

FEDERAL FISCAL YEAR 2019 • OCTOBER 1, 2018 THROUGH SEPTEMBER 30, 2019

2019 Annual Report



ZERO FATALITIES



PHILIP D. MURPHY
GOVERNOR
SHEILA Y. OLIVER
LIEUTENANT GOVERNOR



GURBIR S. GREWAL
ATTORNEY GENERAL



ERIC HEITMANN
AC DIRECTOR

STATE OF NEW JERSEY
Highway Safety Annual Report
FEDERAL FISCAL YEAR 2019
October 1, 2018 through September 30, 2019

Philip D. Murphy – Governor
Sheila Y. Oliver – Lieutenant Governor
Gurbir S. Grewal – Attorney General
Eric Heitmann – Director

INTRODUCTION

The New Jersey Division of Highway Traffic Safety (DHTS), by N.J.S.A. 27:5F-18 et seq., is responsible under its Director for developing and implementing on behalf of the Governor, the New Jersey Highway Safety Program, a comprehensive plan to reduce fatalities, injuries and property damage resulting from traffic crashes. The plan is developed in accordance with the U.S. Highway Safety Act of 1966 (P.L.89-564) and any acts amendatory or supplementary thereto. DHTS is also responsible for procuring and administering federal highway traffic safety funds, and processing and administering grants to State agencies, political subdivisions and nonprofit organizations. As the State's highway traffic safety agency, DHTS also promotes traffic safety and coordinates the traffic safety activities of State and local agencies as part of a comprehensive statewide traffic safety program. The Highway Safety Plan for Federal Fiscal Year 2019 (FFY 2019), developed in accordance with 23 U.S.C. 402, is part of this effort.

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

EXECUTIVE SUMMARY

The Highway Safety Plan Annual Report for FFY 2019 (October 1, 2018 - September 30, 2019) addresses the use of monies from the annual allotment of Section 402 State and Community Highway Safety funds. The report also addresses the use of funds from the following grant programs: Section 405(b,c,d,e,f and h), National Priority Safety Program Grants. Funds from these sections supported projects in the following areas: alcohol and other drug countermeasures; occupant protection; pedestrian and bicycle safety; community traffic safety programs; police traffic services; roadway safety; traffic records; and motorcycle safety. The DHTS funded 618 projects in 2019. The amount of funds allocated to those projects totaled over \$17,000,000 in both new allocations and carryover monies. Projects were implemented by State and local entities and nonprofit organizations. The Division also oversees and coordinates the State Drunk Driving Enforcement Fund, N.J.S.A. 39:4-50.8, the Pedestrian Safety, Enforcement and Education Fund and the Motor Vehicle Snow and Ice Removal Safety Fund.

The annual report provides an overview of the projects funded during the year and the status of the performance measures identified in the FFY 2019 Highway Safety Plan. Based on available data, DHTS anticipates meeting 13 of the 18 core outcome goals set forth in the FFY 2019 Highway Safety Plan. Additionally, a decrease in front seat belt rates resulted in not achieving the one behavior measure. A full report will be submitted under separate cover to the NHTSA following receipt of calendar year 2019 data. DHTS will continue to conduct a thorough review of all of its performance measures to determine whether additional initiatives are needed to improve traffic safety in New Jersey.

The cooperation and participation of governmental and private sector partners of the DHTS are critical to the overall success of the highway safety program. The principal forum for these traffic safety partners is the Highway Traffic Safety Policy Advisory Council, which consists of 21 members, appointed by the Governor, who assist in recommending and developing traffic safety policy and programs. In addition, the NHTSA and the Federal Highway Administration provide leadership and technical assistance to DHTS. Other partners include the Division of State Police; NJ Motor Vehicle Commission; Division of Alcoholic Beverage Control; Department of Transportation; Department of Education; Department of Health; Office of Emergency Medical Services; Administrative Office of the Courts; Department of Community Affairs; local law enforcement agencies, including the Association of Chiefs of Police and the Traffic Officers Association; universities; advocacy groups, including the New Jersey State Safety Council, AAA and Brain Injury Alliance of NJ; the Transportation Management Associations; as well as other private sector businesses and organizations. All of these partner

organizations play a key role in developing and implementing New Jersey's traffic safety program. Moving into FY2020, plans are underway to formally update Highway Traffic Safety Policy Advisory Council membership for the first time in many years.

TRAFFIC CRASH DATA

Statewide traffic fatalities in 2018 decreased by 9.6 percent from 624 in 2017 to 563. Fatalities in 2019 are trending downward and are 1.7 percent lower than 2018. Preliminary data shows a reduction in the number of motor vehicle passengers and bicyclists fatally injured in motor vehicle crashes in 2019 is driving the decline. Though pending cases remain, this is a positive outlook for the total number of fatalities in New Jersey for the current year.

The total number of persons seriously injured in motor vehicle-related crashes increased by 12.1 percent in 2018 from 1,137 in 2017 to 1,275. At the time of this report, there have been 1,626 seriously injured persons in 2019 and it is anticipated that New Jersey will see a large increase from the previous year.

Alcohol continues to play a significant role in motor vehicle crashes, with 125 alcohol-impaired fatalities reported in 2018. This represented a 3.3 percent increase from the 121 impaired driving fatalities reported in 2017. Despite the small increase, the number of alcohol-impaired fatalities is trending downward. However, driver impairment still accounts for slightly over 22 percent of all motor vehicle fatalities in New Jersey. Many pending alcohol-related cases for 2019 remain open. Work is being undertaken with the state Medical Examiner's Office to facilitate more timely access to post mortem toxicological analysis.

