10 | 47 |
| UNION | 151 | 148 | 108 | 120 | 103 | 630 |
| WARREN | 9 | 16 | 8 | 11 | 11 | 55 |
| TOTAL | 2,290 | 2,127 | 1,919 | 2,001 | 1,819 | |

The top ten municipalities in each DHTS Region with the highest volume of bicycle related crashes are listed in the charts on the following page. Jersey City and Newark top the charts, and have the highest representation of bicycle related crashes occurring from 2009 – 2013.

## REGION I BICYCLE RELATED CRASHES, TOP 10 MUNICIPALITIES, 2009 - 2013

| MUNICIPALITY | 2009 | | | 2010 | | | 2011 | | | 2012 | | | 2013 | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | |
| ATLANTIC CITY | 7 | 50 | 0 | 10 | 39 | 0 | 2 | 32 | 0 | 4 | 34 | 0 | 1 | 37 | 0 | 216 |
| CAMDEN | 12 | 45 | 0 | 4 | 31 | 0 | 5 | 28 | 0 | 3 | 50 | 0 | 8 | 30 | 0 | 216 |
| VINELAND | 18 | 6 | 2 | 4 | 19 | 0 | 7 | 19 | 0 | 5 | 10 | 1 | 11 | 17 | 0 | 119 |
| OCEAN CITY | 3 | 13 | 0 | 2 | 13 | 0 | 2 | 13 | 0 | 4 | 16 | 0 | 2 | 8 | 0 | 76 |
| CHERRY HILL | 3 | 8 | 0 | 0 | 11 | 0 | 2 | 10 | 1 | 2 | 13 | 0 | 3 | 12 | 0 | 65 |
| EGG HARBOR TWP | 2 | 14 | 0 | 2 | 14 | 1 | 2 | 3 | 0 | 2 | 12 | 1 | 4 | 7 | 0 | 64 |
| GLOUCESTER TWP | 2 | 12 | 0 | 3 | 10 | 0 | 7 | 6 | 0 | 2 | 11 | 0 | 2 | 2 | 0 | 57 |
| WILDWOOD | 1 | 10 | 0 | 2 | 13 | 0 | 1 | 5 | 0 | 1 | 6 | 0 | 5 | 12 | 0 | 56 |
| PENNSAUKEN | 0 | 15 | 0 | 1 | 8 | 1 | 3 | 10 | 0 | 0 | 6 | 0 | 2 | 6 | 1 | 53 |
| LOWER | 1 | 15 | 0 | 0 | 6 | 0 | 2 | 7 | 0 | 1 | 6 | 0 | 1 | 12 | 0 | 51 |

## REGION II BICYCLE RELATED CRASHES, TOP 10 MUNICIPALITIES, 2009 - 2013

| MUNICIPALITY | 2009 | | | 2010 | | | 2011 | | | 2012 | | | 2013 | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | |
| LAKEWOOD | 3 | 42 | 0 | 5 | 37 | 0 | 7 | 38 | 0 | 16 | 27 | 0 | 23 | 24 | 0 | 222 |
| TOMS RIVER | 7 | 23 | 0 | 8 | 28 | 1 | 1 | 22 | 2 | 5 | 20 | 0 | 3 | 14 | 0 | 134 |
| TRENTON | 21 | 12 | 0 | 5 | 15 | 0 | 9 | 14 | 0 | 7 | 15 | 0 | 7 | 10 | 0 | 115 |
| NEW BRUNSWICK | 0 | 20 | 0 | 10 | 14 | 1 | 7 | 24 | 0 | 4 | 18 | 1 | 1 | 15 | 0 | 115 |
| ELIZABETH | 4 | 31 | 0 | 3 | 27 | 0 | 0 | 11 | 0 | 2 | 8 | 1 | 5 | 12 | 0 | 104 |
| BRICK | 7 | 16 | 0 | 6 | 16 | 0 | 1 | 14 | 0 | 4 | 17 | 1 | 5 | 16 | 0 | 103 |
| HAMILTON (MERCER CO) | 3 | 18 | 0 | 3 | 22 | 0 | 4 | 14 | 0 | 3 | 15 | 0 | 2 | 18 | 0 | 102 |
| LONG BRANCH | 5 | 21 | 0 | 3 | 18 | 0 | 6 | 18 | 0 | 5 | 10 | 0 | 1 | 10 | 0 | 97 |
| PLAINFIELD | 1 | 19 | 0 | 4 | 11 | 0 | 4 | 12 | 0 | 3 | 18 | 0 | 3 | 20 | 0 | 95 |
| EDISON | 2 | 14 | 0 | 1 | 15 | 0 | 1 | 16 | 0 | 2 | 16 | 0 | 4 | 22 | 0 | 93 |

## REGION III BICYCLE RELATED CRASHES, TOP 10 MUNICIPALITIES, 2009 - 2013

| MUNICIPALITY | 2009 | | | 2010 | | | 2011 | | | 2012 | | | 2013 | | | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | Property Damage | Injury | Fatal | |
| JERSEY CITY | 11 | 54 | 0 | 13 | 73 | 1 | 5 | 74 | 0 | 14 | 85 | 0 | 11 | 82 | 0 | 423 |
| NEWARK | 5 | 43 | 0 | 5 | 56 | 0 | 3 | 40 | 0 | 12 | 50 | 2 | 9 | 62 | 1 | 288 |
| PATERSON | 5 | 44 | 0 | 8 | 58 | 0 | 15 | 15 | 0 | 24 | 13 | 0 | 17 | 1 | 1 | 201 |
| PASSAIC | 4 | 33 | 0 | 2 | 22 | 0 | 12 | 16 | 0 | 24 | 10 | 0 | 13 | 9 | 0 | 145 |
| UNION CITY | 8 | 12 | 1 | 12 | 17 | 0 | 4 | 20 | 0 | 6 | 21 | 0 | 16 | 13 | 0 | 130 |
| HACKENSACK | 5 | 16 | 0 | 5 | 19 | 0 | 3 | 23 | 0 | 11 | 11 | 0 | 12 | 9 | 0 | 114 |
| CLIFTON | 10 | 21 | 0 | 3 | 18 | 0 | 5 | 17 | 1 | 4 | 14 | 0 | 4 | 16 | 1 | 114 |
| BAYONNE | 4 | 19 | 0 | 3 | 11 | 0 | 5 | 13 | 0 | 8 | 18 | 0 | 4 | 19 | 0 | 104 |
| NORTH BERGEN | 0 | 17 | 0 | 3 | 21 | 0 | 3 | 14 | 0 | 0 | 11 | 0 | 7 | 8 | 0 | 84 |
| HOBOKEN | 3 | 16 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 16 | 0 | 5 | 21 | 0 | 77 |

## BICYCLE SAFETY • ANALYSIS BY OCCURRENCE

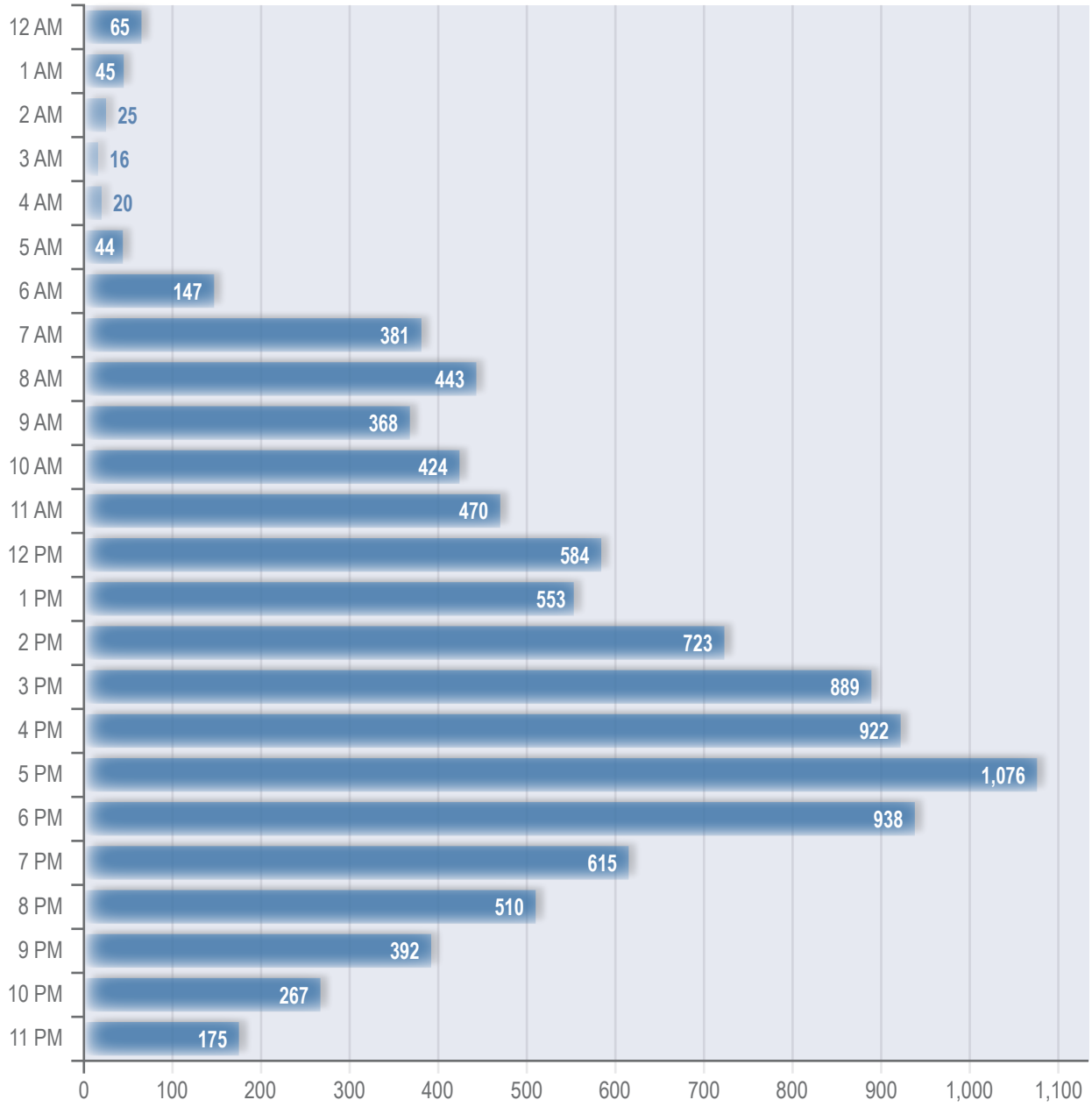
The occurrence of bicycle related crashes provides insight as to why crashes between motor vehicles and bicyclists take place. Indicated in the chart below, it is important to note that between 2009 and 2013, the month that experienced the highest volumes of bicycle crashes was July with 1,462 crashes, followed by August (1,407) and June (1,317) respectively. Bergen and Hudson Counties maintain high volumes of bicycle related crashes throughout the year; however, it is important to note the increase in crashes during the summer months in Monmouth and Ocean Counties.

**BICYCLE RELATED CRASHES BY COUNTY AND MONTH, 2009 - 2013**

| | January | February | March | April | May | June | July | August | September | October | November | December | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ATLANTIC | 21 | 15 | 31 | 28 | 46 | 65 | 76 | 82 | 59 | 58 | 29 | 17 | 527 |
| BERGEN | 30 | 28 | 54 | 100 | 121 | 158 | 151 | 118 | 128 | 108 | 65 | 41 | 1,102 |
| BURLINGTON | 7 | 15 | 24 | 28 | 39 | 39 | 44 | 46 | 34 | 42 | 14 | 20 | 352 |
| CAMDEN | 30 | 25 | 42 | 58 | 64 | 76 | 92 | 93 | 91 | 57 | 39 | 37 | 704 |
| CAPE MAY | 4 | 5 | 9 | 12 | 26 | 42 | 111 | 89 | 39 | 13 | 8 | 5 | 363 |
| CUMBERLAND | 7 | 7 | 8 | 17 | 26 | 27 | 19 | 27 | 25 | 16 | 9 | 13 | 201 |
| ESSEX | 19 | 18 | 25 | 71 | 89 | 128 | 115 | 105 | 74 | 67 | 48 | 26 | 785 |
| GLOUCESTER | 9 | 9 | 10 | 20 | 27 | 35 | 18 | 20 | 22 | 25 | 12 | 10 | 217 |
| HUDSON | 22 | 27 | 52 | 87 | 107 | 120 | 122 | 126 | 113 | 88 | 62 | 46 | 972 |
| HUNTERDON | 0 | 2 | 0 | 3 | 9 | 6 | 10 | 9 | 9 | 4 | 1 | 3 | 56 |
| MERCER | 14 | 18 | 30 | 45 | 54 | 56 | 50 | 54 | 53 | 41 | 23 | 18 | 456 |
| MIDDLESEX | 11 | 19 | 44 | 64 | 69 | 94 | 79 | 74 | 78 | 79 | 50 | 41 | 702 |
| MONMOUTH | 22 | 26 | 33 | 55 | 90 | 106 | 156 | 153 | 128 | 70 | 45 | 13 | 897 |
| MORRIS | 4 | 8 | 19 | 34 | 41 | 37 | 54 | 37 | 37 | 29 | 16 | 9 | 325 |
| OCEAN | 22 | 30 | 30 | 39 | 82 | 102 | 152 | 153 | 89 | 62 | 46 | 43 | 850 |
| PASSAIC | 17 | 17 | 30 | 52 | 55 | 81 | 73 | 86 | 69 | 54 | 38 | 14 | 586 |
| SALEM | 2 | 2 | 3 | 5 | 4 | 6 | 3 | 4 | 4 | 4 | 3 | 2 | 42 |
| SOMERSET | 8 | 9 | 22 | 22 | 32 | 38 | 39 | 39 | 21 | 34 | 15 | 8 | 287 |
| SUSSEX | 1 | 0 | 1 | 4 | 6 | 7 | 12 | 5 | 6 | 1 | 2 | 2 | 47 |
| UNION | 14 | 18 | 32 | 60 | 67 | 90 | 77 | 79 | 79 | 50 | 30 | 34 | 630 |
| WARREN | 0 | 1 | 4 | 3 | 4 | 4 | 9 | 8 | 8 | 9 | 3 | 2 | 55 |
| TOTAL | 264 | 299 | 503 | 807 | 1,058 | 1,317 | 1,462 | 1,407 | 1,166 | 911 | 558 | 404 | 10,156 |

Similar to the trend seen in overall motor vehicle crashes, bicycle related crashes fall within the afternoon commuting times of 4PM – 6PM. This is due to the increased volume of both bicyclists and motor vehicles operating on the same roadways during those hours.

## BICYCLE RELATED CRASHES BY TIME OF DAY 2009 - 2013



The younger the cyclist the more prone they are to have a conflict with a motor vehicle. As the age of the bicyclist increases, there is a decrease in the number of crashes experienced. As data is not available on the number of bicyclists on the roadways as well as the number of miles traveled by bicycle, it is difficult to determine the rate of bicycle crashes per mile traveled. However, overall bicycle fatalities account for approximately 2 percent of annual roadway fatalities in New Jersey.

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

## FY 2015 PERFORMANCE TARGETS

**GOAL:** To reduce pedestrian fatalities by 5 percent from the 2011-2013 calendar base year average of 146 to 139 by December 31, 2015 using a performance measure of total number of pedestrian fatalities.

**GOAL:** To reduce pedestrian injuries by 2 percent from the 2011-2013 calendar base year average of 4,294 to 4,208 by December 31, 2015 using a performance measure of total number of pedestrians injured.

The three-year moving average for fatalities has remained relatively stagnant over the past several years. Additional programs to promote pedestrian safety will be implemented that should have a positive impact on reducing pedestrian-related fatalities and injuries.

**GOAL:** To reduce bicycle fatalities by 13 percent from the 2011-2013 calendar base year average of 15 to 13 by December 31, 2015.

**GOAL:** To reduce bicycle injuries by 2 percent from the 2011-2013 calendar base year average of 1,462 to 1,432 by December 31, 2015 using a performance measure of total number of bicycle injuries.

Additional efforts to educate bicyclists on how to interact safely with motorists on the road and conducting programs to increase the use of properly fitted bicycle helmets will be implemented.

## PRIOR YEAR PERFORMANCE

Reducing pedestrian and bicycle injuries and fatalities continues to be a challenge in New Jersey. Efforts are underway to promote the use and practice of safe walking and bicycling in and around New Jersey. The overall number of pedestrian fatalities decreased in 2013 from 163 in 2012 to 132. The overall number of bicycle fatalities remained the same in 2013 as 2012 with 14 fatalities reported. Enforcement grants from both State and Federal funding sources that target high pedestrian crash locations will continue to be provided in an effort to increase compliance with appropriate traffic laws by both pedestrians and motorists.

## STRATEGIES FOR FY 2015

1. Conduct pedestrian enforcement and education programs in municipalities.
2. Increase awareness of driver and pedestrian traffic safety through pedestrian decoy programs (Cops in Crosswalks).
3. Support the New Jersey Department of Transportation's Pedestrian Safety Strategic Action Plan that will set goals, objectives, targets and performance measures to address pedestrian safety.
4. Implement and deliver pedestrian safety programs to senior groups, schools and businesses to reinforce safe walking practices.
5. Work with Safe Routes to School and the North Jersey Transportation Planning Authority to maximize the reach of pedestrian safety outreach efforts.
6. Promote the Street Smart Pedestrian Safety Campaign.
7. Promote safety helmet distribution and proper fitting programs.
8. Increase the use of properly fitted bicycle helmets.

## OTHER FUNDING SOURCES USED TO ACHIEVE GOALS

The Pedestrian Safety, Enforcement and Education Fund is a repository for monies provided pursuant to subsection c. of N.J.S.A 39:4-36. Under the statute, a motorist must stop for a pedestrian crossing in the roadway in a marked crosswalk. Failure to stop may result in a fine not to exceed $200. A total of $100 of such fine is dedicated to the Fund to be used to award grants to municipalities and counties with pedestrian safety problems. Priority is given to municipalities and counties requesting funds in order to take remedial steps for intersections that have been identified by the Department of Transportation as demonstrating pedestrian safety problems. Grant funds are used for the following initiatives: engineering and design of traffic signs; purchasing and installing of traffic signs; educational or training materials or media campaigns concerning pedestrian safety; compensation for law enforcement officers or authorized crossing guards assigned to an intersection, crosswalk, or other roadway; personnel or contractual services; and other commodities. Pedestrian Safety, Enforcement and Education Funds of nearly $500,000 were provided in local grants in State Fiscal Year 2014.

## EFFECTIVENESS OF STRATEGIES SELECTED

### Targeted Enforcement

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

### Child Pedestrian Training

Child pedestrian training programs have been shown to increase knowledge. Long-lasting behavior improvements may be harder to achieve. Evaluations of 5-day and 3-day WalkSafe programs in the Miami school district that used videos, formal curricula, workbooks, and outside simulation activities on an imaginary road on school grounds showed improvements in safety knowledge compared to before, although no control group was used in the evaluation.

Improvements were more consistent for grades K-3 than for 4 and 5. Actual in-traffic behaviors were also reportedly improved in the short term, but did not hold up at 3 months after the program, and no comparison group was used (Hotz et al., 2004; Hotz et al., 2009).

### Promotion of Bicycle Helmet Use

Helmet promotions are successful in getting more helmets into the hands of bicyclists. Rouzier and Alto (1995) describe a comprehensive program of presentations, media coverage, messages from doctors to patients, as well as low-cost helmet availability, which increased helmet purchases and use for all ages. A Cochrane systematic review and meta-analysis of twenty-two studies evaluating non-legislative helmet promotion programs aimed at children under 18 years found the odds of observed helmet wearing were significantly greater among those receiving the interventions (Owen, Kendrick, Mulvaney, Coleman, & Royal, 2011).

## COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Included in the Strategic Highway Safety Plan are strategies that have also been identified in the FY 2015 Highway Safety Plan, such as the implementation of pedestrian enforcement and education programs in target municipalities, pedestrian and bicycle safety campaigns, and community outreach and education campaigns for bicycle helmet safety.

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## 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: $220,000

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## PROJECT TITLE: PEDESTRIAN EDUCATION/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.

DHTS will partner with the North Jersey Transportation Planning Authority, NJ Department of Transportation, Federal Highway Administration and the Transportation Management Associations in implementing the *Street Smart NJ Pedestrian Safety Campaign*. The How to Implement the *Street Smart NJ Pedestrian Safety Campaign in Your Community* booklet covering all facets of implementing the campaign will be made available to communities and all grantees that receive pedestrian safety education and enforcement funding.

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.

The stretch of the Route 130 corridor in Burlington County has been named the deadliest portion of roadway for pedestrians in the State by the Tri-State Transportation Campaign. The Burlington County Sheriff's Department will coordinate with the municipal police departments to schedule 3,000 hours of proactive traffic enforcement operations along the Route 130 corridor. Persons violating the law will receive warnings and/or summonses. To further encourage compliance, media releases and flyers will be disseminated to educate the public about pedestrian safety laws and the enforcement efforts.

## BUDGET: $511,500

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## PROJECT TITLE: BICYCLE SAFETY PROGRAMS

### PROJECT DESCRIPTION:

This task will provide funds to educate bicyclists about the dangers associated with not wearing a helmet while riding. Basic overall education, particularly to those under the age of 17, in the form of community wide education programs on the benefits of wearing a bicycle/safety helmet will be provided. Education and information will also be provided to bicyclists riding between the hours of sunset and sunrise when they are not conspicuous to motorists. The focus will be on implementing a State Police initiative in the high crash municipalities in the State.

## BUDGET: $15,000

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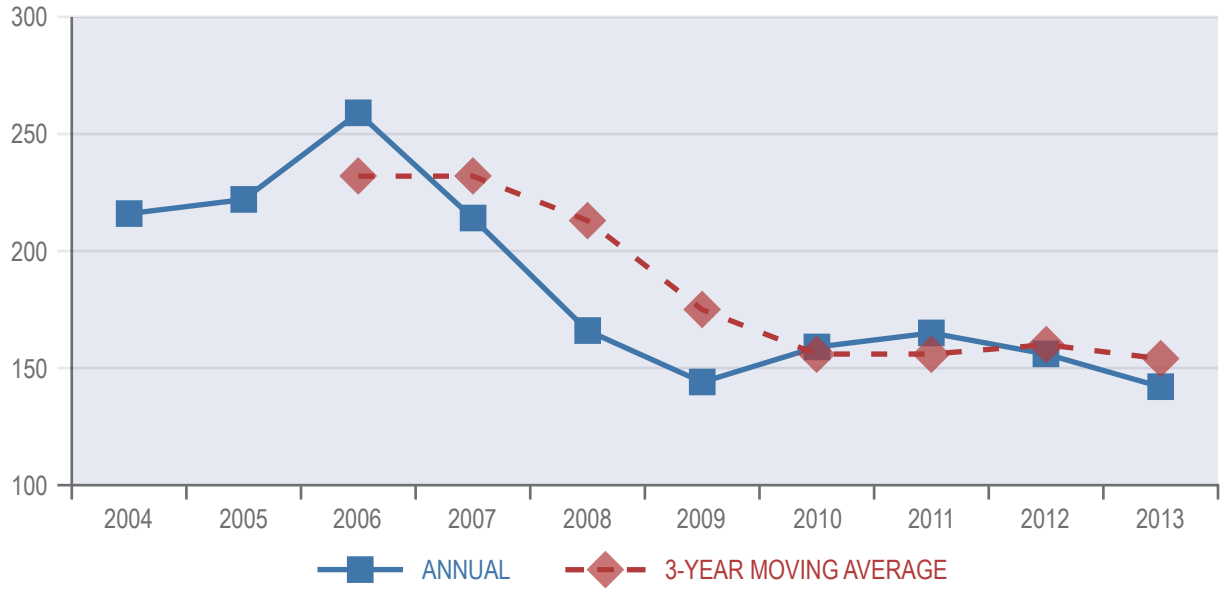
| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| PS 15-16-01-01 | DHTS PROGRAM MANAGEMENT | $220,000 | SECTION 402 |
| PS 15-16-02-01 | TBD PEDESTRIAN PROGRAM | $ 16,000 | SECTION 402 |
| PS 15-16-02-02 | TBD PEDESTRIAN PROGRAM | $ 16,000 | SECTION 402 |
| PS 15-16-02-03 | TBD PEDESTRIAN PROGRAM | $ 36,500 | SECTION 402 |
| PS 15-16-02-04 | TBD COUNTY SHERIFF PROGRAM | $ 75,000 | SECTION 402 |
| PS 15-16-02-05 | TBD PEDESTRIAN PROGRAM | $ 15,000 | SECTION 402 |
| PS 15-16-02-06 | TBD PEDESTRIAN PROGRAM | $ 16,000 | SECTION 402 |
| PS 15-16-02-07 | TBD PEDESTRIAN PROGRAM | $ 16,000 | SECTION 402 |
| PS 15-16-02-08 | TBD PEDESTRIAN PROGRAM | $ 16,000 | SECTION 402 |
| PS 15-16-02-09 | TBD CO. PEDESTRIAN PROGRAM | $ 36,000 | SECTION 402 |
| PS 15-16-02-10 | TBD PEDESTRIAN PROGRAM | $ 26,000 | SECTION 402 |
| PS 15-16-02-11 | TBD PEDESTRIAN PROGRAM | $ 26,000 | SECTION 402 |
| PS 15-16-02-12 | TBD PEDESTRIAN PROGRAM | $ 15,000 | SECTION 402 |
| PS 15-16-02-13 | TBD PEDESTRIAN PROGRAM | $ 36,000 | SECTION 402 |
| PS 15-16-02-14 | TBD PEDESTRIAN PROGRAM | $ 16,000 | SECTION 402 |
| PS 15-16-02-15 | TBD PEDESTRIAN PROGRAM | $ 36,000 | SECTION 402 |
| PS 15-16-02-16 | TBD PEDESTRIAN PROGRAM | $ 16,000 | SECTION 402 |
| PS 15-16-02-17 | TBD PEDESTRIAN PROGRAM | $ 36,000 | SECTION 402 |
| PS 15-16-02-18 | TBD PEDESTRIAN PROGRAM | $ 26,000 | SECTION 402 |
| PS 15-16-02-19 | TBD PEDESTRIAN PROGRAM | $ 36,000 | SECTION 402 |
| PS 15-16-03-01 | TBD BICYCLE SAFETY PROGRAM | $ 15,000 | SECTION 402 |

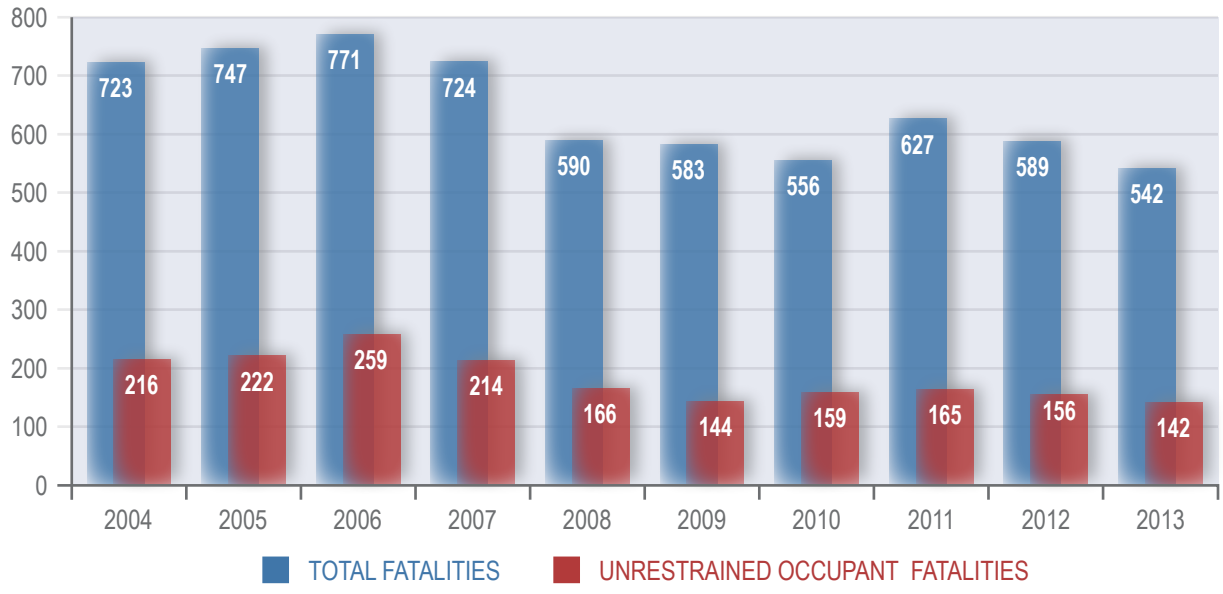
## GENERAL OVERVIEW

The proper use of seat belts by occupants of motor vehicles is one of the most effective ways of reducing traffic fatalities in motor vehicle crashes. In 2013, New Jersey experienced over 4,000 crashes where an occupant was not wearing his or her seat belt, resulting in 142 fatalities. Unbelted motorists and passengers accounted for 26 percent of motor vehicle fatalities in 2013.

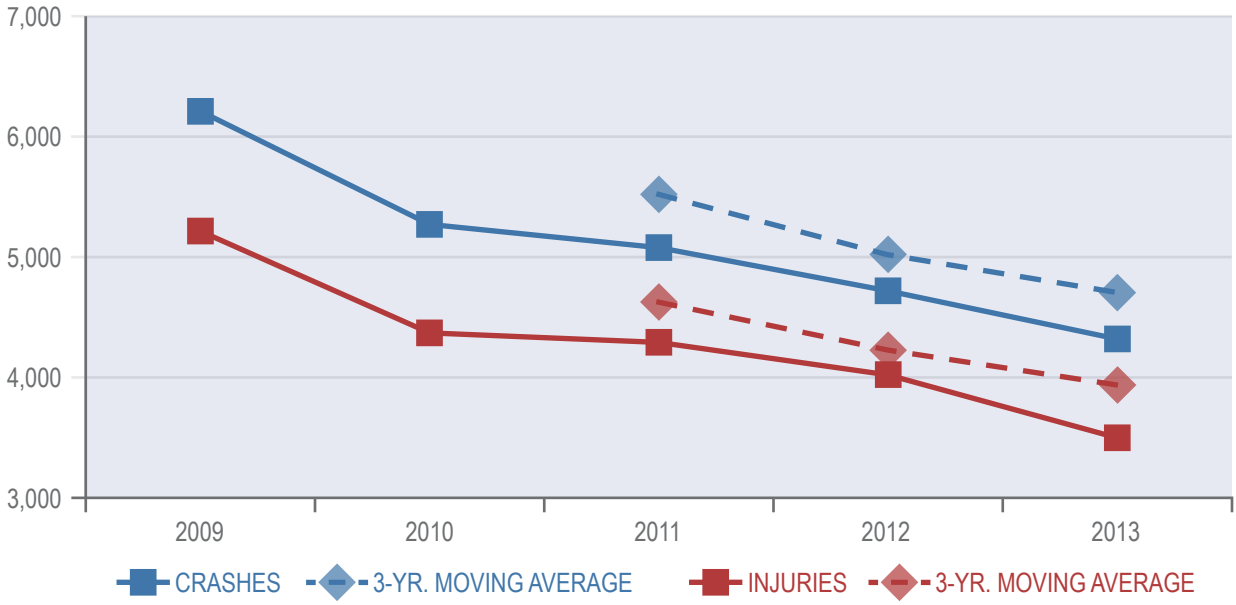
### UNRESTRAINED MOTOR VEHICLE OCCUPANT FATALITIES - ALL SEAT POSITIONS ANNUAL AND 3–YEAR MOVING AVERAGE




### PROPORTION OF UNRESTRAINED OCCUPANT FATALITIES VERSUS TOTAL NEW JERSEY MV FATALITIES



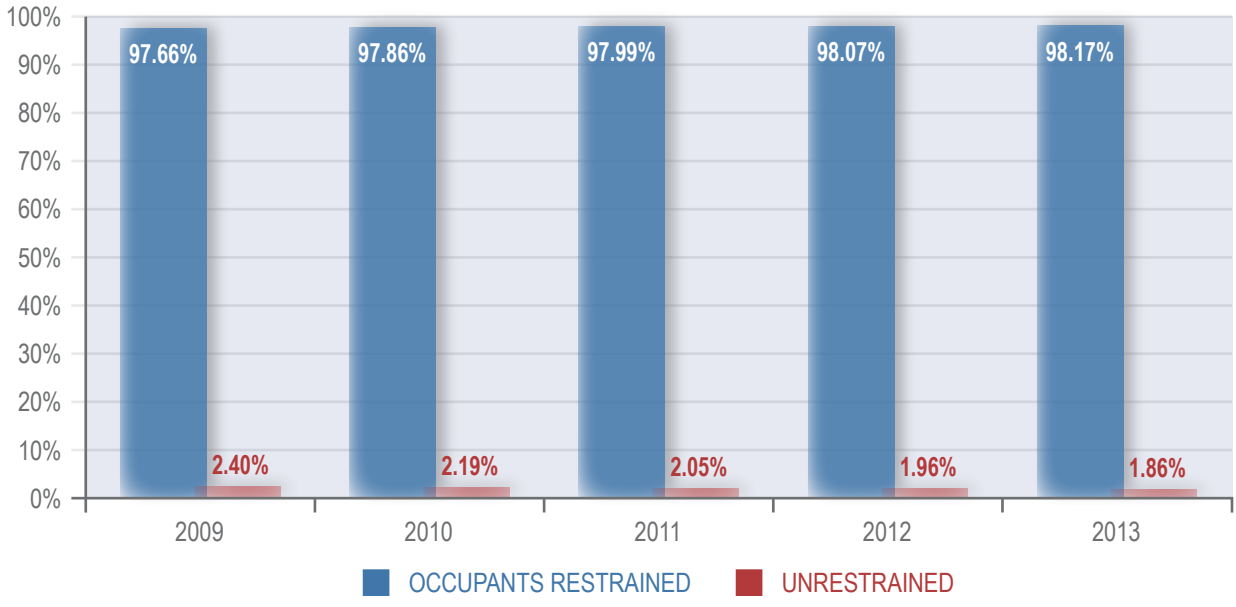
## UNRESTRAINED MOTOR VEHICLE OCCUPANT CRASHES AND INJURIES
## ANNUAL AND 3–YEAR MOVING AVERAGE




## ANALYSIS OF USAGE IN CRASHES

Increasing seat belt use is the easiest way to reduce serious injury and death in the event of a motor vehicle crash. However, the failure to buckle-up remains a major contributing factor in fatal crashes, comprising of 26 percent of all motor vehicle fatalities. In 2013, 98.17 percent of motor vehicle occupants were wearing seat belts during a crash event.

## PERCENT OF MOTOR VEHICLE OCCUPANTS USING A RESTRAINT DURING A CRASH - ALL SEAT POSITIONS



## ANALYSIS OF AGE/GENDER

Seat belt use is a habit that all drivers and occupants should practice. The forming of this habit is important among younger drivers, as ages 0-30 are the populations with the highest rate of non-use. As individuals age, their decision to wear a seat belt increases, and the volume of injuries sustained in motor vehicle crashes decreases simultaneously.

**UNRESTRAINED CRASH OCCUPANTS BY AGE GROUP AND GENDER, 2009 - 2013**

| AGE GROUP | FEMALE | MALE |
|---|---|---|
| 0-15 | 2,023 | 2,417 |
| 16-20 | 2,079 | 3,096 |
| 21-25 | 1,717 | 3,225 |
| 26-30 | 1,201 | 2,432 |
| 31-35 | 942 | 1,936 |
| 36-40 | 837 | 1,616 |
| 41-45 | 831 | 1,533 |
| 46-50 | 829 | 1,486 |
| 51-55 | 759 | 1,265 |
| 56-60 | 535 | 919 |
| 61-65 | 427 | 631 |
| 66+ | 1,024 | 1,093 |
| TOTAL | 13,204 | 21,649 |

**UNRESTRAINED INJURIES BY GENDER, AGE GROUP AND SEVERITY, 2009 - 2013**

| AGE GROUP | COMPLAINT OF PAIN | | MODERATE INJURY | | INCAPACITATED | | TOTAL |
|---|---|---|---|---|---|---|---|
| | FEMALE | MALE | FEMALE | MALE | FEMALE | MALE | |
| 0-15 | 441 | 412 | 177 | 214 | 15 | 18 | 1,277 |
| 16-20 | 581 | 547 | 300 | 473 | 4 | 91 | 1,996 |
| 21-25 | 513 | 580 | 227 | 542 | 38 | 98 | 1,998 |
| 26-30 | 325 | 436 | 121 | 332 | 22 | 65 | 1,301 |
| 31-35 | 250 | 339 | 88 | 241 | 18 | 50 | 986 |
| 36-40 | 213 | 269 | 69 | 189 | 11 | 42 | 793 |
| 41-45 | 192 | 276 | 67 | 177 | 11 | 35 | 758 |
| 46-50 | 212 | 272 | 58 | 178 | 9 | 38 | 767 |
| 51-55 | 190 | 211 | 53 | 121 | 10 | 31 | 616 |
| 56-60 | 131 | 135 | 35 | 100 | 6 | 28 | 435 |
| 61-65 | 96 | 102 | 35 | 63 | 5 | 18 | 319 |
| 66+ | 240 | 178 | 120 | 147 | 19 | 29 | 733 |
| TOTAL | 3,384 | 3,757 | 1,350 | 2,777 | 168 | 543 | 11,979 |

## SURVEY RESULTS – Fairleigh Dickinson University's PublicMind Poll (April 2 – May 5, 2014)

As has been the pattern going back to 2008, virtually all (90 percent) of the respondents say they "always" wear their seat belt while behind the wheel. When those who report doing so "most of the time" is added to these numbers, 98 percent appear to be habitual seat belt users when they are the driver. Although still high, the percentage of those under 30 is beneath those for older drivers when it comes to always buckling up when behind the wheel. Eight-in-ten of the under 30 crowd say they always wear their seat belt, compared to nine-in-ten of those 30 and older.

Turning to what people do when they are the passenger rather than the driver, a similar story emerges. The vast majority of respondents say they "always" wear their seat belt (89 percent), with an additional seven percent who reportedly do "most of the time." This is a trend long observed in previous studies. There are no discernible differences across a variety of relevant categories, with the exception of the 60 and older cohort more likely to buckle up as passengers than their younger counterparts – under 30, in particular.

Seat belt use is far less common when respondents are passengers in the backseat. Overall, half of New Jersey drivers (50 percent) reportedly "always" wear a seat belt when they are in the back and 16 percent say they "never" do. Although a gender gap in seat belt use in the back seat was not apparent last year, it has returned this year. A 17 percentage point gap separates men and women in their backseat belt usage, with 42 percent of men saying they "always" wear their belts and 57 percent of women who say the same. Young drivers (i.e., under 30) are the least likely to wear their seat belts in the back seat. Four-in-ten (42 percent) say they always buckle up, compared with almost half or more of drivers aged 30 and older.