Pedestrian fatalities are a major area of concern in New Jersey as they accounted for just under 31 percent of total fatalities in New Jersey in 2018, up from 29.3 percent of the total fatalities in 2017. Preliminary numbers in 2019 total 150 fatally injured pedestrians compared to 149 in 2018. Bicyclist fatalities have only fluctuated slightly since 2015 with one additional fatality in 2018 (18) compared to 2017 (17). Compared to the same time period as last year, 2019 has experienced 7 less bicycle fatalities (9).

New Jersey has made great progress in reducing the total number of teen drivers (16-20 years of age) involved in fatal crashes. There was a 5 percent reduction in 2018 (53 involved drivers) compared to 2017 (56 involved drivers), and preliminary figures are showing that trend will continue in 2019.

Motorcycle fatalities (drivers and passengers) decreased by 36 percent in 2018 from 83 in 2017 to 53 in 2018, however the number of fatally injured motorcycle riders that were unhelmeted increased from 3 in 2017 to 7 in 2018.

Driver behavior is the leading causation of motor vehicle crashes both nationally and statewide. Annually, over 16,000 crashes are caused by one or more drivers travelling at an unsafe speed. Speed coupled with unsafe, aggressive driving behavior such as tailgating, running red lights and stop signs, and weaving in-and-out of traffic are major factors leading to crashes. Distracted

driving is the leading cause of crashes in New Jersey and is cited in over 140,000 cases per year and resulted in 98 fatalities in 2018.

Over the past five years (2014-2018), fatalities on New Jersey's roadways experienced an increase each year except for 2018. Additional efforts have been deployed to respond to the rise in specific emphasis areas such as distracted driving and pedestrian safety as they made up the largest contributors of fatal crashes. As of December 5, 2019 there was a 1.7 percent decrease in the total number of fatalities compared to the same time period in 2018. The reduction is expected to represent the lowest number of traffic fatalities in the State since 2015. Effective strategies and programs to reduce pedestrian, motorcyclist and overall motorist fatalities as a result of speeding and distracted driving will continue to be developed and implemented. With the help of our partners, the DHTS will continue to strive to meet the goals outlines in the Highway Safety Plan and in those areas where goals were not met. Additional efforts will be pursued in enforcement, education and public relations to improve the safety areas that pose the biggest threat to safety on New Jersey's roadways.

ASSESSMENT OF PROGRESS

States are required to report the progress on the set of performance measures used in the development and implementation of the 2019 Highway Safety Plan. The eighteen core outcome measures and one behavior measure set forth in the 2019 Plan are listed below:

	Goal	Result
1	To limit the increase of traffic fatalities of 6.1% from 570 (2012-2016 average) to 605 (2015-2019 average)	The number of traffic fatalities in 2018 decreased to 563 from 624 in 2017. As of December 5, 2019, there were a total of 512 fatalities or a 1.7 percent reduction from the previous year for the same date. Should this trend continue through the end of the year and the total is fewer than 675 fatalities, the performance measure will be achieved (forecasted 2015-2019 average is 582.1).
2	To reduce serious traffic injuries by 0.99% from 1,112 (2012-2016 average) to 1,101 (2015-2019 average)	The number of serious injuries increased to 1,275 in 2018 from 1,137 in 2017. Preliminary figures for 2019 indicate serious injuries will be more than the previous year and the performance measure is not expected to be met (forecasted 2015-2019 average is 1,239).
3	To limit the increase of fatalities per VMT of 2.95% from .758 (2012-2016 average) to .780 (2015-2019 average)	The fatalities/VMT in 2018 was .719, however the 5-year average (2014-2018) was .758. The VMT for calendar year 2019 is unavailable at this time. Using 2018 VMTs with forecasted 2019 fatalities, it is expected the performance measure will be met (forecasted 2015-2019 average is .752).
4	To reduce unrestrained passenger fatalities by 2.73% from 134.8 (2012-2016 average) to 131.1 (2015-2019 average)	The number of unrestrained occupant fatalities in 2018 increased to 126 from 119 in 2017. As of December 5, 2019, the number of unrestrained passenger vehicle occupant fatalities totaled 80. It is anticipated that the number of unrestrained passenger vehicle occupant fatalities will be fewer than the previous year and the performance measure will be met (forecasted 2015-2019 average is 126).
5	To reduce alcohol related fatalities 14.45% from 143.6 (2012-2016 average) to 122.8 (2015-2019 average)	The number of alcohol impaired driving fatalities in 2018 was 125, an increase from 2017 (121). As of December 5, 2019, the number of alcohol involved fatalities was 61. Should this trend continue through the end of the year and the total alcohol involved fatalities is fewer than 128, the performance measure is expected to be met (forecasted 2015-2019 average is 121.9).
6	To limit the increase of speed related fatalities of 8.61% from 126.4 (2012-2016 average) to 137.3 (2015-2019 average)	The number of speed related fatalities in 2018 decreased to 114 from the previous year total of 126. As of December 5, 2019, there were a confirmed total of 18 speed related fatalities. Should this trend continue through the end of the year and the total is fewer than 187, this performance measure is expected to be met (forecasted 2015-2019 average is 124).
7	To limit the increase of motorcycle fatalities of 15.4% from 62.2 (2012-2016 average) to 72.2 (2015-2019 average)	There was a total of 53 motorcycle fatalities in 2018 or a decrease of 36 percent from the previous year total of 83. As of December 5, 2019, there were a total of 76 motorcycle fatalities. Though there is an anticipated increase in the annual total, the performance goal is expected to be met. (forecasted 2015-2019 average is 66.6).

8	To reduce unhelmeted motorcycle fatalities by 34.1% from 4.9 (2012-2016 average) to 3.2 (2015-2019 average)	There was a total of 7 unhelmeted motorcycle fatalities in 2018 compared to 3 in 2017. As of December 5, 2019, there were a total of 3 unhelmeted motorcycle fatalities reported. This performance measure is not expected to be met (forecasted 2015-2019 average is 4.6).
9	To reduce young driver involved fatalities by 3.62% from 58.6 (2012-2016 average) to 56.5 (2015-2019 average)	The number of drivers age 20 or younger involved in fatal crashes in 2018 totaled 53, down from 56 in 2017. As of December 5, 2019, there were a total of 25 drivers under the age of twenty involved in fatal crashes. The number of drivers age 20 or younger is expected to be less than the previous calendar year once data is finalized. Should this trend continue through the end of the year and the total number of young driver involved fatalities is less than 45, this measure will be met (forecasted 2015-2019 average is 55.4).
10	To limit the increase of pedestrian fatalities of 13.75% from 157 (2012-2016 average) to 178.6 (2015-2019 average)	The number of pedestrian fatalities in 2018 totaled 173, down from 183 in 2017. As of December 5, 2019, there were a total of 155 pedestrian fatalities representing no change from the previous year for the same time period. Should this trend continue through the end of the year and the total number of pedestrian fatalities is fewer than 204 fatalities, the performance measure will be achieved (forecasted 2015-2019 average is 173.2).
11	To limit the increase of bicyclist fatalities of 17% from 15 (2012-2016 average) to 17.6 (2015-2019 average)	The number of bicyclist fatalities in 2018 totaled 18. As of December 5, 2019, there were a total of 10 bicycle fatalities. Should this trend continue and the total number of bicyclist fatalities is less than 17, this performance measure is expected to be met (forecasted 2015-2019 average is 17.3 with 17 2019 fatalities).
12	To limit the increase of drug involved fatalities of 1.56% from 117 (2012-2016 average) to 119 (2015-2019 average)	The number of drug involved fatalities in 2018 totaled 68, down from 71 in 2017. As of December 5, 2019, there were a confirmed total of 18 drug involved fatalities. This performance measure is expected to be met (forecasted 2015-2019 average is 85.2).
13	To limit the increase of drug involved crashes of 5.97% from 1,075.2 (2012-2016 average) to 1,139.4 (2015-2019 average)	The number of drug involved crashes in 2018 totaled 1,668, the highest ever total experienced in New Jersey, up from 1,610 in 2017 and 1,129 in 2016. This performance measure is not expected to be met (forecasted 2015-2019 average is 1451.9).
14	To limit the increase of distracted driving related fatalities of 24.46% from 93.4 (2012-2016 average) to 117.2 (2015-2019 average)	The number of distracted driving fatalities in 2018 totaled 105, significantly lower than 152 in 2017. As of December 5, 2019, there were a confirmed total of 41 distracted driving fatalities. This performance measure is not expected to be met (forecasted 2015-2019 average is 141.4).
15	To reduce distracted driving related crashes by 0.85% from 148,329 (2012-2016 average) to 147,072 (2015-2019 average)	The number of distracted driving crashes in 2018 totaled 140,125 down from 141,967 in 2017, which is the third consecutive annual decrease in distracted driving crashes in New Jersey. This performance measure is expected to be met (forecasted 2015-2019 average is 142,115).
16	To reduce speed related crashes by 11.14% from 17,330 (2012-2016 average) to 15,400 (2015-2019 average)	The number of speed related crashes in 2018 totaled 16,924, up slightly from 16,128 in 2017. Though the forecasted total for 2019 is a decline in speed related crashes, this performance measure is not expected to be met (forecasted 2015-2019 average is 16,589).

17	To limit the increase of older driver fatalities of 10.14% from 64.6 (2012-2016 average) to 71.1 (2015-2019 average)	The number of older driver (65+ years of age) fatalities in 2018 totaled 72, the same as in 2017. As of December 5, 2019, there were a total of 59 older driver fatalities. Should this trend continue through the end of the year and the total number of older drivers killed is fewer than 89, this performance measure is expected to be met (forecasted 2015-2019 average is 68.1).
18	To reduce work zone crashes by 10.5% from 5,759.8 (2012-2016 average) to 4,422.7 (2015-2019 average)	The number of work zone related crashes in 2018 totaled 4,090, slightly up from 4,054 in 2017. This performance measure is expected to be met (forecasted 2015-2019 average is 4,355.6).
1	To obtain a seat belt observational usage rate of no less than 93.66 percent	The annual statewide seat belt usage survey, conducted by the New Jersey Institute of Technology, found the State's front seat belt usage rate to be at 90.23 percent or a decrease of 4.23 when compared to the 2018 observed usage rate of 94.47 percent. This performance measure is not expected to be met (2015-2019 average is 92.82 percent).