Nine-in-ten New Jersey drivers say they "always" buckle up at night. The pattern among those who speed on New Jersey highways continue. Significantly fewer (84 percent) of those who speed habitually buckle up, compared with drivers who rarely or never speed (92 percent).

## FY 2015 PERFORMANCE TARGETS

**GOAL: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 1 percent from 91 percent in 2013 to 92 percent by December 2015 using a performance measure of the percent of restrained front seat occupants in passenger vehicles.**

Seat belt usage rates increased in 2013 from 88.29 percent in 2012 to 91 percent in 2013. It is anticipated that increased enforcement efforts will help to increase rates in 2015.

**GOAL: To increase statewide observed use of seatbelts for adult back seat occupants in passenger vehicles by 5 percent from 44 percent in 2013 to 46 percent by December 31, 2015.**

Back seat adult occupant usage rates have begun to increase from 34 percent in 2011 to 44 percent in 2013. Additional increases are anticipated as the general public become more familiar with the law requiring the use of belts for back seat passengers.

**GOAL: To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 3 percent from the 2011-2013 calendar year base average of 154 to 149 by December 31, 2015 using a performance measure of the percent of restrained occupants in passenger vehicles.**

The 3-year moving average for unrestrained passenger vehicle occupant fatalities has been trending downward for the past several years. This trend is expected to continue.

## PRIOR YEAR PERFORMANCE

Usage rates for front seat occupants in passenger motor vehicles was 91 percent in 2013, exceeding the anticipated rate of 90 percent. Usage rates for all occupants involved in motor vehicle crashes in 2013 increased slightly from 98.07 percent in 2012 to 98.17 percent in 2013. The anticipated reduction of overall number of unrestrained motor vehicle fatalities was achieved, with a 9 percent reduction from 156 fatalities in 2012 to 142 in 2013.

Many programs have been implemented to provide parents and other caregivers with "hands-on" assistance with the installation and use of child restraint mechanisms.

## STRATEGIES FOR FY 2015

1. Meet with municipal law enforcement agencies with below average seat belt usage rates.
2. Develop printed materials to support the seat belt program.
3. Implement a statewide sustained enforcement seat belt program.
4. Participate in the annual Click it or Ticket campaign.
5. Perform child safety seat clinics throughout county and municipal jurisdictions.
6. Provide for child passenger safety technician training programs.

## EFFECTIVENESS OF STRATEGIES SELECTED

### Short Term, High Visibility Law Enforcement

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

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

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

### Sustained Enforcement

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

### Inspection Stations

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

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

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

## COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

A major goal in the Strategic Highway Safety Plan is to reduce the number of unrestrained vehicle occupant fatalities. Other strategies listed include participation in the Click It or Ticket campaign, accessibility of child safety seat clinics and the development of a seat belt public education program.

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### 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: $720,000

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### 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 2015.

### BUDGET: $158,769

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## PROJECT TITLE: SEAT BELT ENFORCEMENT

### PROJECT DESCRIPTION:

The *Click It or Ticket* campaign will be conducted from May 18-31, 2015 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. 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: $1,255,000**

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## 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: $344,780**

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| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| OP 15-11-01-01 | DHTS PROGRAM MANAGEMENT | $720,000 | SECTION 402 |
| OP 15-11-02-01 | TBD SEAT BELT SURVEY | $158,769 | SECTION 402 |
| OP 15-45-01-MC-01 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-02 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-03 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-04 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-05 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-06 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-07 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-08 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-09 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-10 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-11 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-12 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-13 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-14 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-15 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-16 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-17 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-18 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-19 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-20 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-21 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-22 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-23 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-24 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-25 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-26 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-27 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-28 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-29 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-30 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-31 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-32 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-33 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-34 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-35 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-36 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-37 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-38 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-39 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-40 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-41 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-42 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-43 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-44 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-45 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-46 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-47 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-48 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-49 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |

| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| OP 15-45-01-MC-50 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-51 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-52 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-53 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-54 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-55 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-56 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-57 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-58 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-59 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-60 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-61 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-62 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-63 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-64 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-65 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-66 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-67 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-68 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-66 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-70 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-71 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-72 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-73 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-74 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-75 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-76 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-77 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-78 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-79 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-80 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-81 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-82 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-83 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-84 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-85 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-86 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-87 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-88 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-89 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-90 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-91 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-92 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-93 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-94 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-95 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-96 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-97 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-98 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-99 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-100 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |

| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| OP 15-45-01-MC-101 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-102 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-103 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-104 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-105 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-106 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-107 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-108 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-109 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-110 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-111 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-112 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-113 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-114 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-115 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-116 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-117 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-118 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-119 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-120 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-121 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-122 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-122 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-123 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-124 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-125 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-126 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-127 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-128 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-129 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-130 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-131 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-132 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-133 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-134 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-135 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-136 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-137 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-138 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-139 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-140 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-141 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-142 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-143 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-144 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-145 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-146 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-147 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-148 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-149 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-150 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |

| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| OP 15-45-01-MC-151 | TBD CLICK IT OR TICKET | $ 7,000 | SECTION 405 |
| OP 15-45-01-MC-152 | TBD CLICK IT OR TICKET | $198,000 | SECTION 405 |
| OP 15-45-02-01 | TBD CPS | $ 26,000 | SECTION 405 |
| OP 15-45-02-02 | TBD CPS | $ 14,600 | SECTION 405 |
| OP 15-45-02-03 | TBD CPS | $ 32,000 | SECTION 405 |
| OP 15-45-02-04 | TBD CPS | $ 12,000 | SECTION 405 |
| OP 15-45-02-05 | TBD CPS | $ 69,900 | SECTION 405 |
| OP 15-45-02-06 | TBD CPS | $ 32,800 | SECTION 405 |
| OP 15-45-02-07 | TBD CPS | $ 35,000 | SECTION 405 |
| OP 15-45-02-08 | TBD CPS | $ 39,892 | SECTION 405 |
| OP 15-45-02-09 | TBD CPS | $ 82,588 | SECTION 405 |
| OP 15-21-01-01 | TBD CO. SHERIFF | $ 15,000 | SECTION 2011 |

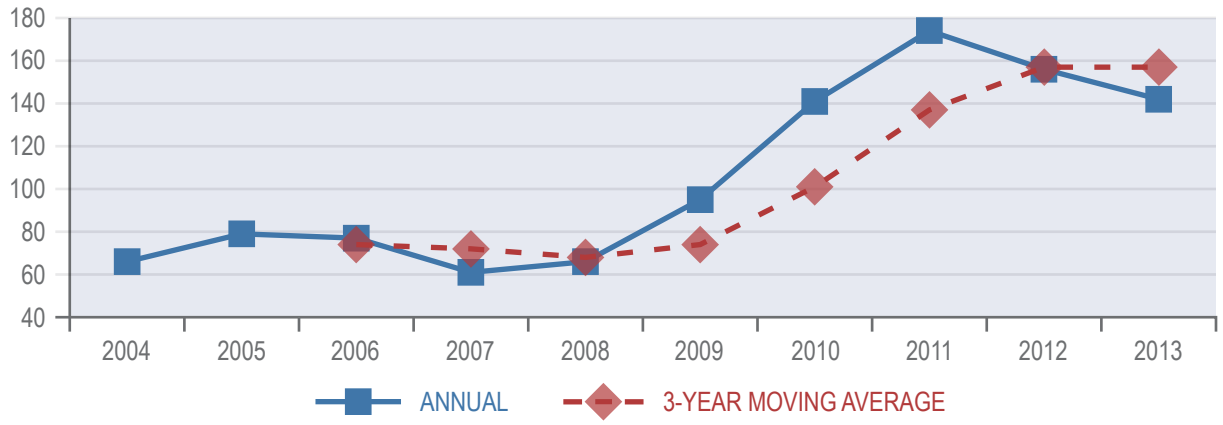
## GENERAL OVERVIEW AND CONTRIBUTING FACTORS IN CRASHES

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

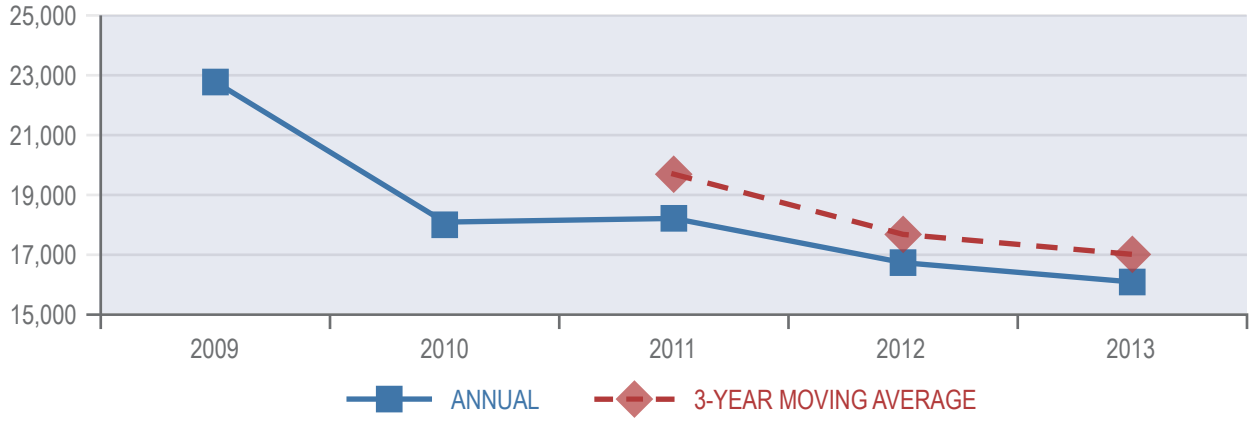
Traffic crashes occur for a number of various reasons. While some traffic laws are mainly supportive to the traffic system as a whole, several are directly and specifically tailored to prevent unsafe acts or to reduce conditions which may cause crashes. These are generally referred to as hazardous moving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

Speed is a major factor in fatal crashes regardless of road type or functional class. New Jersey experienced a significant increase in speed related fatalities from 2007 to 2011, and has been on a downward trend since then. Fatalities have declined to 142 in 2013 from 156 in 2012. A reduction in speed-related crashes and the resulting fatalities requires a coordinated effort by engineering, education and enforcement agencies.

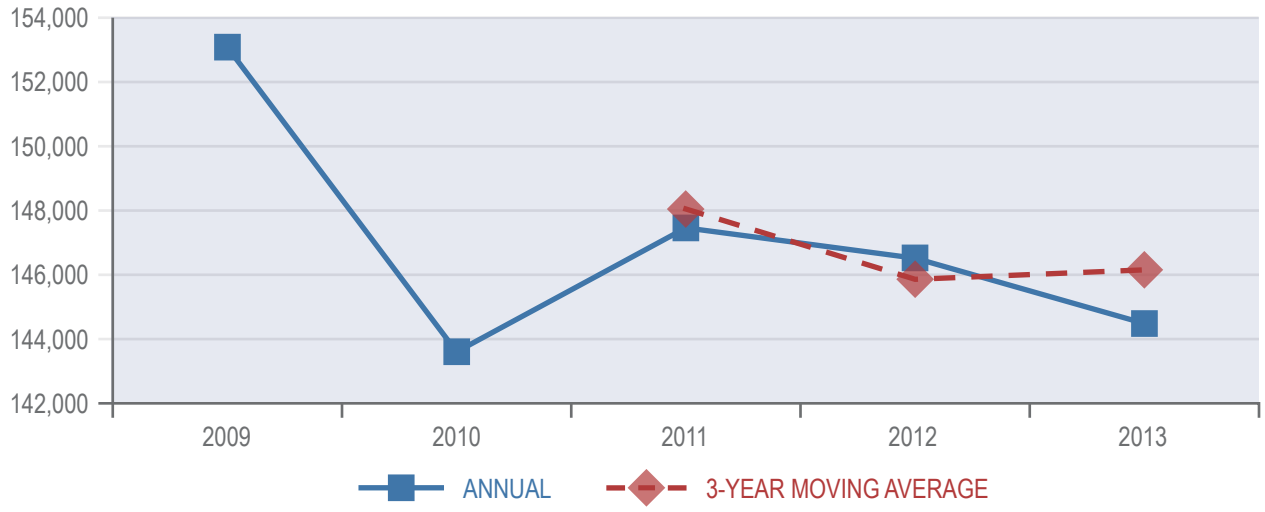
### SPEED RELATED FATALITIES, ANNUAL AND 3–YEAR MOVING AVERAGE




### SPEED RELATED CRASHES, ANNUAL AND 3–YEAR MOVING AVERAGE



## DRIVER INATTENTION RELATED FATALITIES, ANNUAL AND 3–YEAR MOVING AVERAGE




Speed is not the only major contributing factor in fatal and incapacitating crashes every year. Driver inattention has remained the most significant cause of fatal and incapacitating crashes, almost doubling the total cited for unsafe speed over the past 5 years. Below is a breakdown of the top 5 contributing circumstances in fatal and incapacitating crashes, as well as the top 10 contributing circumstances in statewide roadways crashes from 2009 to 2013.

### TOP 5 CONTRIBUTING CIRCUMSTANCES IN FATAL AND INCAPACITATING CRASHES, 2009 - 2013

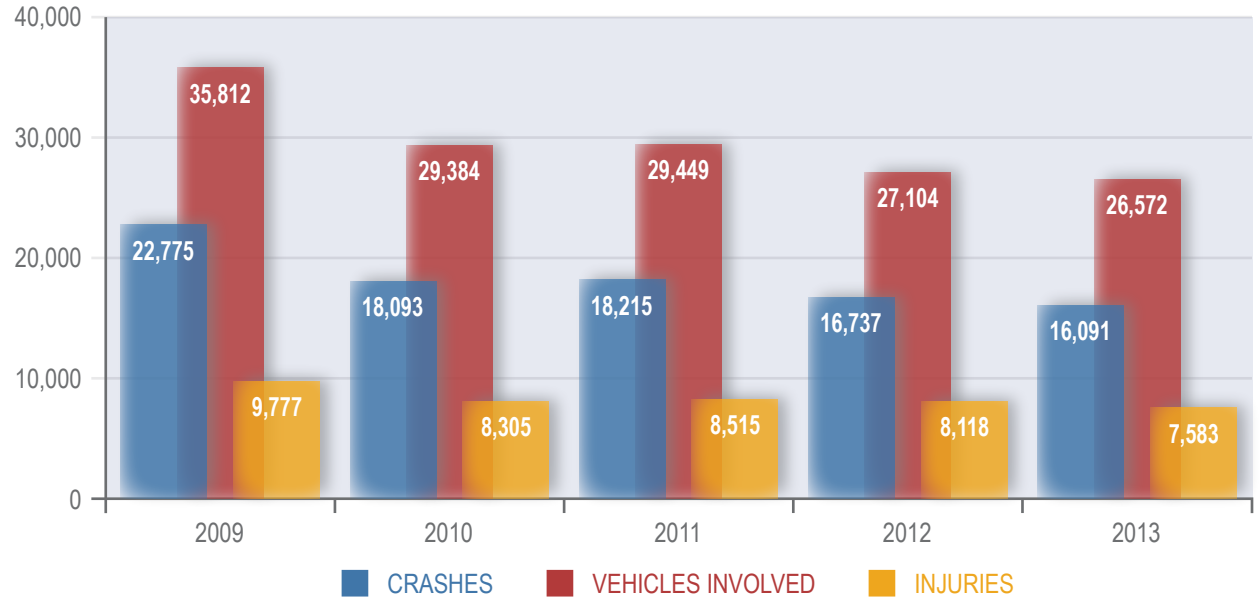
| CONTRIBUTING CIRCUMSTANCE | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| DRIVER INATTENTION | 850 | 785 | 748 | 690 | 615 | 3,688 |
| UNSAFE SPEED | 383 | 345 | 345 | 317 | 270 | 1,660 |
| OTHER DRIVER/PEDALCYCLIST ACTION | 238 | 198 | 199 | 161 | 154 | 950 |
| FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN | 223 | 188 | 192 | 188 | 141 | 932 |
| FAILED TO OBEY TRAFFIC CONTROL DEVICE | 137 | 115 | 119 | 106 | 100 | 577 |

### TOP 10 CONTRIBUTING CIRCUMSTANCE IN STATEWIDE ROADWAY CRASHES, 2009 - 2013

| CONTRIBUTING CIRCUMSTANCE | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| DRIVER INATTENTION | 163,266 | 153,156 | 158,055 | 156,902 | 155,919 | 787,298 |
| FOLLOWING TOO CLOSELY | 27,828 | 26,389 | 27,646 | 28,238 | 27,262 | 137,363 |
| UNKNOWN | 24,519 | 22,566 | 26,780 | 25,966 | 27,783 | 127,614 |
| FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN | 23,228 | 21,742 | 22,656 | 22,162 | 22,379 | 112,167 |
| BACKING UNSAFELY | 22,251 | 20,891 | 20,969 | 21,827 | 22,400 | 108,338 |
| UNSAFE SPEED | 23,237 | 18,463 | 18,624 | 17,134 | 16,495 | 93,953 |
| OTHER DRIVER/PEDALCYCLIST ACTION | 14,901 | 14,883 | 14,934 | 13,348 | 12,202 | 70,268 |
| ROAD SURFACE CONDITION | 16,451 | 11,834 | 11,470 | 7,141 | 9,813 | 56,709 |
| IMPROPER LANE CHANGE | 11,332 | 10,992 | 11,607 | 11,409 | 10,915 | 56,255 |
| FAILED TO OBEY TRAFFIC CONTROL DEVICE | 9,818 | 8,979 | 9,210 | 9,061 | 8,888 | 45,956 |

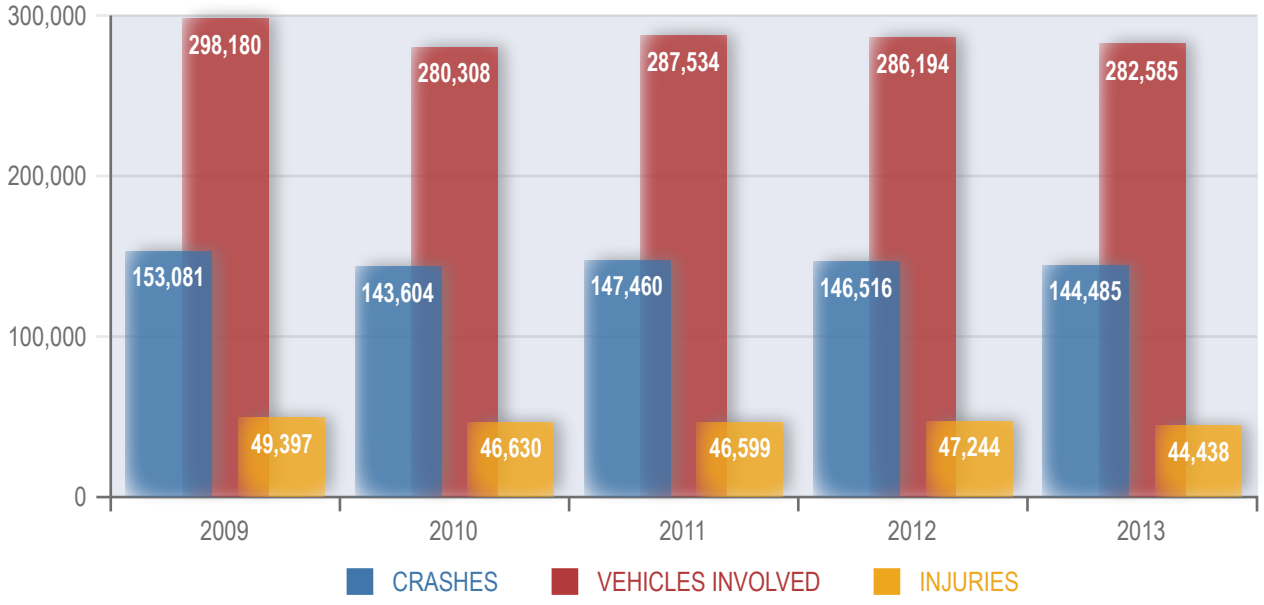
Speed and driver inattentive crashes have devastating effects on the safety of New Jersey's roadway system. In 2013 alone, unsafe speed contributed to over 16,000 crashes on the State's roadways, involving over 26,000 vehicles and injuring more the 7,500 persons.