Activity Measures

1. **Seat Belt:** There were a total of 26,816 seat belt citations issued during grant-funded enforcement activities in 2019, down from 32,878 in 2018.
2. **Impaired Driving:** There were a total of 4,645 impaired driving arrests made during grant-funded enforcement activities in 2019, up from 4,178 in 2018.
3. **Speed:** There were a total of 27,162 speeding citations issued during grant-funded enforcement activities in 2019, up from 20,921 in 2018.

PROGRAM FUNDING

Federally Funded Programs

A. Section 402 Program

The State and Community Highway Safety Grant program is administered at the federal level primarily by the NHTSA and partially by the Federal Highway Administration. The funds are intended to be used as seed money for innovative programs and as leverage to garner other State, local and private resources. The 402 program provides funds to improve the enforcement of existing laws, change public attitudes through education, and build State and local leadership in highway safety. DHTS awarded 151 grants in FY2019, totaling \$8,136,139.

402 program highlights included 23 comprehensive police traffic safety enforcement grants, 11 county and regional Community Traffic Safety Grants, New Jersey's Traffic Safety Resource Prosecutor and Statewide Law Enforcement Liaison, and 87 Click It or Ticket seat belt mobilization grants.

B. Section 405(b) Occupant Protection Program

The Section 405(b) Occupant Protection Program provides funds to implement effective occupant protection programs to reduce deaths and injuries resulting from individuals riding unrestrained or not properly restrained in motor vehicles. DHTS awarded 17 grants, totaling \$1,031,664.

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

The Section 405(c) Traffic Records Program establishes a State traffic safety information system improvement grant program. The program encourages the coordination of safety data systems across agencies and the development and maintenance of a comprehensive traffic safety information system. Projects that improve the timeliness, completeness, uniformity, accessibility, and quality of crash data qualify for funding. DHTS awarded three grants totaling \$696,188.

D. Section 405(d) Impaired Driving Countermeasures

The Section 405(d) Impaired Driving Countermeasures Program provides funds to implement programs to reduce traffic safety problems resulting from individuals driving motor vehicles while under the influence of alcohol, drugs, or the combination of alcohol and drugs. DHTS awarded 41 grants totaling \$3,671,448.

E. Section 405(f) Comprehensive Distracted Driving

The Section 405(e) Comprehensive Distracted Driving Program encourages States to enact and enforce laws prohibiting texting while driving and youth cell phone use while driving. Funds are used to educate the public about the dangers of texting or using a cell phone while driving and for enforcement of distracted driving laws. DHTS awarded 169 distracted driving enforcement related grants, totaling \$1,569,771.

Section 405(e) regulations allow for 50% of the annual award to be reallocated into other programmatic areas. DHTS exercised this option and utilized \$1,122,000 to fund 204 impaired driving mobilization grants.

F. Section 405(f) Motorcycle Safety

The Section 405(f) Motorcycle Safety Program provides funds to implement programs that will reduce the number of single and multi-vehicle crashes involving motorcyclists. DHTS awarded one grant, totaling \$190,130 under this program.

G. Section 405(h) Non-motorized Safety

The Section 405(h) Non-motorized Safety Program earmarks funds to train law enforcement on State laws applicable to bicycle and pedestrian safety; enforcement mobilizations and campaigns designed to enforce pedestrian and bicycle laws; and public information and awareness programs designed to inform motorists, pedestrians and bicyclists of State laws. DHTS awarded 33 grants, totaling \$977,571 under this program.

PROGRAM FUNDING

State Funded Programs

A. Drunk Driving Enforcement Fund

The Drunk Driving Enforcement Fund (DDEF) established a \$100 surcharge on each drunk driving conviction. Monies in this fund are distributed to municipal, county, State, and interstate police agencies to increase enforcement of drunk driving laws. Every law enforcement agency whose officers make arrests leading to DWI convictions and imposition of the surcharge are entitled to grants representing its proportionate contribution to the fund. Law enforcement agencies, through application to DHTS and approval of the Director, may use DDEF monies for DWI enforcement patrols and any other appropriate DWI countermeasures. DDEF funds totaling \$2,718,026 were distributed to law enforcement agencies during State Fiscal Year 2019 (July 1, 2018 – June 30, 2019) to help reduce alcohol-related crashes and fatalities.

B. Pedestrian Safety, Enforcement and Education Fund

The Pedestrian Safety, Enforcement and Education Fund is a repository for monies provided pursuant to subsection c. of N.J.S.A. 39:4-36. Under the statute, a motorist must stop for a pedestrian crossing the roadway at an intersection. Failure to stop may result in a fine not to exceed \$200.00. A total of \$100.00 of such fine is dedicated to the Fund that is used to make grants available to municipalities and counties with pedestrian safety problems. During 2019, 29 pedestrian safety enforcement and education grants were funded in the amount of \$420,841.

C. Motorcycle Safety Education Program

The NJ Motor Vehicle Commission administers the motorcycle safety education program. The program provides for a course of instruction and training designed to develop and instill the knowledge, skills, attitudes, and habits necessary for the safe operation of a motorcycle. Beginner and advanced rider training programs along with three wheel training are conducted throughout the State. Training was provided to 6,983 riders during 2019 at private locations by State approved motorcycle safety providers.