## GENERAL OUTCOME OF SPEED RELATED CRASHES, 2009 - 2013




Driver inattention is even more staggering, being cited as the contributing circumstance to over 1,400,000 crashes in New Jersey.

## GENERAL OUTCOME OF DRIVER INATTENTION RELATED CRASHES, 2009 - 2013



## ANALYSIS OF AGE/GENDER

The most prominent age group involved with speed related crashes is 16-25 years of age, with male drivers comprising 64 percent of the total involved.

The age group most involved with crashes attributed to driver inattention was 21-25 years of age, with male drivers comprising 56 percent of the total involved.

## ANALYSIS OF LOCATION AND OCCURRENCE

Driver inattention is a major contributor to roadway crashes. Driver distractions or inattentive driving habits are perpetuated by the advancements in technology and hand-held devices. Using a cell phone while driving increases the chance of being involved in a crash. Other distractions such as eating, drinking, attending to children, personal grooming, reading, and electronic devices can also be distracting and contribute to crashes.

A breakdown of the location of driver inattentive crashes is seen below. Middlesex County (80,510) experienced the highest number of driver inattentive crashes, closely followed by Bergen County (80,038) and Essex County (60,185) over the past 5 years. May (68,095), June (67,520) and October (65,273) were the months that experienced the highest number of driver inattentive crashes over the past 5 years.

**DRIVER INATTENTION RELATED CRASHES BY COUNTY, 2009 - 2013**

| | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| ATLANTIC | 5,646 | 5,040 | 4,942 | 5,526 | 4,799 | 25,953 |
| BERGEN | 16,347 | 15,363 | 16,783 | 15,796 | 15,749 | 80,038 |
| BURLINGTON | 6,403 | 6,382 | 6,094 | 6,116 | 6,390 | 31,385 |
| CAMDEN | 8,609 | 6,911 | 6,420 | 6,147 | 6,956 | 35,043 |
| CAPE MAY | 1,705 | 1,672 | 1,658 | 1,698 | 1,749 | 8,482 |
| CUMBERLAND | 2,597 | 1,918 | 1,912 | 1,994 | 2,225 | 10,646 |
| ESSEX | 12,882 | 11,932 | 11,736 | 11,880 | 11,755 | 60,185 |
| GLOUCESTER | 3,884 | 3,412 | 3,395 | 3,228 | 3,227 | 17,146 |
| HUDSON | 11,188 | 11,010 | 10,178 | 10,702 | 10,808 | 53,886 |
| HUNTERDON | 1,597 | 1,580 | 1,442 | 1,610 | 1,433 | 7,662 |
| MERCER | 7,411 | 6,858 | 7,455 | 6,807 | 7,254 | 35,785 |
| MIDDLESEX | 16,023 | 16,060 | 16,681 | 16,450 | 15,296 | 80,510 |
| MONMOUTH | 11,497 | 10,763 | 11,117 | 11,105 | 11,032 | 55,514 |
| MORRIS | 7,677 | 7,265 | 8,359 | 8,059 | 8,085 | 39,445 |
| OCEAN | 9,581 | 9,315 | 8,876 | 8,944 | 8,932 | 45,648 |
| PASSAIC | 11,293 | 10,842 | 11,503 | 11,528 | 11,002 | 56,168 |
| SALEM | 705 | 654 | 608 | 685 | 544 | 3,196 |
| SOMERSET | 4,873 | 4,608 | 4,984 | 5,030 | 4,956 | 24,451 |
| SUSSEX | 1,999 | 1,640 | 2,027 | 1,783 | 1,641 | 9,090 |
| UNION | 9,303 | 8,813 | 9,663 | 9,774 | 9,067 | 46,620 |
| WARREN | 1,861 | 1,566 | 1,627 | 1,654 | 1,585 | 8,293 |
| TOTAL | 153,081 | 143,604 | 147,460 | 146,516 | 144,485 | |

A breakdown of the location of speed related crashes is seen below. Essex County (9,596) experienced the highest number of speed related crashes, followed by Middlesex County (8,686) and Camden County (7,676) over the past 5 years. January (10,078), December (9,715), and October (8,447) were the months that experienced the highest number of speed related crashes over the past 5 years.

**SPEED RELATED CRASHES BY COUNTY 2009 - 2013**

| | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| ATLANTIC | 914 | 739 | 670 | 614 | 546 | 3,483 |
| BERGEN | 1,733 | 1,457 | 1,458 | 1,303 | 1,199 | 7,150 |
| BURLINGTON | 1,295 | 1,090 | 1,082 | 975 | 989 | 5,431 |
| CAMDEN | 1,973 | 1,426 | 1,448 | 1,450 | 1,379 | 7,676 |
| CAPE MAY | 148 | 130 | 147 | 140 | 101 | 666 |
| CUMBERLAND | 443 | 293 | 365 | 311 | 315 | 1,727 |
| ESSEX | 2,170 | 1,891 | 1,881 | 1,874 | 1,780 | 9,596 |
| GLOUCESTER | 1,027 | 798 | 781 | 619 | 649 | 3,874 |
| HUDSON | 777 | 650 | 727 | 623 | 646 | 3,423 |
| HUNTERDON | 412 | 228 | 303 | 261 | 217 | 1,421 |
| MERCER | 1,113 | 893 | 1,012 | 757 | 951 | 4,726 |
| MIDDLESEX | 2,102 | 1,837 | 1,759 | 1,519 | 1,469 | 8,686 |
| MONMOUTH | 1,905 | 1,552 | 1,468 | 1,314 | 1,160 | 7,399 |
| MORRIS | 1,214 | 911 | 947 | 908 | 843 | 4,823 |
| OCEAN | 1,219 | 939 | 816 | 871 | 853 | 4,698 |
| PASSAIC | 1,329 | 1,027 | 1,123 | 1,095 | 959 | 5,533 |
| SALEM | 217 | 163 | 140 | 98 | 116 | 734 |
| SOMERSET | 865 | 650 | 607 | 573 | 615 | 3,310 |
| SUSSEX | 477 | 307 | 336 | 347 | 280 | 1,747 |
| UNION | 1,106 | 818 | 825 | 815 | 780 | 4,344 |
| WARREN | 336 | 294 | 320 | 270 | 244 | 1,464 |
| TOTAL | 22,775 | 18,093 | 18,215 | 16,737 | 16,091 | |

## SURVEY RESULTS – Fairleigh Dickinson University's PublicMind Poll (April 2 – May 5, 2014)

Speeding remains common among approximately a third of New Jersey drivers, a number that is largely unchanged from last year and the year before. Thirty-three percent currently say they drive over 70 miles per hour "most of the time" or "often," with 30 percent reporting the same last year and 32 percent the year before. There has been a slight upward trend since 2010, when closer to a quarter (23 percent) said they routinely traveled over 70 miles per hour.

Young drivers are also more likely to report speeding on the highways. Forty-five percent of drivers under the age of 30 say that they speed frequently, but they are matched by 30 to 44 year olds, the same percentage of whom do the same (45 percent) The rates of highway speeding drops among those 45 and older. A third (33 percent) of 45 to 59 year old drivers speed frequently, as do a fifth (20 percent) of drivers over the age of 60. As with last year and those previous, New Jersey drivers are more respectful of the speed limit on local roads. A 13 percentage point difference separates the self-reported incidence of speeding on local roads versus the highways.

Hand-held cell phone use is common among 14 percent of respondents. Although there has been little change from last year, these numbers are part of a long-term downward trend in the proportion of New Jersey drivers who use hand-held phones while driving. As recently as 2007, more than a quarter (26 percent) of drivers said that they used hand-held phones behind the wheel regularly, and while this year's figures are statistically unchanged from last year's, they are far better than those from 2009 or before. Two-thirds (65 percent) of New Jersey motorists say a ticket is "very" or "somewhat" likely if they talk on a hand-held phone while driving. Last year, the same responses yielded 55 percent and the year before 54 percent. The rate of texting while driving is more than double among those who reportedly speed on New Jersey highways (32 percent) as compared with those who do not routinely speed (13 percent).

## FY 2015 PERFORMANCE TARGETS

**GOAL:** To decrease speeding-related fatalities by 2 percent from the 2011-2013 calendar base year average of 157 to 154 by December 31, 2015 using a performance measure of the number of annual speed-related fatalities.

The 3-year moving average for speed-related fatalities has been increasing, however, fatalities have dropped in both 2012 and 2013 with additional decreases expected in 2015.

**GOAL:** To decrease traffic fatalities by 1 percent from the 2011-2013 calendar base year average of 587 to 581 by December 31, 2015 using a performance measure of total number of annual traffic fatalities.

**GOAL:** To decrease fatalities/VMT from the 2011-2013 calendar base year average of 0.80 to 0.74 by December 31, 2015 using a performance measure of total annual traffic fatalities and vehicles miles traveled.

**GOAL:** To decrease rural fatalities/VMT from the 2011-2013 calendar base year average of 2.22 to 2.20 by December 31, 2015 using the performance measure of total annual rural traffic fatalities and vehicle miles traveled.

**GOAL:** To decrease urban fatalities/VMT from the 2011-2013 calendar base year average of 0.70 to 0.68 by December 31, 2015 using the performance measure of total annual urban traffic fatalities and vehicle miles traveled.

Motor vehicle fatalities have decreased in six of the last ten years. In 2013, the State experienced a 7 percent reduction in overall traffic fatalities from the previous year. The 3-year moving average depicts a stagnate trend over the past three years. As a result, modest reductions are anticipated.

**GOAL:** To decrease serious traffic injuries by 2 percent from the 2011-2013 calendar base year average of 1,803 to 1,767 by December 31, 2015 using a performance measure of the number of incapacitated injuries in traffic crashes.

The 3-year moving average continues to steadily decline. Traffic injuries have consistently declined over the past several years. It is anticipated further reductions in serious injuries will continue.

## PRIOR YEAR PERFORMANCE

Speeding continues to be the most frequently cited aggressive driving citation and the three-year average of fatalities has remained constant over the past two years. Speed related fatalities were reduced by 9 percent, well above the anticipated 2 percent reduction. Overall traffic fatalities have declined the past two years, with a 6 percent reduction from 2011 (627) to 2012 (590), and an 8 percent reduction from 2012 to 2013 (542).

## STRATEGIES FOR FY 2015

1. Deploy overtime patrols on State and municipal highways.
2. Provide formal police officer training.
3. In consultation with law enforcement, implement effective programs to address aggressive and distracted driving, cell phone use and speeding.
4. Provide radar or laser speed measuring equipment to determine evidence of speeding.
5. Utilize the services of the Traffic Safety Resource Prosecutor to provide training in speed management in the judicial, prosecutorial, and law enforcement fields.
6. Allow for the purchase of equipment that will be used in the investigation of fatal or serious crashes.
7. Implement the DDACTS (Data Driver Approaches to Crime and Traffic Safety) concept to address traffic safety by reducing the number of violators in a given area and thereby reducing the number of motor vehicle crashes and injuries as well as overall crime.

## EFFECTIVENESS OF STRATEGIES SELECTED

### Enforcement

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

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

### Cell Phone Enforcement

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

### Other Enforcement Methods

In addition to high-visibility enforcement campaigns and automated enforcement, a number of new technologies have been recommended to address speeding and aggressive driving (NHTSA, 2001a). Law enforcement agencies around the country have also conducted innovative and effective aggressive driving enforcement programs (NHTSA, 2000).

## COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

The Strategic Highway Safety Plan addresses the need to curb distracted and aggressive driving as well as speeding through the implementation of aggressive driving programs and increased police enforcement in designated corridors.

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### 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: $230,000**

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### PROJECT TITLE: SPEED/AGGRESSIVE 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.

In FY 14, funds were provided to 60 police departments to conduct special enforcement patrols targeting distracted drivers during National Distracted Driver Awareness Month. The three-week program consisted of roving patrols and fixed checkpoints. This initiative will again be funded in April, 2015.

**BUDGET: $190,000**

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### 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 and the Bridgeton Police Department. The funding of a second speed detection trailer will also be considered to supplement the speed detection program.

**BUDGET: $158,868**

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## 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: $140,400**

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## 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: $17,146**

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## PROJECT TITLE: TRAFFIC SAFETY RESOURCE PROSECUTOR

### 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: $150,000**

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## 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: $275,000**

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## 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: $35,000**

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## PROJECT TITLE: LAW ENFORCEMENT LIAISON

### PROJECT DESCRIPTION:

The Law Enforcement Liaison (LEL) Program is designed to enhance the relationship between the highway safety office, law enforcement community and other pertinent partners. Funds from this task will be used by the New Jersey State Association of Chiefs of Police to hire a LEL for the State. The LEL will be called upon to solicit and support law enforcement participation in the drunk driving, distracted driving and seat belt mobilizations, training programs and many other traffic safety initiatives. The LEL will provide information and expertise to the law enforcement community concerning traffic safety issues and will work in close cooperation with the NHTSA Region II Law Enforcement Liaison regarding training issues, enforcement campaigns and programs sponsored by NHTSA.

**BUDGET: $55,000**

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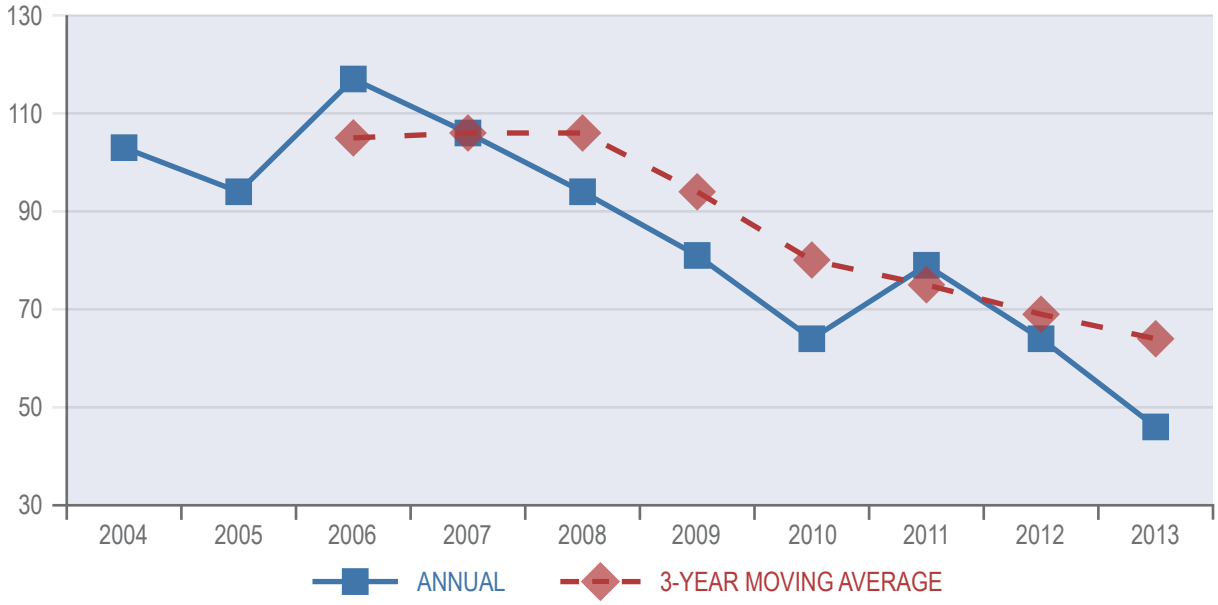
| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| PT 15-03-01-01 | DHTS PROGRAM MANAGEMENT | $230,000 | SECTION 402 |
| PT 15-03-02-01 | TBD SPEED/AGG. DRIVING | $ 25,000 | SECTION 402 |
| PT 15-03-02-02 | TBD SPEED/AGG. DRIVING | $ 15,000 | SECTION 402 |
| PT 15-03-02-03 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-04 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-05 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-06 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-07 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-08 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-09 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-10 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-11 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-12 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-13 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-14 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-15 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-16 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-17 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-18 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-19 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-20 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-21 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-22 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-23 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-24 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-25 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-26 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-27 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-28 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-29 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-30 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-31 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-02-32 | TBD DISTRACTED DRIVING | $ 5,000 | SECTION 402 |
| PT 15-03-03-01 | TBD DETECTION PROGRAM | $150,000 | SECTION 402 |
| PT 15-03-03-02 | TBD SPEED DETECTION PROGRAM | $ 8,868 | SECTION 402 |
| PT 15-03-04-01 | TBD COMP. ENF./ED. PROGRAM | $ 54,900 | SECTION 402 |
| PT 15-03-04-02 | TBD COMP. ENF./ED. PROGRAM | $ 25,500 | SECTION 402 |
| PT 15-03-04-03 | TBD COMP. ENF./ED. PROGRAM | $ 10,000 | SECTION 402 |
| PT 15-03-04-04 | TBD ENF./ED. PROGRAM | $ 50,000 | SECTION 402 |
| PT 15-03-05-01 | TBD FATAL CRASH INVESTIGATION | $ 17,146 | SECTION 402 |
| PT 15-03-06-01 | TRAFFIC SAFETY RESOURCE PROSECUTOR | $150,000 | SECTION 402 |
| PT 15-03-07-01 | TBD TRAFFIC SAFETY TRAINING GRANT | $275,000 | SECTION 402 |
| PT 15-03-08-01 | TBD PD DDACTS | $ 35,000 | SECTION 402 |
| PT 15-03-09-01 | LAW ENFORCEMENT LIAISON | $ 55,000 | SECTION 402 |

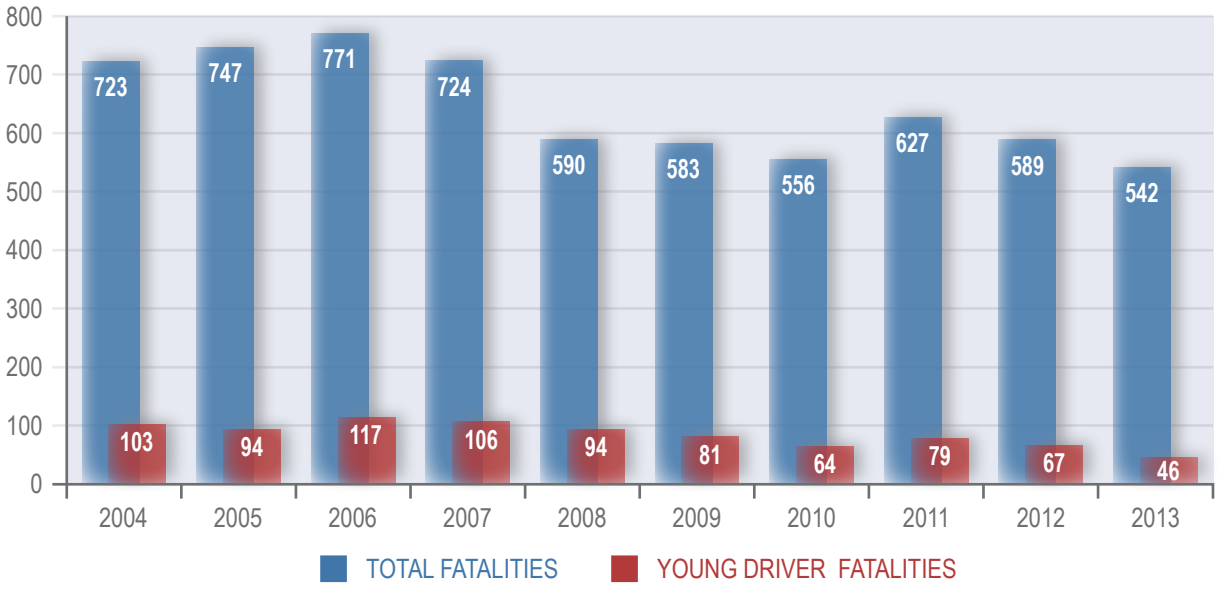
## GENERAL OVERVIEW

During the last ten years, there were 851 fatalities in New Jersey involving young drivers (age 20 or younger). In 2013, young drivers were involved in 8 percent of total motor vehicle fatalities in New Jersey.