D. Motor Vehicle Snow and Ice Removal Safety Fund

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

companies can use to purchase, install, and maintain equipment and technology to remove snow and ice from commercial motor vehicles. Two grants were awarded in FY2019 to purchase commercial vehicle snow removal equipment at sites in Newark and Irvington, NJ. In addition, a listing of the eight snow removal devices funded to date through this program was posted on the DHTS website.

DESCRIPTION OF FUNDED PROJECTS AND ACTIVITIES

Alcohol and Other Drug Countermeasures – Project Summaries

DWI Training/Drug Recognition Expert Program

Standardized training courses in the detection, apprehension, processing, and prosecution of DWI offenders were provided to law enforcement officers. A total of 613 police officers were trained in all aspects of DWI from apprehension to prosecution. The DWI Detection



Standardized Field Sobriety Testing re-fresher course which updates the officer with regards to the Standardized Field Sobriety Tests was held for 312 law enforcement officers. The Drug Recognition Expert (DRE) training program was conducted with 88 police officers trained and certified as DRE's and 319 officers completed the re-certification course. Advanced Roadside Impaired Driving Enforcement (ARIDE) courses were also held for 887 police officers, an almost

300% increase from 2018. The ARIDE program addresses the gap in training between the Standard Field Sobriety Testing and DRE programs by providing officers with general knowledge related to drug impairment and driving. The Driving Under the Influence of Drug (DUID) course was held for 42 municipal prosecutors. The ARIDE, DUID and DITEP training does not qualify participants as drug recognition experts, but is intended to make individuals competent in evaluating and documenting suspected abuse and impairment of drugs.

The DRE program trains law enforcement officers to determine whether an individual is under the influence of drugs through a visual evaluation. A DRE officer is typically called in to assist an arresting officer to further evaluate a suspect arrested for drunk driving who has passed a breath test. The DRE's testimony has the capability of providing better evidence for the prosecution than toxicology reports. Blood tests may not measure the quantity of drugs taken and urine tests do not accurately pinpoint when the drugs were ingested and may not show the quantity. Therefore, blood and urine tests alone may be insufficient to prove a motorist was affected by drugs while driving. The DRE Call-Out program establishes policy and procedures for the utilization



of DRE's to evaluate and assess motorists who are arrested for driving under the influence of intoxicating drugs and alcohol. The counties of Atlantic, Bergen, Monmouth, Morris, Ocean and Somerset counties participated in the Call-Out program. The program utilizes qualified DRE

personnel, as part of a shared services agreement with local police departments, to assist in identifying and removing intoxicated drivers from the roadway. The DRE's are available to all agencies in the county on a call-out basis and for support at DWI sobriety checkpoints. Throughout FY2019 effort and outreach was undertaken to expand the number of counties with DRE Call-Out programs, and it is anticipated that several new counties will be up and running with such programs in FY2020. Grant funding was also provided to the New Jersey DRE Association to support its efforts to better train and equip New Jersey DRE's.

Alcohol Breath Test System

Under the authority of the Attorney General, the Alcohol/Drug Test Unit within the Division of State Police spearheads the continual process of training and re-certifying police officers throughout the State to operate the approved chemical breath test instrument (Alcotest System). In order to support and maintain the training program, funds were used to purchase the equipment necessary for training and re-certifying police officers as breath test operators. The number of officers trained on the use of the Alcotest totaled 875 while another 3,902 were re-certified.

The new Alcotest 9510 breathalyzer instrument will continue testing, pilot program and validation in 2019/2020.

Drive Sober or Get Pulled Over Campaigns

From August 16 - September 2, 2019, the DHTS again participated in the national *Drive Sober or Get Pulled Over* impaired driving campaign. The goal of the campaign was to mobilize all police agencies in the State to raise public awareness about the dangers of impaired driving through a combination of high visibility enforcement backed by targeted media activities. To help spread the *Drive Sober or Get Pulled Over* message, police departments engaged their communities through the dissemination of press releases, public service announcements and displays on variable message boards.



The 2019 *Drive Sober or Get Pulled Over* campaign resulted in 1,280 DWI arrests. In addition, participating police agencies issued 6,603 and 3,304 speeding and seat belt summonses, respectively. The campaign focused on arresting impaired drivers, but as with all statewide traffic initiatives, motorists were reminded of the life-saving benefits of proper restraint usage and obeying posted speed limits. There were also 1,786

summonses issued relating to the distracted driving offenses of cell phone use or texting while driving. 72% (354) of the State's police agencies participated in the 2019 mobilization, 110 of which received overtime enforcement grant funding from DHTS.

The State's law enforcement community and other traffic safety agencies also teamed up from December 7, 2018 - January 1, 2019 to carry out the *Drive Sober or Get Pulled Over 2018 Year End Holiday Crackdown*. The goal of this campaign was to again mobilize the State's police departments during the critical end-of-year holiday period. During this campaign, 161 agencies received overtime grant funds and overall 76% (372) of police agencies in the State participated. The campaign resulted in 1,269 DWI arrests, 5,704 speeding summonses and 3,125 seat belt summonses.

Underage Enforcement

Funds were provided to the Division of Alcoholic Beverage Control to implement the *Cops In Shops* program. The program funded overtime salaries for police officers to work in an undercover capacity in liquor stores in an effort to identify underage individuals who purchase or attempt to purchase alcoholic beverages and adults who purchase alcoholic beverages for minors.

Enforcement efforts were held from December 18, 2018 through May 15, 2019 in Atlantic, Camden, Cape May, Essex, Gloucester, Mercer, Middlesex, Monmouth, Morris, and Ocean counties. Additionally, the same program was implemented during the summer months ending September 15th, 2019, in the shore communities of Atlantic, Cape May, Gloucester, Middlesex, Monmouth, and Ocean Counties. Retail license establishments also displayed posters warning underage individuals that police officers may be present in an undercover capacity.

A total of 22 towns participated in the Fall initiative and another 31 participated in the Summer program. The enforcement effort resulted in the arrest of 75 individuals during the Fall campaign and 169 during the Summer program. There were 106 total offenses charged in the Fall, 17 of which were for underage purchases of alcoholic beverages. Another 223 offenses

were charged during the Summer campaign, 105 of which were for persons under the legal age. There were several ordinance violations related to underage possession of alcohol as well.

Funds were also provided to enforce Alcoholic Beverage Control acts and other related laws pertaining to underage alcohol use and/or intoxicated patrons. The use of undercover police personnel is intended to identify underage individuals who order and/or consume alcoholic beverages as well as those who serve them. Appropriate criminal and/or administrative charges were initiated against underage individuals, those providing alcoholic beverages to underage persons as well as liquor licenses that allowed this activity on their premises. Over 400 licensed establishments were identified for investigation of underage or intoxicated patron drinking activity. 114 administrative violations were identified and submitted to the Division's Enforcement Bureau for prosecution of the violations and 64 individuals were arrested for violations of the NJ Alcoholic Beverage Control Act.

Funds were provided to the Division of State Police and the Cape May County Prosecutor's Office to implement undercover operations at locations licensed to serve alcoholic beverages. The funds were used to identify individuals under the legal age attempting to purchase alcohol or providing alcohol to underage patrons and those utilizing fraudulent identification to purchase alcohol. In the Cape May County program, more than 15 enforcement details were conducted, resulting in 28 arrests for underage alcohol consumption, 36 summonses issued, and three establishments reported to the Division of Alcoholic Beverage Control for possible sanctions.

College Programs

A number of grant funded colleges and universities delivered important campus-based programs in FY2019.

The College of New Jersey (TCNJ) held a three-day Peer Institute Conference on underage drinking and driving. Ninety-three students from ten colleges were in attendance and were certified nationally as Peer Educators. Another 175 high school students attended and heard presentations on important safety related topics. TCNJ also began a partnership with The Hero Campaign for Designated Drivers and delivered evidenced-based educational programs including CHOICES and BASICS to educate students about the risks associated with improper drinking habits.

The Peers Educating Peers program at New Jersey City University (NJCU) aimed to reduce high risk behaviors among NJCU students, while providing alcohol-free events and implementing creative awareness-prevention campaigns. Peer Educators conducted “Thirsty Thursday” programs that facilitated discussions on various topics including alcohol and substance abuse and healthy decision-making. The program airs on "Instagram Live," and continues to secure 100+ viewers per episode. Peer educators also worked throughout the campus during the year hosting interactive sessions highlighting the dangers of drinking and driving, such as “Alcohol Jeopardy” and “Alcohol Trivia Olympics.” Other activities included holding meetings with university organizations including the Student Government Organization to discuss reducing high-risk behaviors on campus.



At Sussex Community College, the Center for Prevention and Counseling carried out a program specifically targeting educational information to freshman students to increase their ability to make healthier decisions, especially when it comes to driving. The *Rethinking Drinking Reality Check Program* was used which allowed students to look at their behavior in regards to alcohol use. Additionally, E-CHUG – an evidence-based online alcohol program continued to motivate individuals to assess their alcohol consumption using personal information of their own drinking habits and behavior.

At William Paterson University, the HERO Campaign was promoted at numerous events throughout the campus. Peer health advocates conducted regular outreach in the student center and other common areas. Alcohol awareness and educational materials were distributed as part of freshman orientation and welcome events in September as well as throughout the year.

The Peer Educators at Stockton University provided programming during FY2019 that reached more than 2,000 students on campus with important messages regarding the dangers of drinking and driving. Highlights included monthly *Alcohol 101* workshops, day long safe driving display table events, and *LollaNoBooza*, an alcohol free Halloween safe driving event that was attended by more than 800 students.

New Jersey Prevention Network

The New Jersey Prevention Network was the agency responsible for coordinating the 2019 Annual Addiction Conference that was held on May 10, 2019. The conference was attended by

more than 1,000 professionals who work predominantly in substance abuse prevention, education, law enforcement, and health care. With the support of DHTS grant funding, a highway traffic safety track was created and included workshops focused on reducing traffic and pedestrian crashes by reducing drug and alcohol use. Topics included reviewing best practices to reduce underage drinking and driving, local strategies for education and enforcement collaboration, as well as the impacts of marijuana legalization on traffic safety and public health.

Overview

Despite a slight increase in alcohol impaired driving fatalities from 121 in 2017 to 125 in 2018, this critical traffic safety issue has been trending downward. High visibility enforcement campaigns carried out during national mobilization periods as well as on a sustained basis, expanded drug recognition expert county call out programs, and ongoing underage drinking initiatives implemented by the law enforcement community continue to be effective deterrence tools. This combination of strict enforcement, public awareness efforts, and educational initiatives have spurred the decline.