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

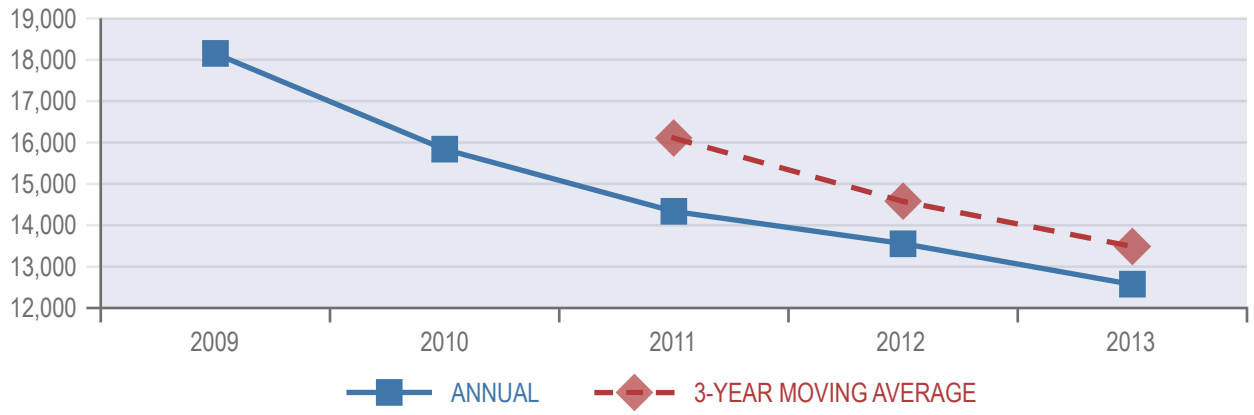



### PROPORTION OF YOUNG DRIVER INVOLVED FATALITIES VERSUS TOTAL NEW JERSEY MV FATALITIES



Injuries from young driver involved crashes decreased for the fifth consecutive year, with a 7 percent reduction from 2012 with total injuries declining from 13,556 to 12,569 in 2013.

### YOUNG DRIVER INVOLVED INJURIES, ANNUAL AND 3–YEAR MOVING AVERAGE




## ANALYSIS OF LOCATION

Below is a list of the top 20 municipalities in New Jersey that had the highest number of crashes involving younger drivers.

### TOP 20 MUNICIPALITIES WITH CRASHES INVOLVING YOUNG DRIVERS, 2009 - 2013

| | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| TOMS RIVER | 1094 | 931 | 915 | 858 | 859 | 4,657 |
| EDISON | 813 | 779 | 639 | 730 | 674 | 3,635 |
| WOODBRIDGE | 768 | 699 | 666 | 611 | 555 | 3,299 |
| NEWARK | 737 | 654 | 528 | 560 | 556 | 3,035 |
| PATERSON | 697 | 579 | 509 | 549 | 552 | 2,886 |
| PARAMUS | 652 | 593 | 537 | 544 | 530 | 2,856 |
| HAMILTON TWP (MERCER CO) | 596 | 574 | 562 | 510 | 516 | 2,758 |
| CLIFTON | 625 | 527 | 593 | 524 | 444 | 2,713 |
| WAYNE | 608 | 485 | 523 | 477 | 468 | 2,561 |
| MIDDLETOWN | 531 | 481 | 448 | 419 | 347 | 2,226 |
| JERSEY CITY | 493 | 460 | 393 | 402 | 439 | 2,187 |
| BRIDGEWATER | 481 | 445 | 387 | 444 | 413 | 2,170 |
| UNION TWP (UNION CO) | 512 | 483 | 391 | 387 | 352 | 2,125 |
| BRICK | 510 | 415 | 361 | 381 | 426 | 2,093 |
| CHERRY HILL | 464 | 352 | 420 | 390 | 430 | 2,056 |
| LAKEWOOD | 411 | 377 | 353 | 373 | 382 | 1,896 |
| EAST BRUNSWICK | 427 | 382 | 365 | 329 | 377 | 1,880 |
| GLOUCESTER TWP | 491 | 375 | 342 | 315 | 340 | 1,863 |
| VINELAND | 491 | 400 | 351 | 305 | 309 | 1,856 |
| OLD BRIDGE | 420 | 407 | 354 | 338 | 322 | 1,841 |

Injuries involving younger drivers have declined for the fifth consecutive year. Middlesex County (7,439) had the highest number of injuries involving younger drivers over the last 5 years, followed by Bergen (6,758) and Monmouth (6,099) Counties. Male drivers account for 54 percent of total younger drivers involved in crashes over the last 5 years.

**YOUNG DRIVER INVOLVED INJURIES BY COUNTY 2009 - 2013**

| | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| ATLANTIC | 685 | 640 | 645 | 644 | 494 | 3,108 |
| BERGEN | 1,676 | 1,417 | 1,411 | 1,142 | 1,112 | 6,758 |
| BURLINGTON | 928 | 892 | 751 | 698 | 794 | 4,063 |
| CAMDEN | 1,172 | 944 | 938 | 809 | 839 | 4,702 |
| CAPE MAY | 272 | 257 | 221 | 190 | 163 | 1,103 |
| CUMBERLAND | 427 | 371 | 342 | 317 | 332 | 1,789 |
| ESSEX | 1,300 | 1,158 | 1,036 | 1,050 | 885 | 5,429 |
| GLOUCESTER | 838 | 534 | 540 | 456 | 451 | 2,819 |
| HUDSON | 507 | 448 | 369 | 417 | 324 | 2,065 |
| HUNTERDON | 238 | 167 | 195 | 202 | 148 | 950 |
| MERCER | 683 | 643 | 593 | 535 | 565 | 3,019 |
| MIDDLESEX | 1,745 | 1,719 | 1,439 | 1,338 | 1,198 | 7,439 |
| MONMOUTH | 1,522 | 1,300 | 1,167 | 1,099 | 1,011 | 6,099 |
| MORRIS | 927 | 797 | 806 | 733 | 634 | 3,897 |
| OCEAN | 1,474 | 1,232 | 1,104 | 1,061 | 1,018 | 5,889 |
| PASSAIC | 1,248 | 1,044 | 950 | 920 | 862 | 5,024 |
| SALEM | 138 | 148 | 93 | 76 | 93 | 548 |
| SOMERSET | 662 | 627 | 479 | 522 | 567 | 2,857 |
| SUSSEX | 352 | 316 | 268 | 293 | 233 | 1,462 |
| UNION | 1,115 | 970 | 786 | 873 | 663 | 4,407 |
| WARREN | 239 | 210 | 201 | 181 | 183 | 1,014 |
| TOTAL | 18,148 | 15,834 | 14,334 | 13,556 | 12,569 | 74,441 |

## ANALYSIS BY OCCURRENCE

Younger drivers are the most inexperienced motor vehicle users on the State's roadways. They account for roughly 6 percent of the total driving population, but account for 8 percent of total traffic fatalities. The top 10 contributing circumstances for crashes involving younger drivers are listed on the next page. Driver inattention is the most cited contributing circumstance for crashes involving younger drivers and identifies a behavioral issue. The other nine most common circumstances can be attributed to novice operational skills that can be addressed with enhanced education and more practice time behind the wheel.

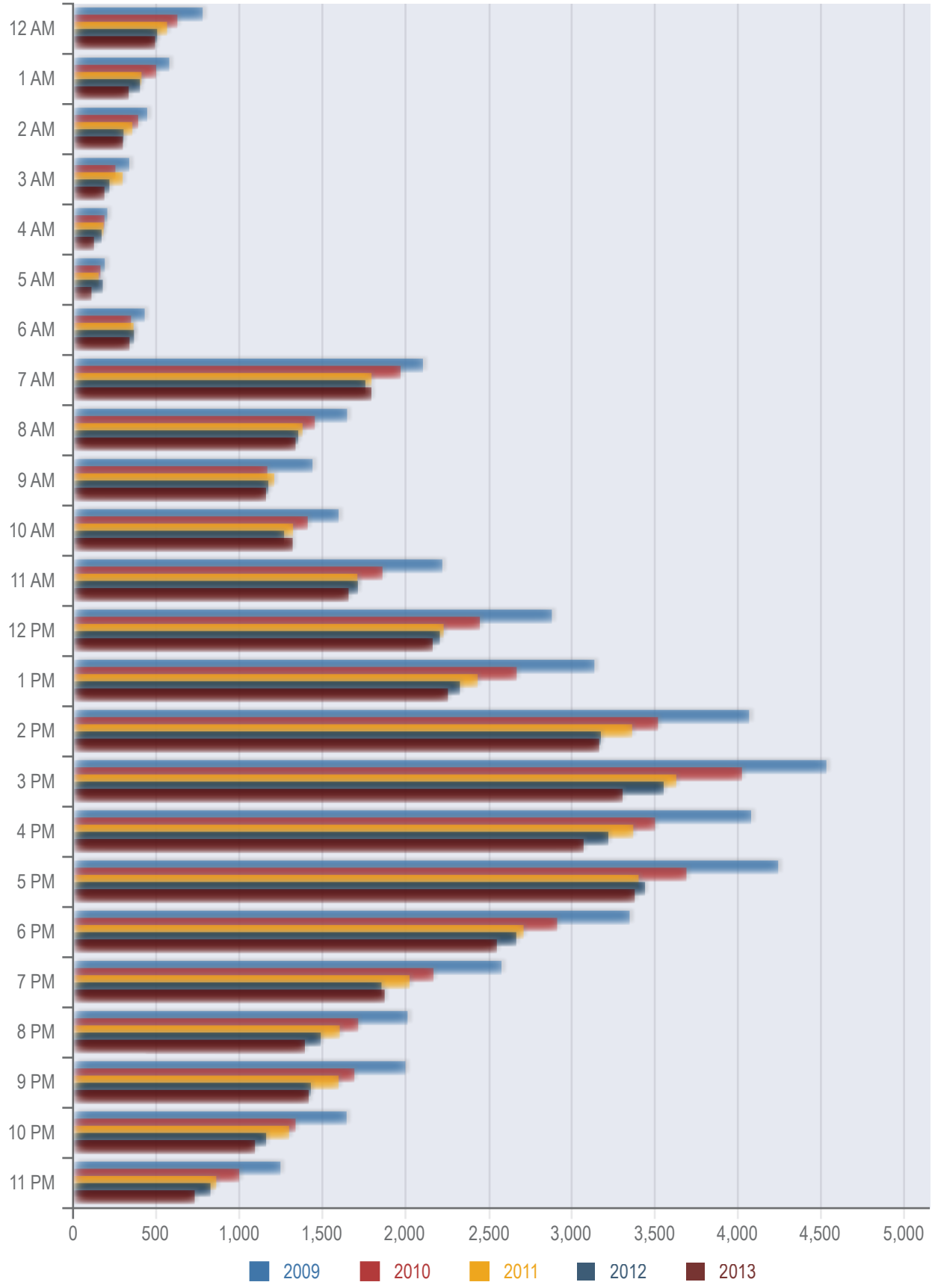
| TOP 10 CONTRIBUTING CIRCUMSTANCES IN YOUNG DRIVER INVOLVED CRASHES, 2009 - 2013 | | | | | | |
|---|---|---|---|---|---|---|
| CIRCUMSTANCE | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
| DRIVER INATTENTION | 27,611 | 24,191 | 22,544 | 22,221 | 21,624 | 118,191 |
| FOLLOWING TOO CLOSELY | 5,894 | 5,005 | 4,893 | 4,782 | 4,837 | 25,411 |
| FAILED TO YIELD RIGHT OF WAY TO VEHICLE/PEDESTRIAN | 5,515 | 4,925 | 4,690 | 4,391 | 4,451 | 23,972 |
| UNSAFE SPEED | 5,247 | 3,870 | 3,516 | 3,440 | 3,298 | 19,371 |
| BACKING UNSAFELY | 2,632 | 2,402 | 2,248 | 2,345 | 2,353 | 11,980 |
| ROAD SURFACE CONDITION | 3,088 | 1,987 | 1,755 | 1,422 | 1,870 | 10,122 |
| FAILED TO OBEY TRAFFIC CONTROL DEVICE | 2,063 | 1,736 | 1,642 | 1,585 | 1,543 | 8,569 |
| IMPROPER LANE CHANGE | 1,947 | 1,696 | 1,586 | 1,523 | 1,518 | 8,270 |
| OTHER DRIVER ACTION | 1,937 | 1,700 | 1,591 | 1,370 | 1,240 | 7,838 |
| IMPROPER TURNING | 1,809 | 1,640 | 1,428 | 1,426 | 1,398 | 7,701 |

The top 10 most common crash types among younger drivers is listed below by year. The frequency of crash type falls within the same trends seen throughout the State for all motorists.

| TOP 10 CRASH TYPES IN YOUNG DRIVER INVOLVED CRASHES, 2009 - 2013 | | | | | | |
|---|---|---|---|---|---|---|
| CRASH TYPE | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
| SAME DIRECTION - REAR END | 16,390 | 14,304 | 13,229 | 12,895 | 12,322 | 69,140 |
| RIGHT ANGLE | 8,516 | 7,542 | 7,173 | 6,699 | 6,681 | 36,611 |
| FIXED OBJECT | 6,719 | 5,153 | 4,614 | 4,605 | 4,260 | 25,351 |
| SAME DIRECTION - SIDE SWIPE | 5,141 | 4,604 | 4,313 | 4,110 | 3,985 | 22,153 |
| BACKING | 3,052 | 2,758 | 2,518 | 2,604 | 2,611 | 13,543 |
| STRUCK PARKED VEHICLE | 2,596 | 2,168 | 2,263 | 2,099 | 2,097 | 11,223 |
| LEFT TURN / U TURN | 1,892 | 1,593 | 1,442 | 1,306 | 1,270 | 7,503 |
| OPPOSITE DIRECTION - HEAD ON/ANGULAR | 1,022 | 867 | 880 | 786 | 859 | 4,414 |
| ANIMAL | 577 | 486 | 446 | 418 | 310 | 2,237 |
| OPPOSITE DIRECTION - SIDE SWIPE | 481 | 404 | 371 | 314 | 305 | 1,875 |

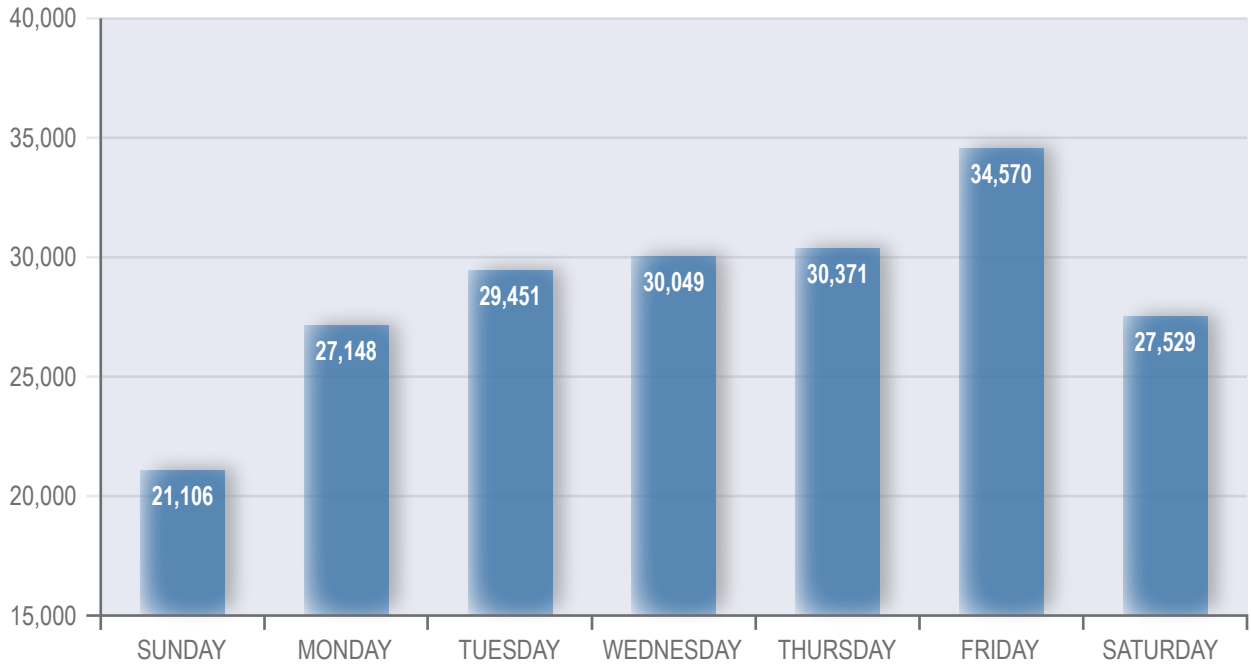
Time-of-day and day-of-week are important to address when evaluating younger drivers and their involvement in motor vehicle crashes throughout the State. Since the adoption of Kyleigh's Law in 2010, the number of young driver crashes occurring during the evening hours has declined significantly. From 2009 to 2013, there has been a 41 percent reduction in crashes during the 11pm hour; 36 percent reduction during the 12am hour; 42 percent reduction during the 1am hour; 32 percent reduction during the 2am hour; 44 percent reduction during the 3am hour; and a 38 percent reduction during the 4am hour.

## YOUNG DRIVER INVOLVED CRASHES BY TIME OF DAY 2009 - 2013



Over the past 5 years, Friday is the day of the week where younger drivers are the most susceptible to being involved in motor vehicle crashes.

**YOUNG DRIVER INVOLVED CRASHES BY DAY OF WEEK, 2009 - 2013**




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

## FY 2015 PERFORMANCE TARGETS

**GOAL: To decrease drivers age 20 or younger involved in fatal crashes by 3 percent from the 2011-2013 calendar base year average of 65 to 63 by December 31, 2015 using a performance measure of all drivers involved in fatal crashes 20 years of age or younger.**

Younger driver involvement in fatal crashes has steadily been decreasing with the 3-year moving average declining as well.

## PRIOR YEAR PERFORMANCE

Fatalities involving young drivers in 2013 represented the lowest number of fatalities during the ten year period from 2004-2013. This number also represents a 28 percent decrease from the previous year.