Occupant Protection – Project Summaries

Click It or Ticket

To reinforce the message that motorists should buckle up during every ride and every trip, the DHTS coordinated the 2019 *Click It or Ticket* seat belt enforcement mobilization from May 20 – June 2, 2019. The State’s law enforcement agencies were again the driving force behind the campaign. The centerpiece of the campaign was targeted seat belt enforcement by 343 participating police agencies, 129 of which received grants totaling more than \$700,000. Awareness of the campaign and the importance of wearing a seat belt were further enhanced through the distribution of educational materials, earned media efforts, paid media conducted by NHTSA, *Click It or Ticket* banners and displays on dynamic message signs on major State highways. Visibility for the campaign was further heightened when New Jersey law enforcement agencies joined forces with police departments from around the nation for the Border-to-Border *Click It or Ticket* enforcement kickoff that was held on May 20, 2019. The kick-off event for New Jersey law enforcement officers was held at the Philadelphia Union soccer stadium in Chester, Pennsylvania.



The 343 participating agencies issued 14,548 seat belt citations during the two-week campaign. Fifteen police agencies issued more than 150 seat belt summonses each during the campaign. In addition to seat belt citations, police officers also wrote 446 child restraint and 5,670 speeding citations, and made 858 DWI arrests.

In FY2019 and moving forward, the DHTS will ramp up efforts to be as “data driven” as possible in the awarding of enforcement related grants. As an example, for the 2019 *Click It or Ticket* seat belt enforcement mobilization, available grant funding was focused in Essex County, NJ, which had the lowest observed seat belt usage rate of any county in the state at that time.

Seat Belt Survey

The statewide seat belt survey for 2019, conducted by the New Jersey Institute of Technology, found that the State’s front-seat belt usage rate decreased by 4.23 percent from 94.46 percent in 2018 to 90.23 percent in 2019. The driver and front-seat passenger usage rates are 90.41 percent

and 89.41 percent respectively. These rates represent decreases in the driver's usage rate of 4.05 percent and the passenger usage rate of 5.06 percent. The methodology of the survey, in which observational survey sites are selected and approved in advance, may have contributed to the decline, as several locations resulted in very low numbers of observations, which can affect the overall weighting of the usage rate.

Among New Jersey counties included in the survey, Morris County demonstrated the highest usage rate (94.02%) while Burlington County was the lowest (87.11%).

Unlike previous years, rear-seat passenger usage rates were not surveyed in 2019, due to the difficulty in collecting sufficient data through observations.

Child Passenger Safety

The Child Passenger Safety (CPS) program, funded through the DHTS, continued its efforts at reducing traffic injury and fatality rates through coordinated enforcement and education programs regarding the proper use of child restraints in motor vehicles. Grants were provided to ten agencies for CPS programs that included technician training, re-training and program development.

The DHTS was required by statute (P.L.2017, c.345) to provide printed and electronic educational materials concerning child safety in and around motor vehicles and to disseminate those materials to licensed child care centers in the State and at public venues. An informational brochure (*Danger In and Around Cars*) and a window cling (*Where's Baby? Look Before You Lock*) was developed and the Division has sent an initial outreach letter to over 2,000 licensed child care centers statewide. To date, the Division has distributed nearly 8,000 brochures and 6,000 window clings and continues outreach and distribution of these materials.

The DHTS assisted the CPS initiative by providing safety messages and information to the motoring public. The *100%, Everyone, Every Ride* message is publicized at child passenger safety programs around the State. The DHTS promoted National Child Passenger Safety Week from September 15-21, 2019. During the week, the DHTS sponsored 13 seat belt check events.

On Seat Check Saturday, September 21, another 6 events were held. The day-long event offered parents and care-givers educational information and hands-on assistance. Various publications on child passenger safety were also made available on the DHTS website, www.njsaferoads.com, throughout the year.



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

The DHTS is the State training contact for CPS training and also supports the national child passenger safety certification program which provides a national certification to those that are successfully trained. Twenty one child passenger safety technician training courses were held in 2019 that trained 420 new technicians. There are now 1,199 individuals trained as certified technicians in the State working in public safety, health and injury prevention programs. Thirty-seven of the technicians are certified as CPS instructors.

Overview

A year-round commitment to occupant protection enforcement programs, with special focus occurring during the *Click It or Ticket* high visibility enforcement campaign in the Spring have helped to increase awareness of the State's occupant protection laws. In addition, educational programs continued to be offered to help parents and caregivers get access to quality hands on information regarding the importance of car seats and how to properly use them. These efforts will be continued in the years ahead, and backed by a data driven approach, should result in saved lives and increased seat belt usage rates.

Pedestrian and Bicycle Safety – Project Summaries

Pedestrian Enforcement and Education

The *Street Smart NJ Campaign*, conducted in partnership with the Federal Highway Administration, New Jersey Department of Transportation, North Jersey Transportation Planning Authority and the DHTS, strengthened and expanded into multiple new jurisdictions in 2019. Sixty-two agencies received grants from the State Pedestrian Safety, Enforcement and Education Fund and Federal Section 405 Non-Motorized Fund. The grant funds were used to pay for overtime enforcement that targeted high pedestrian crash locations and provided pedestrian safety education materials for delivery to high risk segments of the pedestrian population.



The *Street Smart Campaign* aims to raise awareness for both pedestrians and motorists, while enforcing laws and changing behaviors. The campaign uses several slogans to remind individuals of the major rules for pedestrian safety: obey the speed limit; stop for pedestrians; use crosswalks; and heads up, phones down. The campaign uses outdoor advertising, radio public service announcements, internet advertising and outreach materials including street signs, posters and tip cards to remind individuals of tips to avoid pedestrian/vehicle conflicts. The message also includes a reminder that police are enforcing pedestrian laws for the safety of all roadway users.