## STRATEGIES FOR FY 15

1. Present the Share the Keys program to parents and teens in the pre-permit or permit state of licensure.
2. Provide training and support for regional Share the Keys facilitators.
3. Underage anti-drinking initiatives are addressed in the Alcohol and Other Drug Countermeasure section of the Plan.
4. Partner with school and community driver education providers to increase parent participation and engagement in teen safe driving program.
5. Provide for driving simulators.

## EFFECTIVENESS OF STRATEGIES SELECTED

### Parental Role in Teaching and Managing Young Drivers

Although evaluations of programs to assist parents have not yet shown reductions in young driver crashes, there is still reason to be optimistic. Some parent programs have increased parent limit setting, and several studies show that teenagers whose parents impose more strict driving limits report fewer risky driving behaviors, traffic violations and crashes (Simons-Morton, 2007). Educational programs alone are unlikely to produce changes in behavior. However, education in combination with other strategies may deliver stronger results.

### Pre-Licensure Driver Education

There have been recent advances in the development in new types of driver education programs (summarized in Thomas et al., 2012). Given that visual scanning, attention maintenance and speed management are likely responsible for many crashes among young drivers, a number of new programs have been developed that focus on teaching these higher-order knowledge and skills, generally using computer simulation. Many of these programs have demonstrated short-term training effects; however, it is still unknown how long the training effects are maintained.

### Coordination with State Strategic Highway Safety Plan

Promoting education and parental involvement is included in the Strategic Highway Safety Plan as an emphasis area. Additionally, educating parents to provide guidance, instruction, and consequences of poor driving habits to their teen drivers is an action item included in the Strategic Highway Safety Plan.

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## PROJECT TITLE: SHARE THE KEYS

### PROJECT DESCRIPTION:

The DHTS and Kean University have worked closely with Children's Hospital of Pennsylvania to involve parents in the Graduated Driver Licensing process. The New Jersey Parent/Teen Driver orientation program was developed and offered to parents and teens. Workshops for parents and teens and facilitator training will continue to be offered in FY 2015.

## BUDGET: $15,000

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## PROJECT TITLE: DRIVER SIMULATOR PROJECT

### PROJECT DESCRIPTION:

Funds from this task will be used to purchase driver simulators for the Hamilton Township driver education program. The simulators will be used to enhance the driver training experience and teach young drivers proper driving habits that will stay with the student-driver for the remainder of their driving career.

## BUDGET: $80,000

| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| CP 15-08-07-01 | TBD SHARE THE KEYS PROGRAM | $15,000 | SECTION 402 |
| CP 15-08-07-02 | TBD BOARD OF EDUCATION | $80,000 | SECTION 402 |

## GENERAL OVERVIEW

A community traffic safety program is administered by an established unit in the community or county, sustained over time that has public and private input and participation to an action plan to solve one or more of the community's traffic safety problems.

Problem identification and assessment are essential parts of planning a community traffic safety program. By knowing the nature and extent of the community's problem and assessment, approaches and strategies can be planned effectively and resources allocated. Problem identification clarifies the nature and magnitude of the problem, while program assessment documents what has been accomplished in the community.

Highway safety issues that are addressed by county and local community groups in an uncoordinated manner often times are ineffective. This results in a "shot gun" effect which creates a traffic safety public awareness environment composed of numerous independent programs and activities which cannot be quantified into measurable outcomes.

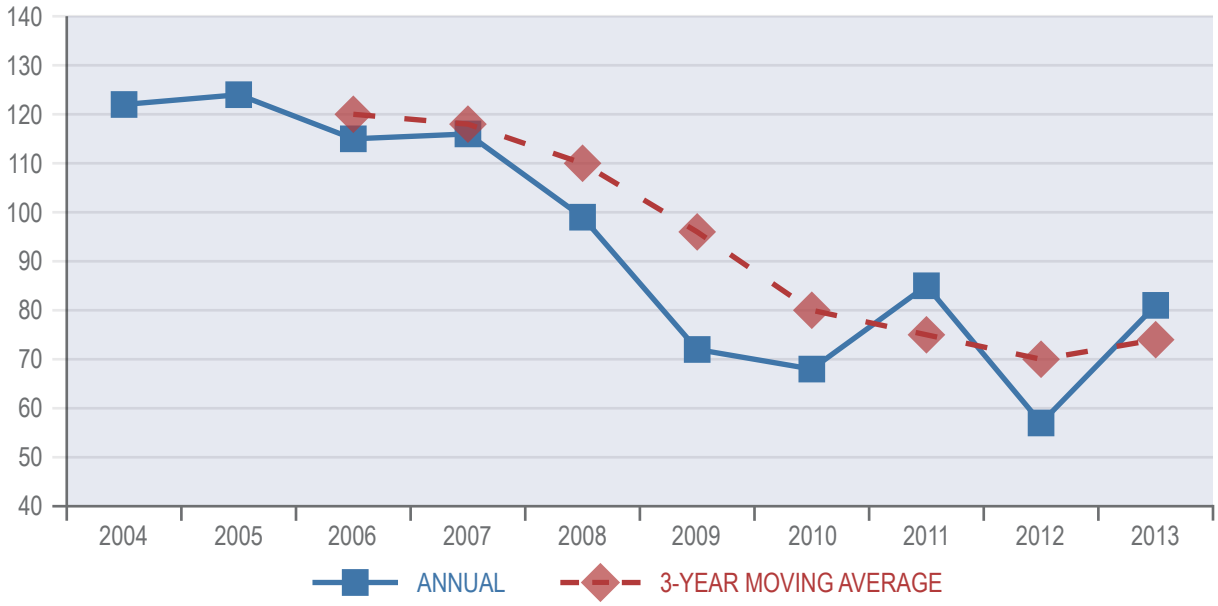
Making the best use of limited resources in order to give the greatest benefits for the investment is important today. Cost-effectiveness must be a key criterion in the selection of community traffic safety locations and prioritizing their respective programs and activities.

Increasing public awareness and involvement in traffic safety issues and public knowledge about the importance of the Division's program will also be addressed.

## OLDER DRIVERS

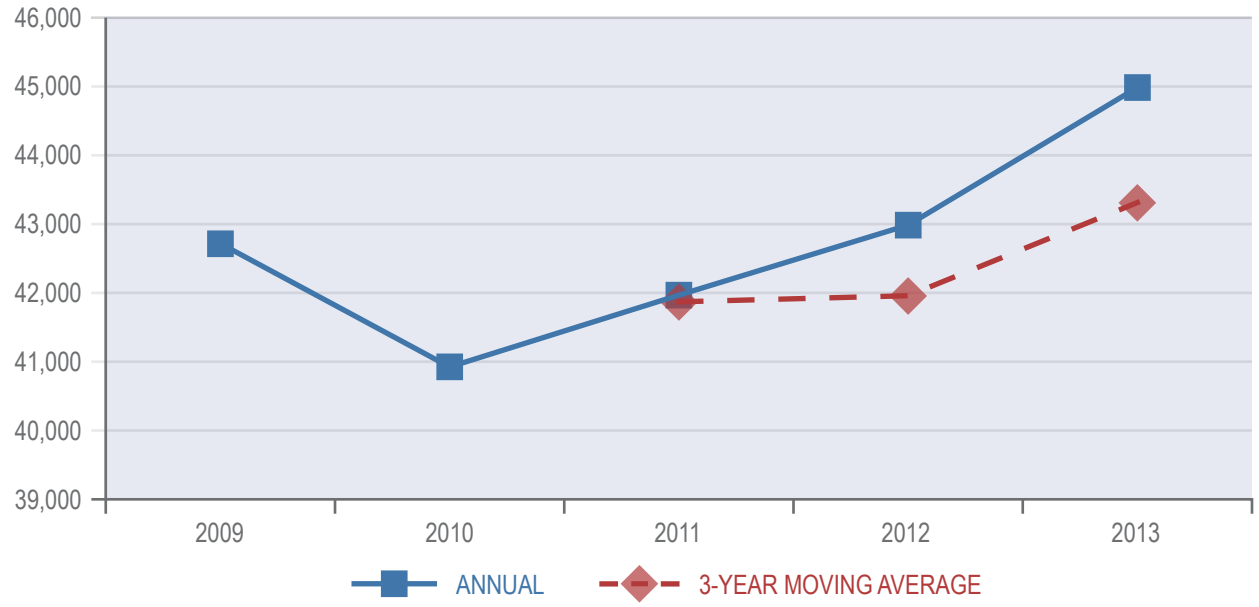
During the ten year period from 2004 to 2013, there were 939 fatalities involving older drivers (65+) in New Jersey. In 2013, the number of older driver related fatalities increased 42 percent from 57 in 2012 to 81 in 2013.

**FATALITIES INVOLVING OLDER DRIVERS, ANNUAL AND 3–YEAR MOVING AVERAGE**

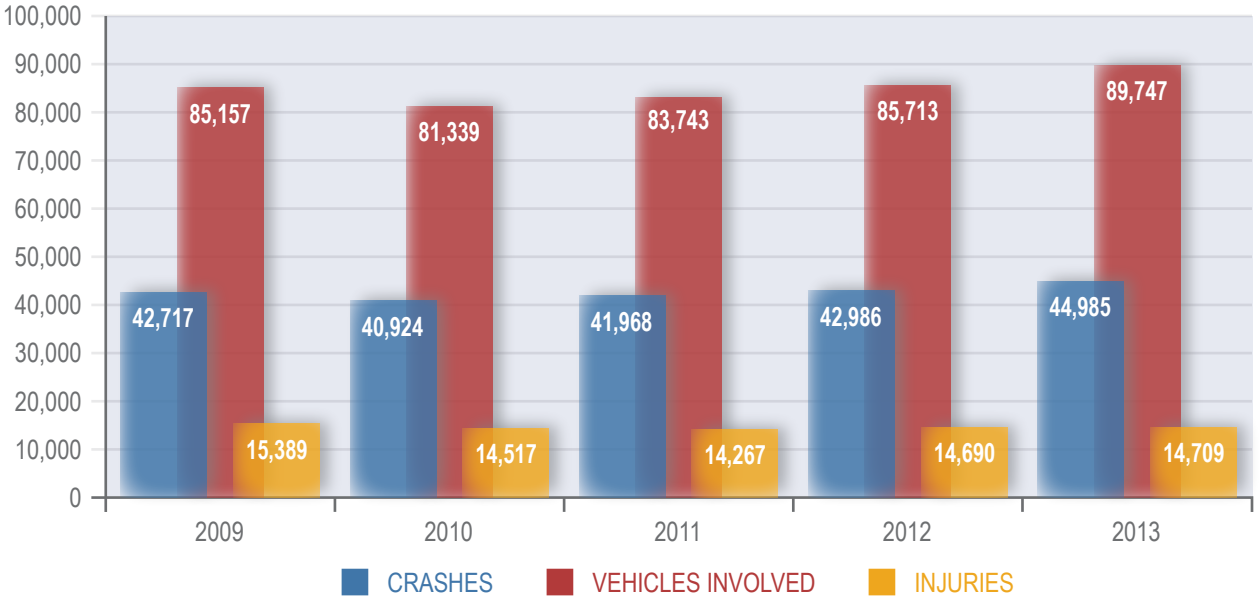


Similar to young drivers, older drivers age 65 and older, are considered a higher-risk population on the roadways. The amount of crashes involving older drivers has increased for the third consecutive year since 2010. In 2013 alone, there were 44,985 crashes involving older drivers, which conflicted with over 89,000 vehicles and injured over 14,000 persons.

## OLDER DRIVER INVOLVED CRASHES, ANNUAL AND 3–YEAR MOVING AVERAGE




## GENERAL OUTCOME OF OLDER DRIVER INVOLVED CRASHES, 2009 - 2013



Below is a breakdown of the annual total of crashes involving older drivers segregated by county. Bergen County is over-represented in older driver crash involvement during the past 5 years.

**OLDER DRIVER INVOLVED CRASHES BY COUNTY, 2009 - 2013**

| | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| ATLANTIC | 1,662 | 1,568 | 1,493 | 1,629 | 1,501 | 7,853 |
| BERGEN | 5,491 | 5,302 | 5,549 | 5,438 | 5,880 | 27,660 |
| BURLINGTON | 2,039 | 2,054 | 2,008 | 2,075 | 2,298 | 10,474 |
| CAMDEN | 2,153 | 1,830 | 1,899 | 1,966 | 2,293 | 10,141 |
| CAPE MAY | 624 | 581 | 614 | 678 | 676 | 3,173 |
| CUMBERLAND | 749 | 657 | 682 | 738 | 778 | 3,604 |
| ESSEX | 3,539 | 3,132 | 3,160 | 3,140 | 3,169 | 16,140 |
| GLOUCESTER | 1,147 | 1,096 | 980 | 1,019 | 1,076 | 5,318 |
| HUDSON | 1,827 | 1,892 | 1,948 | 2,086 | 2,130 | 9,883 |
| HUNTERDON | 574 | 570 | 584 | 649 | 583 | 2,960 |
| MERCER | 1,880 | 1,740 | 1,994 | 1,920 | 2,048 | 9,582 |
| MIDDLESEX | 3,667 | 3,784 | 3,772 | 3,898 | 3,910 | 19,031 |
| MONMOUTH | 3,389 | 3,377 | 3,280 | 3,491 | 3,659 | 17,196 |
| MORRIS | 2,292 | 2,292 | 2,554 | 2,562 | 2,844 | 12,544 |
| OCEAN | 3,659 | 3,526 | 3,606 | 3,616 | 3,894 | 18,301 |
| PASSAIC | 2,320 | 2,196 | 2,263 | 2,330 | 2,394 | 11,503 |
| SALEM | 258 | 269 | 233 | 258 | 237 | 1,255 |
| SOMERSET | 1,630 | 1,555 | 1,566 | 1,711 | 1,876 | 8,338 |
| SUSSEX | 584 | 484 | 617 | 566 | 549 | 2,800 |
| UNION | 2,745 | 2,548 | 2,682 | 2,739 | 2,657 | 13,371 |
| WARREN | 488 | 471 | 484 | 477 | 533 | 2,453 |
| TOTAL | 42,717 | 40,924 | 41,968 | 42,986 | 44,985 | |

## FY 2015 PERFORMANCE TARGETS

**GOAL:** To increase community awareness and understanding of traffic safety, causing a shift in community attitudes toward a safe behavior on the roads and an appropriate community priority for traffic safety by providing funds to implement community traffic safety project in a minimum of 12 counties.

**GOAL:** To reduce older driver fatalities by 3 percent from the 2011-2013 calendar base year average of 74 to 72 by December 31, 2015 using a performance measure of total number of older driver fatalities.

Although the likelihood of a significant reduction in older driver fatalities is not anticipated, a reduction from the base year average is expected in FY 2015.

## PRIOR YEAR PERFORMANCE

The multi-disciplinary approach to solving roadway safety problems on the streets and highways in the State has been implemented in 12 counties. The common goal of each community traffic safety program is to reduce the number and severity of traffic crashes within the community. It has been found that community partnerships promote a sense of ownership and is often a key to change in the community.

Older driver fatalities increased 42 percent from 2012 to 2013 and the number of crashes involving older drivers increased 4 percent.

## STRATEGIES FOR FY 2015

1. Provide education and training for older drivers to assess their driving capabilities and limitations, improve skills, voluntarily limit their driving to safe driving conditions, and identify transportation options.
2. Develop and provide information on identified traffic safety issues and communicate to appropriate target groups through local and statewide programs involving enforcement and educational components.
3. Encourage community groups to recognize traffic safety as a pertinent issue and to become involved in traffic safety actions and programs.
4. Provide for comprehensive and public information and education programs.
5. Provide materials to the general public on highway safety related subject matters.
6. Include marketing to underserved segment of the State's population, particularly during the *Click It or Ticket* and *Driver Sober or Get Pulled Over* campaigns.
7. Prepare press releases and submit to the media to inform the public of safety issues.
8. Support and participate in the Motor Vehicle Commission's *Wisdom Behind the Wheel* program designed to help mature drivers make wise decisions and remain safe on the road and provide support for the AAA *Car Fit* program for older drivers.

## EFFECTIVENESS OF STRATEGIES SELECTED

The effectiveness of the Seminole County Community Traffic Safety Team (Best Practices) effort is demonstrated by the commitment and participation of the various groups and individuals working together to solve traffic safety related problems and issues. By using a team approach, utilizing task forces and combining law enforcement, emergency medical services, public education and engineering efforts, the agencies involved in traffic safety addresses road improvements, driver education and enhanced response times. The task force brings a variety of perspectives into play when solving mutual traffic safety problems.

### General Communication and Education (65+)

The limited information available suggests that some material may increase driver's knowledge; however, there are no evaluations of the effects of this material on driving or on crashes (National Cooperative Highway Research Program, 2004).

## COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

The State Strategic Highway Safety Plan includes the importance of raising awareness of driver safety through media campaigns and the development of community traffic safety programs aimed at saving lives and reducing crashes and injuries on New Jersey's roadways. The Plan also addresses the need to develop a coordinated and integrated system that supports, monitors, and maintains safe senior mobility.

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### 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, Essex, Gloucester, Hudson, Middlesex, Morris, Ocean, Passaic, and Somerset. 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.

### BUDGET: $1,046,206

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

### BUDGET: $135,000

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### 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 and the Division of State Police will schedule 18 Crash Investigation courses for 350 police officers. Crash data retrieval technician training will be held for 60 police officers. Also, the crash data retrieval awareness workshops (6) for investigators (120) will supplement the Crash Investigation 2 curriculum as a new investigation technology. Crash Investigation courses will continue to be evaluated on effectiveness of supporting prosecutable cases, bringing cost benefits to the municipality. The Maryland Law Enforcement Traffic Safety Specialist program will be adopted in New Jersey to provide a recognized mechanism for acknowledgement, recognition, and prestige for those officers who have achieved advance levels of training and proficiency.

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: $358,828**

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## PROJECT TITLE: MULTIMEDIA TRANSPORTATION SAFETY AWARENESS

### PROJECT DESCRIPTION:

The Brain Injury Alliance will continue to advance its transportation safety message with the most current information and technology available and expand its network of participants through the use of outreach, websites, and social media. In addition, the transportation safety websites created in prior years, including *ugotbrains.com, njteendriviing.com, njdrivereducation.com, njsmartrider.org* 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, motorcycle riders, wheeled sport and pedestrian safety. In an effort to continue their transportation safety message, the project will reach out to high schools across the State to participate in the Champion Schools program. This aspect of the project will include 30-50 high schools. In addition, the project will continue to provide transportation safety related traveling workshops (60) for school-aged children, focused on helmet, pedestrian, motor vehicle and passenger safety issues. Traveling workshops will be promoted through continuous outreach to community and school-based systems. The Alliance will also work with Children's Hospital of Philadelphia to develop New Jersey's Annual Report on teen drivers. The scope of the work will include the ascertainment of required data, management and analysis of licensing and crash databases and creation and formatting of the report.

**BUDGET: $323,359**

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## PROJECT TITLE: PAID MEDIA

### PROJECT DESCRIPTION:

Funds 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 New Year's Day. 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: $140,000**

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## 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.

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

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

**BUDGET: $373,607**

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**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: $30,000**

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| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| CP 15-08-01-01 | TBD CO. CTSP | $ 34,400 | SECTION 402 |
| CP 15-08-01-02 | TBD CO. CTSP | $186,500 | SECTION 402 |
| CP 15-08-01-03 | TBD CO. CTSP | $ 61,219 | SECTION 402 |
| CP 15-08-01-04 | TBD CO. CTSP | $ 77,450 | SECTION 402 |
| CP 15-08-01-05 | TBD PLANNING AUTHORITY | $ 65,000 | SECTION 402 |
| CP 15-08-01-06 | TBD CO. CTSP | $ 75,000 | SECTION 402 |
| CP 15-08-01 07 | TBD CO. CTSP | $ 75,000 | SECTION 402 |
| CP 15-08-01-08 | TBD CO. CTSP | $ 65,280 | SECTION 402 |
| CP 15-08-01-09 | TBD CO. CTSP | $ 70,700 | SECTION 402 |
| CP 15-08-01-10 | TBD CO. CTSP | $ 47,000 | SECTION 402 |
| CP 15-08-01-11 | TBD CO. CTSP | $198,657 | SECTION 402 |
| CP 15-08-01-12 | TBD CO. CTSP | $ 90,000 | SECTION 402 |
| CP 15-08-02-01 | DHTS PUBLIC INFORMATION AND ED. | $135,000 | SECTION 402 |
| CP 15-08-03-01 | COMMUNITY SAFETY AND TRAINING TBD | $358,828 | SECTION 402 |
| CP 15-08-04-01 | TRANSPORTATION SAFETY AWARENESS TBD | $323,359 | SECTION 402 |
| PM 15-21-01-01 | DHTS PAID MEDIA | $140,000 | SECTION 402 |
| CP 15-08-05-01 | TBD (TMA) PROG. INITIATIVE | $157,607 | SECTION 402 |
| CP 15-08-05-02 | TBD COMPREHENSIVE PROGRAM | $112,900 | SECTION 402 |
| CP 15-08-05-03 | TBD – CHILDREN IN TRAFFIC | $ 78,100 | SECTION 402 |
| CP 15-08-05-04 | TBD | $ 25,000 | SECTION 402 |
| CP 15-08-06-01 | DHTS TRAINING GRANT | $ 30,000 | SECTION 402 |

## GENERAL OVERVIEW

New Jersey streets and highways are expected to safely and efficiently move several million vehicles each year in addition to an unknown number of visiting vehicles. A complex network of interstate and State highways, county roads and city streets has been constructed for this purpose.

Many problems can be associated with this network. The growing and shifting population may cause some routes to become inadequate; aging infrastructure and maintenance costs often increase; the wide national backgrounds of the public makes signing communications difficult; increasing congestion also increases frustration levels of drivers; and the growing population causes drastic alterations in traffic flow patterns.

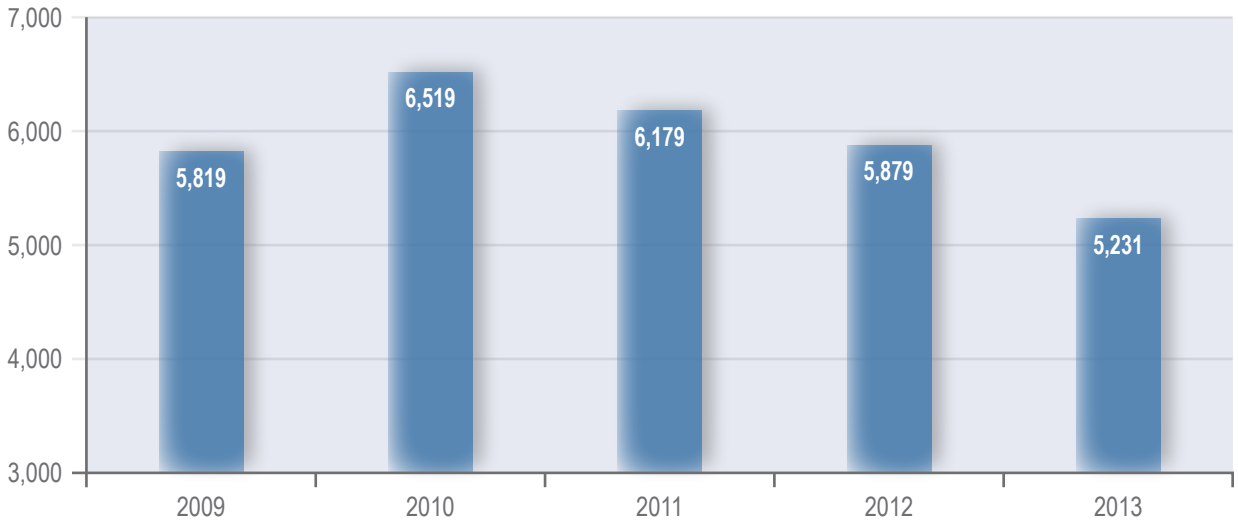
Responsibility for the design, construction and maintenance of the highway system falls on the public works departments, at the State, county and local levels of government. There continues to be a need of traffic engineering infrastructure to monitor highway operations, recommend improvements in the highway system and improve the safety of vehicle operators, pedestrians and bicyclists.

Local jurisdictions vary widely in the degree to which they are equipped to handle the roadway maintenance and operational review. Many lack basic program needs such as sign and signal inventories, systematic traffic count programs, or means and criteria for identifying and analyzing high crash locations. As county population sizes increase, many do not have the specialized expertise of traffic engineering to improve or maintain existing roadways.

Work zone safety continues to be a high-priority issue for traffic engineering professionals and highway agencies. Construction and maintenance crews, plus other groups working on the roadway require training on how best to protect themselves as well as the driving public in construction zones. Effective temporary traffic control must provide the safety of workers, road users and pedestrians. Training in the proper set-up of a work zone by public works employees, utility workers, and police officers will allow drivers to clearly identify the proper travel lane and reduce the chances for a vehicle-vehicle or vehicle-worker conflict.

Over the past 5 years between 2009 and 2013, there have been 29,627 reported crashes in construction, maintenance, and utility zones. For the third consecutive year in 2013, work zone crashes declined to 5,231 for an 11 percent reduction from 2012.

### WORK ZONE CRASHES, 2009 - 2013



An annual breakdown of work zone crashes by county can be seen below. Middlesex County had the highest number of work zone crashes over the past 5 years.

**WORK ZONE CRASHES BY COUNTY, 2009 - 2013**

| | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| ATLANTIC | 129 | 160 | 281 | 167 | 108 | 845 |
| BERGEN | 695 | 533 | 646 | 572 | 587 | 3,033 |
| BURLINGTON | 273 | 742 | 473 | 342 | 272 | 2,102 |
| CAMDEN | 647 | 793 | 573 | 190 | 327 | 2,530 |
| CAPE MAY | 29 | 29 | 54 | 32 | 26 | 170 |
| CUMBERLAND | 40 | 16 | 29 | 22 | 23 | 130 |
| ESSEX | 376 | 503 | 398 | 695 | 385 | 2.357 |
| GLOUCESTER | 155 | 166 | 80 | 52 | 62 | 515 |
| HUDSON | 624 | 537 | 650 | 630 | 449 | 2,890 |
| HUNTERDON | 67 | 40 | 40 | 46 | 38 | 231 |
| MERCER | 246 | 149 | 417 | 570 | 455 | 1,837 |
| MIDDLESEX | 836 | 639 | 525 | 599 | 769 | 3,368 |
| MONMOUTH | 196 | 329 | 410 | 346 | 180 | 1,461 |
| MORRIS | 206 | 285 | 310 | 308 | 498 | 1,607 |
| OCEAN | 425 | 738 | 406 | 251 | 221 | 2,041 |
| PASSAIC | 245 | 260 | 401 | 502 | 404 | 1,812 |
| SALEM | 7 | 12 | 8 | 11 | 6 | 44 |
| SOMERSET | 112 | 127 | 155 | 101 | 156 | 651 |
| SUSSEX | 62 | 27 | 29 | 32 | 30 | 180 |
| UNION | 349 | 401 | 245 | 374 | 203 | 1,572 |
| WARREN | 100 | 33 | 49 | 37 | 32 | 251 |
| TOTAL | 5,819 | 6,519 | 6,179 | 5,879 | 5,231 | 29,627 |

Crashes are prevalent in both long-term and short-term project sites with little difference in the percent of crashes whether there is active work with lane closures, without lane closures or even with no active work or lane closures at all. Rear-end crashes account for approximately 50 percent of crashes in work zones, while 30 percent are related to fixed object collisions and side-swipe crashes.

## FY 2015 Performance Targets

**GOAL:** To decrease work zone related crashes by 3 percent from the 2011-2013 calendar base year average of 5,763 to 5,590 by December 31, 2015 using a performance measure of the number of work zone related crashes.

Crashes continue to decrease and it is anticipated that by improving traffic control and continuing to provide training opportunities, there can be further reductions in work zone related crashes.

## PRIOR YEAR PERFORMANCE

Roadway construction and maintenance activities result in significant safety and mobility issues for both workers and motorists. Awareness of proper work zone set-up, maintenance, personal protection, and driver negotiation are all factors to be considered in establishing a safe work zone. The work zone safety conference was held for the 15th consecutive year and work zone safety training addressing the needs of local public agencies, road departments and law enforcement continued to be offered.

## STRATEGIES FOR FY 2015

1. Work zone safety training will be provided to the law enforcement community as well as municipal and public works/ engineering personnel.
2. Utilize the services of engineering student to complete a maintenance file so counties and municipalities can use them to update and change existing traffic control devices.
3. Conduct annual work zone training conference.

## EFFECTIVENESS OF STRATEGIES SELECTED

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

## COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Roadway safety emphasis areas are found in the State Strategic Highway Safety Plan including the need for work zone safety training and designing safer work zones.

## 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: $190,000

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## PROJECT TITLE: NJ COMPREHENSIVE WORK ZONE SAFETY PROGRAM

### PROJECT DESCRIPTION:

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

The 16th Annual Work Zone Safety Conference will be held in conjunction with National Work Zone Safety Week in 2015. The conference agenda appeals to a wide variety of attendees – typically laborers, managers, law enforcement, engineers and maintenance personnel. Input from a diverse group of stakeholders is used to develop a comprehensive agenda. Partnering agencies also use this venue to distribute pertinent safety materials and offer assistance and resources to attendees.

There will be a variety of training programs offered that will vary from half-day overview courses that provides the basics for safe working conditions and safe motorist conditions to a comprehensive training program for police officers who will return to their organizations and in turn instruct their own personnel. Courses to be offered during the year is as follows: three four-day police work zone safety train-the-trainer program; 1 one-day police work zone safety refresher course; 2 half-day work zone safety awareness for local police course and 3 half-day work zone safety awareness for municipal and county public works/engineering course.

Resources will also be provided to requesting agencies through a variety of means, including responses to commonly asked questions about work zone set up, technical information, course handouts and guideline publications. In addition, 5 work zone safety support equipment packages will be provided to either a municipal or county public works department.

## BUDGET: $130,170

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## PROJECT TITLE: TRAFFIC INTERNS

### PROJECT DESCRIPTION:

This task enables county traffic engineers to hire college engineering students to gather crash data, perform traffic counts, collect location data, evaluate intersections and other locations, and recommend solutions to problems. Additionally, an inventory of traffic control devices, signs, guardrail, raised pavement markers, mileposts and other related work for inventory purposes will be conducted.

## BUDGET: $20,850

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| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| RS 15-61-01-01 | DHTS PROGRAM MANAGEMENT | $190,000 | SECTION 402 |
| RS 15-61-02-01 | NJ COMPREHENSIVE WORK ZONE PROG. TBD | $130,170 | SECTION 402 |
| RS 15-61-03-01 | TBD CO. TRAFFIC SAFETY INTERN | $ 20,850 | SECTION 402 |

Traffic records data remains the basis for funding programs to transport people safely and to reduce motor vehicle crashes. Accurate data enables safety officials to know the who, what, when, where, and why in the transportation safety field so improvements can be implemented. The Traffic Records Assessment completed in March 2012, included an assessment of all the components of a traffic records system and provided recommendations to improve the ability of the present traffic records system to optimally support New Jersey's management of its highway safety programs.

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

## PROBLEM IDENTIFICATION PROCESS

New Jersey's primary crash information system is hosted and maintained by the New Jersey Department of Transportation. With very few exceptions, the statewide database contains records for all police-reported motor vehicle crashes resulting in $500 or more of property damage. Adopting and implementing effective programs to improve the Timeliness, Accuracy, Completeness, Integration, and Accessibility of data is needed to identify priorities for local and State highway safety programs.

| | | |
|---|---|---|
| TIMELINESS | FOR | CITATION SYSTEM |
| ACCURACY | | DRIVER INFORMATION SYSTEM |
| COMPLETENESS | | INJURY SURVEILLANCE |
| INTEGRATION | | VEHICLE INFORMATION |
| ACCESSIBILITY | | ROADWAY INFORMATION |

### Timeliness:
Currently, the mean number of days from the crash data to the date the crash report is entered into the database is 53.88 days.

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

### Completeness:
The State crash report (NJTR-1) collects a large volume of date on all reportable crashes. Training and education are provided to law enforcement agencies on the proper use and data collection methods to ensure the most accurate data possible.

### Integration:
The State Traffic Records Coordinating Committee aims to integrate statewide crash data to MVC licensing information as well as Emergency Medical Service information.

### Accessibility:
Plan4Safety is a decision support tool created for the New Jersey Department of Transportation and is a multi-layered support program for transportation engineers, planners, law enforcement, and decision makers in New Jersey.

## FY 15 PERFORMANCE TARGETS

**GOAL:** To reduce the number of days the date of crash occurrence to the date crash report entry from 53.8 days to 51 days.

**GOAL:** To incorporate recommendations from the March 2012 Traffic Records Assessment into the Strategic Traffic Records Plan and to ensure that agencies have access to current and complete traffic data in order to identify and analyze traffic safety issues and concerns.

## PRIOR YEAR PERFORMANCE

Crash data accessibility is made possible by the online data query tool Plan4Safety and a Crash Data Warehouse. The Motor Vehicle Commission started to combat identity fraud and document fraud through a scrub of its driver database using facial recognition technology to identify persons within the current system who have multiple identities. Progress continues to be made in the number of agencies submitting patient care reports to the Office of Emergency Medical Services for inclusion in the Crash Data Warehouse. The State underwent a traffic records assessment in 2012 and recommendations were made for improvement of the traffic records system.

## STRATEGIES FOR FY 2015

1. Charge the Traffic Records Coordinating Committee to update the Strategic Plan for Traffic Records and incorporate recommendations from the March 2012 Traffic Records Assessment.
2. Continue to work with the Office of Emergency Medical Services to implement electronic patient care reporting so all relative data to the patient and their injuries are available upon arrival for treatment.
3. Continue to use Plan4Safety and New Jersey State Health Assessment Data websites as models for making data and analytic resources available for all traffic records system components as well as for merged datasets managed by the Office of Information Technology.
4. Continue to integrate data in support of highway traffic safety activities.
5. Maintain a staff or student geocoders to geocode current and past records as they are introduced into the Plan4Safety System.

## EFFECTIVENESS OF STRATEGIES SELECTED

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

## COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Plan4Safety is a decision support tool created for the New Jersey Department of Transportation and is a multi-layered support program for transportation engineers, planners, law enforcement, and decision makers in transportation and safety agencies to analyze crash data in New Jersey. Plan4Safety integrates statewide crash data, roadway characteristic data, calculates statistical analyses, incorporates network screening layers and models, and includes visual analytical tools (GIS mapping). Metropolitan planning organizations, county and local engineers, and other decision makers all use Plan4Safety to help resolve critical issues and assess the most sound and cost-effective ways to approach safety management, enforcement and safety through data-driven efforts.

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### 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 Traffic Records program area.

**BUDGET: $250,000**

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### PROJECT TITLE: DATA ANALYSIS FOR SAFETY PROGRAMS

**PROJECT DESCRIPTION:**

Each year the DHTS is responsible for producing the Highway Safety Plan and Annual Report. These documents detail the data behind the various highway safety program areas and reviews not only the progress made in the Annual Report, but discusses priority and emphasis areas based on recent data analysis for steps in the future to minimize motor vehicle crashes and the involvement of people, vehicles and roadways in crashes. The data analysis behind these documents is extensive and involves several databases in order to ensure accuracy. Plan4Safety as well as the FARS database have been used to provide the data necessary for these reports. In order to efficiently and accurately provide this information to the State in a timely manner, a dedicated individual is assigned to this task to perform data analysis and assist in the preparation of the Highway Safety Plan and Annual Report. Funds will be provided to Rutgers University for this purpose.

**BUDGET: $87,882**

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### PROJECT TITLE: TRAFFIC RECORDS COORDINATING COMMITTEE

**PROJECT DESCRIPTION:**

This task will continue providing funds for the Chairperson to lead the STRCC. Responsibilities will include facilitating STRCC meetings, recruiting new members and retaining current members, 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: $49,239**

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## PROJECT TITLE: NJTR-1 TRAINING

### PROJECT DESCRIPTION:

The NJTR-1 crash report form is completed by law enforcement officers for any incident resulting in injury, death, or damage of $500 or more. With respect to police academy or in-service training, police officers receive only brief training on how to properly complete the NJTR-1 crash form. Funds from this task will be used to provide 10 half-day workshops for law enforcement that will address proper form completion and the importance of data accuracy. The training will help improve data and support information that is used by decision makers to improve roadway safety.

### BUDGET: $40,274

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## PROJECT TITLE: TRAFFIC RECORDS INFORMATION SYSTEM

### PROJECT DESCRIPTION:

Funds from this task will be used to implement projects under the traffic safety information system improvement grant program. The Department of Health will continue to use funds to implement electronic patient care reporting to the State's advanced life support programs. The project will use real-time data management tools to provide stakeholders (Office of Emergency Medical Services, hospitals and advanced life support programs) with data needed to make decisions in the most efficient manner possible. With the electronic patient care program, patient and circumstantial data is collected through tablet personal computer devices by the Advanced and Basic Life Support providers who are the first responders. As the data fields are completed, the information is transferred via modem, in real-time, to the closest hospital so all relative data to the patient and their injuries are available upon their arrival for treatment. Simultaneously, data is also transmitted to the New Jersey Office of Information Technology data warehouse where EMS providers as well as the Division of State Police and Motor Vehicle Commission and other agencies can access the data for report purposes. In essence, all patient information is captured electronically as one chart at the site of the injury, shared with any treatment facilities, updated by those facilities and used by multiple State and federal agencies to produce their required reports.

The 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: $1,250,000

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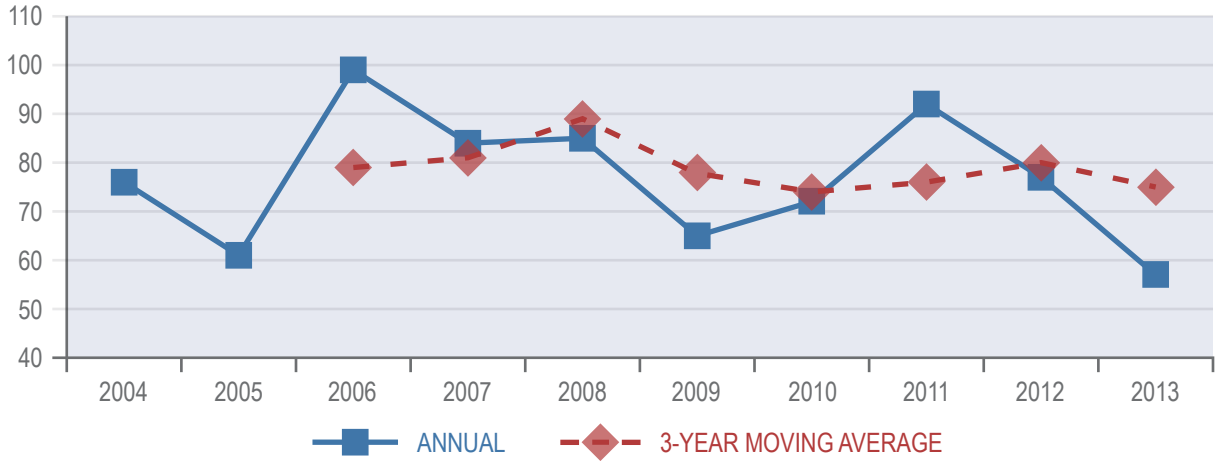
| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| TR 15-02-01-01 | DHTS PROGRAM MANAGEMENT | $250,000 | SECTION 402 |
| TR 15-02-02-01 | DATA ANALYSIS FOR SAFETY PROGRAMS TBD | $ 87,882 | SECTION 402 |
| TR 15-02-03-01 | TRAFFIC RECORDS COMMITTEE | $ 49,239 | SECTION 402 |
| TR 15-02-04-01 | NJTR-1 TRAINING | $ 40,274 | SECTION 402 |
| TR 15-45-01-01 | ELECTRONIC PATIENT REPORTING TBD | $600,000 | SECTION 405 |
| TR 15-45-01-02 | DATA WAREHOUSE TBD | $600,000 | SECTION 405 |
| TR 15-45-01-03 | GEOCODING – TBD | $ 50,000 | SECTION 408 |

## GENERAL OVERVIEW

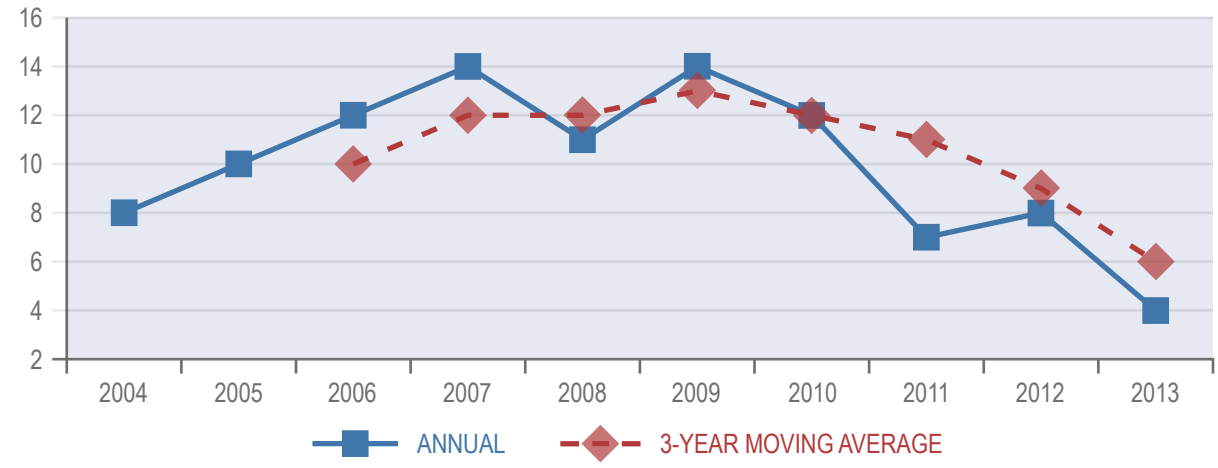
Of all the users who share the road in New Jersey, motorcyclists represent a most vulnerable group. While automobiles have become increasingly safe over the past few decades with the common place use of airbags and engineering advances that have improved the structural cage surrounding drivers and passengers, motorcyclists do not have the luxury of either airbags or improved occupant protection systems. Motorcycle fatalities have varied over the ten year period from 2004 to 2013. The highest number of fatalities (99) occurred in 2006 while the lowest number (57) occurred in 2013. The ten year average of motorcycle fatalities is 77 fatalities per year. Motorcycle fatalities declined for the second consecutive year in 2013 with a 26 percent reduction in fatalities from 2012.

### MOTORCYCLE FATALITIES, ANNUAL AND 3–YEAR MOVING AVERAGE




The moving average for unhelmeted motorcycle fatalities has been declining over the past four years, however, even though a State law requiring all riders and passengers to wear helmets is mandated, there are those who continue to ride without a helmet. Over the last five years (2009 – 2013), 96.77% of motorcycle riders were wearing their helmets during a crash.

### UNHELMETED MOTORCYCLE FATALITIES, ANNUAL AND 3–YEAR MOVING AVERAGE



Motorcycle crashes and injuries are the highest in Bergen (1,143), Middlesex (1,031), Essex (1,013), and Monmouth (976) counties. Overall crashes and injuries have declined over the last five years. Naturally, the warmer months experience the highest rates of motorcycle crashes in New Jersey. June (1,866), July (1,754), and May (1,715) were the months when motorcycle crashes occurred the most.

**MOTORCYCLE CRASHES BY COUNTY, 2009 - 2013**

| | 2009 | 2010 | 2011 | 2012 | 2013 | TOTAL |
|---|---|---|---|---|---|---|
| ATLANTIC | 111 | 110 | 88 | 86 | 83 | 478 |
| BERGEN | 241 | 257 | 215 | 215 | 215 | 1,143 |
| BURLINGTON | 161 | 166 | 145 | 160 | 116 | 748 |
| CAMDEN | 178 | 145 | 155 | 152 | 139 | 769 |
| CAPE MAY | 55 | 52 | 50 | 39 | 38 | 234 |
| CUMBERLAND | 65 | 75 | 71 | 66 | 65 | 342 |
| ESSEX | 181 | 217 | 215 | 209 | 191 | 1,013 |
| GLOUCESTER | 83 | 90 | 87 | 76 | 71 | 407 |
| HUDSON | 139 | 148 | 155 | 128 | 159 | 729 |
| HUNTERDON | 49 | 57 | 41 | 74 | 51 | 272 |
| MERCER | 88 | 104 | 104 | 105 | 83 | 484 |
| MIDDLESEX | 210 | 241 | 219 | 199 | 162 | 1,031 |
| MONMOUTH | 183 | 216 | 191 | 199 | 187 | 976 |
| MORRIS | 142 | 157 | 140 | 141 | 119 | 699 |
| OCEAN | 166 | 173 | 140 | 176 | 149 | 804 |
| PASSAIC | 184 | 195 | 142 | 197 | 150 | 868 |
| SALEM | 26 | 28 | 27 | 32 | 25 | 138 |
| SOMERSET | 117 | 84 | 92 | 101 | 80 | 474 |
| SUSSEX | 85 | 89 | 95 | 87 | 75 | 431 |
| UNION | 138 | 144 | 126 | 131 | 121 | 660 |
| WARREN | 45 | 43 | 38 | 37 | 39 | 202 |
| TOTAL | 2,647 | 2,791 | 2,536 | 2,610 | 2,318 | 12,902 |

## FY 2015 PERFORMANCE TARGETS

**GOAL: To decrease motorcycle fatalities by 2 percent from the 2011-2013 calendar base year average of 74 to 73 by December 31, 2015 using a performance measure of the total number of motorcycle fatalities.**

The three-year moving average has been relatively stable over the past 4 years and fatalities have declined in each of the last two years. Based on the overall reductions in fatalities over the past two years, a decrease in fatalities of 2 percent has been targeted for 2015.

**GOAL: To decrease unhelmeted motorcycle fatalities by 16 percent from the 2011-2013 calendar base year average of 6 to 5 by December 31, 2015 using a performance measure of all motorcyclists killed while riding without a helmet (includes passengers on motorcycles).**

The 3-year moving average for unhelmeted fatalities has been on a downward trend. It is anticipated this will continue through 2015.

## PRIOR YEAR PERFORMANCE

Fatalities declined for the second consecutive year with a 31 percent reduction in fatalities from 2012. There were 57 motorcycle fatalities in New Jersey in 2013, decreasing the 3-year moving average from 81 in 2012 to 74.

## STRATEGIES FOR FY 2015

1. Promote the *Share the Road* message with the general public through a pledge program for motorists.
2. Maintain and update *NJ SmartDrivers* website with motorcycle awareness and *Share the Road* information for the general public.
3. Provide range training for the 16 Motorcycle Safety Foundation certified Rider Courses throughout the State.
4. Promote the *Share the Road* educational materials to driver education instructors.

## OTHER FUNDING SOURCES USED TO ACHIEVE GOALS

Pursuant to existing statutory authority, P.L. 1991 c.451 (27:5F-36 et seq.), the Chief Administrator of the Motor Vehicle Commission established a motorcycle safety education program. The program consists of a motorcycle safety education course of instruction and training that meets or exceeds the standards and requirements of the rider's course developed by the Motorcycle Safety Foundation. The course is open to any person who is an applicant or who has been issued a New Jersey motorcycle license or endorsement. Approximately 7,000 riders are trained annually in motorcycle education courses.

The Motorcycle Safety Education Fund supports the program and is used to defray the costs of the program. Five dollars of the fee collected by the Motor Vehicle Commission for the issuance of each motorcycle license or endorsement is deposited in the Fund.

The Chief Administrator is authorized to approve public or private educational institutions to provide the course and is also charged with certifying that an instructor of the motorcycle safety education course has been qualified by the Motorcycle Safety Foundation and has the riding experience and driving record required by statute.

## EFFECTIVENESS OF STRATEGIES SELECTED

### Communications and Outreach: Other Driver Awareness of Motorcyclist

When motorcycles crash with other vehicles, the other vehicle driver usually violates the motorcyclist's right-of-way (Clarke et al., 2007; Elliott et al., 2007; NCHRP, 2008, Strategy F3; NHTSA, 2000a). Motorcycles and motorcyclists are smaller visual targets than cars or trucks, resulting in low conspicuity. Also, drivers may not expect to see motorcycles on the road (NCHRP, 2008, Strategy F3; NHTSA, 2000a). Clarke et al (2007) reported that even when motorcyclists were using headlights and high-conspicuity clothing, drivers sometimes failed to notice them.

Several States have conducted communications and outreach campaigns to increase other drivers awareness of motorcyclists. Typical themes are "Share the Road" or "Watch for Motorcyclists." Some States build campaigns around "Motorcycle Awareness Month," often in May, early in the summer riding season. Many motorcyclist organizations, including MSF, SMSA, the Gold Wing Road Riders Association, and State and local rider groups, have driver awareness material available. Some organizations also make presentations on drivers' awareness of motorcyclists to driver education classes.

## COORDINATION WITH STATE STRATEGIC HIGHWAY SAFETY PLAN

Increasing motorcycle awareness is listed as an emphasis area in the State Strategic Plan and calls for the need to increase other drivers' awareness of motorcycles by educating motor vehicle drivers on the importance of sharing the road with motorcycles.

## PROJECT TITLE: PUBLIC AWARENESS, EDUCATION & TRAINING

### PROJECT DESCRIPTION:

The Brian Injury Alliance will promote the *Share the Road* message in FY 2015 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. A second campaign will focus on smart gear, smart training and smart judgment, the continuation of a motorcycle coalition and a campaign that asks riders to commit to being a safe rider through a motorcycle safety pledge.

The *NJSmartDrivers* website focuses on a *Share the Road* message, including the importance of why to share the road and how to share the road safely. Social and traditional media will be utilized to promote the website. *Share the Road* materials will be provided to high school students with the goal of increasing awareness among new drivers of the importance of sharing the road.

While the Motorcycle Safety Foundation has updated its curriculum for certified Rider Coaches, there has been no mechanism in place to bring new training to the 16 training locations in the State. Training will be provided for rider education instructors either in-person or through web conferencing and webinars.

## BUDGET: $190,000

| PROJECT NUMBER | TITLE | BUDGET | SOURCE |
|---|---|---|---|
| MC 15-20-01-01 | SHARE THE ROAD PROGRAM | $ 40,000 | SECTION 2010 |
| MC 15-45-01-01 | SHARE THE ROAD PROGRAM | $150,000 | SECTION 405 |

# STATE CERTIFICATIONS AND ASSURANCES
## FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

**STATE:** NEW JERSEY **FISCAL YEAR:** 2015

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub-recipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

## GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

- **23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended**
- **49 CFR Part 18 – Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments**
- **23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs**

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

## FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

- A unique 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—

  (I) 80 percent or more of its annual gross revenues in Federal awards; and

  (II) $25,000,000 or more in annual gross revenues from Federal awards; and

  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by the Office of Management and Budget in subsequent guidance or regulation.

## NONDISCRIMINATION

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 (Pub. 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 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), 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 Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities;

(f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;

(g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;

(h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C.290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records;

(i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing;

(j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and

(k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

A) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

B) Establishing a drug-free awareness program to inform employees about:

1) The dangers of drug abuse in the workplace.

2) The grantee's policy of maintaining a drug-free workplace.

3) Any available drug counseling, rehabilitation and employee assistance programs.

4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.

5) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

C) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will —

1) Abide by the terms of the statement.

2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

D) Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.

E) Taking one of the following actions, within 30 days of receiving notice under subparagraph (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.

F) Making a good faith effort to continue to maintain a drug-free workplace through implementation of all the paragraphs above.

## BUY AMERICAN ACT

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

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)

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

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

## CERTIFICATION REGARDING FEDERAL LOBBYING

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

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

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

1) **No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.**

2) **If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.**

3) **The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.**

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

## RESTRICTION ON STATE LOBBYING

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

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

## CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(APPLIES TO SUB-RECIPIENTS AS WELL AS STATES)

### INSTRUCTIONS FOR PRIMARY CERTIFICATION

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 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 ON SEAT BELT USE

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

## POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

## SECTION 402 REQUIREMENTS

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 (or 95 percent, as applicable) 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 provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E);

**The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:**

- **Participation in the National high visibility law enforcement mobilizations;**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection and driving in excess of posted speed limits;**
- **An annual statewide safety belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;**
- **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 23 U.S.C. Section 148(a).**

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

**The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(j)).**

**The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4)).**

I understand that failure to comply with applicable Federal statutes and regulations 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.

I sign these Certification and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

SIGNATURE OF GOVERNOR'S REPRESENTATIVE FOR HIGHWAY SAFETY

Gary Poedubicky

PRINTED NAME OF GOVERNOR'S REPRESENTATIVE FOR HIGHWAY SAFETY

06-30-2014

DATE

# PROGRAM COST SUMMARY

## FY 2015 PROGRAM COST SUMMARY

| PROGRAM AREA | APPROVED PROGRAM COST | STATE/LOCAL FUNDS | FEDERAL SHARE TO LOCAL | CURRENT BALANCE |
|---|---|---|---|---|
| **SECTION 402** | | | | |
| PLANNING & ADMIN - PA 15-01 | $ 500,000 | $ 500,000 | 0 | $ 500,000 |
| ALCOHOL - AL 15-07 | $ 330,000 | 0 | 0 | $ 330,000 |
| PED/BICYCLE SAFETY – PS 15-16 | $ 746,500 | 0 | $ 526,500 | $ 746,500 |
| OCCUPANT PROTECTION – OP 15-11 | $ 878,769 | 0 | 0 | $ 878,769 |
| POLICE SERVICES – PT 15-03 | $ 1,251,414 | $ 3,500,000 | $ 575,400 | $ 1,251,414 |
| CTSP – CP 15-08 | $ 2,502,000 | 0 | $ 1,873,641 | $ 2,502,000 |
| ROADWAY SAFETY - RS 15-61 | $ 341,020 | 0 | $ 151,020 | $ 341,020 |
| TRAFFIC RECORDS – TR 15-02 | $ 427,395 | 0 | 0 | $ 427,395 |
| TOTAL SECTION 402 | $ 6,977,098 | $ 4,000,000 | $ 3,126,561 | $ 6,977,098 |
| **SECTION 405(b)** | | | | |
| OCCUPANT PROTECTION | $ 1,599,780 | $ 750,000 | $ 1,287,192 | $ 1,599,780 |
| TOTAL SECTION 405(b) | $ 1,599,780 | $ 750,000 | $ 1,287,192 | $ 1,599,780 |
| **SECTION 405(c)** | | | | |
| TRAFFIC RECORDS | $ 1,200,000 | $ 400,000 | 0 | $ 1,200,000 |
| TOTAL SECTION 405(c) | $ 1,200,000 | $ 400,000 | 0 | $ 1,200,000 |
| **SECTION 405(d)** | | | | |
| IMPAIRED DRIVING | $ 3,661,590 | $ 3,000,000 | $ 2,547,971 | $ 3,661,590 |
| TOTAL SECTION 405(d) | $ 3,661,590 | $ 3,000,000 | $ 2,547,971 | $ 3,661,590 |
| **SECTION 405(f)** | | | | |
| MOTORCYCLE | $ 150,000 | 0 | $ 150,000 | $ 150,000 |
| TOTAL SECTION 405(f) | $ 150,000 | 0 | $ 150,000 | $ 150,000 |
| **SECTION 408** | | | | |
| TRAFFIC RECORDS | $ 50,000 | 0 | 0 | $ 50,000 |
| TOTAL SECTION 408 | $ 50,000 | 0 | 0 | $ 50,000 |
| **SECTION 410** | | | | |
| ALCOHOL INCENTIVE | $ 25,000 | 0 | $ 25,000 | $ 25,000 |
| TOTAL SECTION 410 | $ 25,000 | 0 | $ 25,000 | $ 25,000 |
| **SECTION 2010** | | | | |
| MOTORCYCLE SAFETY | $ 40,000 | 0 | $ 40,000 | $ 40,000 |
| TOTAL SECTION 2010 | $ 40,000 | 0 | $ 40,000 | $ 40,000 |
| **SECTION 2011** | | | | |
| CHILD SAFETY SEAT | $ 15,000 | 0 | $ 15,000 | $ 15,000 |
| TOTAL SECTION 2011 | $ 15,000 | 0 | $ 15,000 | $ 15,000 |

# EVIDENCE BASED TRAFFIC SAFETY ENFORCEMENT

The most effective device for preventing deaths and injuries to motor vehicle crashes remains the seat belt. When used consistently, seat belts save lives and reduce serious injuries. Since the enactment of the primary seat belt law, usage rates have steadily increased. The most recent statewide survey, conducted in 2013, revealed a usage rate of 91 percent.

The seat belt observational survey conducted during calendar year 2013 indicated a statewide usage rate of 91 percent. The observation sites which were selected include the State's counties that account for at least 85 percent of the State's fatalities for passenger vehicles. The geographic regions included:

**NORTH REGION: Bergen, Essex, Hudson, Morris, Passaic and Union counties**

**CENTRAL REGION: Mercer, Middlesex, Monmouth and Ocean counties**

**SOUTH REGION: Atlantic, Burlington, Camden, Cumberland, and Gloucester counties**

In order to increase the State's seat belt usage rate, it will be necessary to convert the population of non-users in those counties that fell below the statewide seat belt usage rate of 91 percent. To accomplish this, additional resources will be provided to municipal police departments in those counties that demonstrated usage rates lower than the statewide average. These include Burlington, Cumberland, Essex, Middlesex, Monmouth, and Ocean counties.

Increased funding will be provided to municipal police departments in those counties to implement special enforcement programs consisting of seat belt saturation or tactical overtime patrols that will be deployed on local roads. It is anticipated the program will be conducted after the Click it or Ticket mobilization in May for a period of three weeks during the months of September and March. Awareness about the program and importance of wearing a seat belt will be further enhanced by the distribution of educational materials by partner agencies. Police departments will also be asked to engage their local media through the dissemination of press releases.

Participating police departments will be required to report on activities conducted during each enforcement campaign by providing enforcement hours worked, summonses issued and public awareness activities conducted. DHTS staff will continuously review grantee performance for compliance with grant requirements. Effectiveness of the law enforcement initiative will be measured by the results of the observational survey conducted annually.

# SAFE PASSAGE

*moving toward zero fatalities*

WWW.NJSAFEROADS.COM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