Crossing Guard Program

The New Jersey crossing guard training and resource program is funded jointly by the New Jersey Department of Transportation and DHTS, and operates under the auspices of the *New Jersey Safe Routes to Schools* program. The New Jersey Safe Routes to School Resource Center Crossing Guard website: www.njcrossingguards.org includes resource manuals, videos, and other useful training tools.

With the support of DHTS grant funding, representatives of the Voorhees Transportation Center conducted crossing guard train the trainer classes at the following locations: May 7, 2019 - Somerset County Police Academy, May 15, 2019 - Passaic County Police Academy; and June 11, 2019 - Ocean County Police Academy. Planning and organizing included coordination with police academy representatives, registering officers via email and phone, ordering supplies, assembling training materials, determining fieldwork locations and coordination for local approval to use these locations. 75 crossing guard supervisors attended the trainings, representing 39 municipalities.

Bicycle Safety

The New Jersey Bike and Walk Coalition, with the support of grant funding from DHTS, provided critical bicycle safety education to law enforcement personnel in FY2019. The course “Title 39: A Bike’s Eye View” was offered in three sessions: May 15, 2019 at the Fair Lawn Fire Co. #3 in Bergen County, on May 16, 2019 at the Atlantic County Police Training Center, and on May 22, 2019 at the Stafford Township Police Department in Manahawkin, Ocean County.



The course combines classroom instruction with actual on the road bicycle training to give the officers perspective of how Title 39 impacts on cyclists and their safety. In all, 31 officers from 17 agencies received training during the three sessions.

Bicycle safety funds were also used by the Montclair Police Department for an ongoing enforcement program that promotes bicycle safety in the community and addresses violations by motorists who do not yield for bicyclists. Educational safety talks were conducted for school-aged children along with Pop-up Bike Lane events on Walk/Bike to School Days. These events were coordinated through Bike and Walk Montclair and the police department. The events were organized to promote bicycle safety and allow all

users of the roadway to learn how to "share the road" while establishing community partnerships among different agencies and organizations in town.

The eight Transportation Management Associations in New Jersey held grass roots bicycle safety programs for recreational riders as well as bicycle commuters. The programs emphasized techniques for safely sharing the road and a discussion on motor vehicle laws pertaining to bicyclists. The focus for young rider programs included safe riding and bicycle helmet usage.

The Division of State Police continued its bicycle safety awareness program in FY2019 with the support of grant funding. The statewide campaign focused on educating law enforcement professionals with regards to bicycle traffic laws with an eye towards reducing injuries and fatalities. Additional emphasis was placed on educating New Jersey's school aged bicyclists on proper safety measures and supporting municipal police agencies in their local enforcement and educational efforts.

Overview

Reducing pedestrian and bicycle injuries and fatalities continues to be a challenge. Overall, pedestrian fatalities in New Jersey have remained relatively stable over the last decade and currently make up approximately 30 percent of total motor vehicle fatalities in the state. Efforts continue to promote safe walking and bicycling as well as stressing the need for motorists to share the road and beware of non-motorized roadway users. Enforcement grants from both State and Federal funding sources that target high pedestrian and crash locations were again funded in 2019 in an effort to increase roadway compliance with appropriate traffic laws by motorists and pedestrians. DHTS continued to partner with law enforcement agencies, nonprofit organizations, and transportation management agencies to promote safe and lawful riding practices, including the use of bicycle helmets and the importance of being highly visible while biking. In addition, groundwork was laid in 2019 to enhance communication and coordination of resources with the other state agency with a large stake in pedestrian safety, NJDOT. It is hoped that this renewed teamwork will move into high gear in FY2020 and will result in a more effective pedestrian and bicycle safety program in the state.

Community Traffic Safety Programs/Teen Driver Safety – Project Summaries

Community Traffic Safety Programs

A number of New Jersey counties, with the support of DHTS grant funding, developed and implemented programs to educate the public about the dangers associated with traffic crashes in their communities. Programs were administered through established units in the community and provided for public and private input and participation in an action plan to solve one or more of the county's traffic safety problems. Programs were carried out in the following emphasis areas: pedestrian, bicycle and child passenger safety; aggressive, impaired, distracted, and teen driving; seat belt use, and older drivers. The following counties were part of CTSP funded programs in 2019: Atlantic, Burlington, Camden, Essex, Gloucester, Hudson, Hunterdon, Middlesex, Morris, Somerset, Sussex, Union, and Warren.

Community Programs

DHTS partnered with a number of regional and statewide non-profit organizations that provided traffic safety outreach, networking, and education with community groups, corporate employers and students. Examples of activities conducted in 2019 included:

The North Jersey Foundation for Safety (AAA Clubs of New Jersey) sponsored a distracted driving awareness program “*Don't Drive Intoxicated*” at all rest stops on the New Jersey Turnpike, Garden State Parkway, and Atlantic City Expressway. This campaign slogan also was displayed on buses throughout the state.

Senior driver safety presentations and Car-fit events were held throughout the year to improve adult driver safety. Pedestrian safety events were held at schools, recreation departments, and various community centers. Pedestrian Safety enforcement training for police officers was held in eight New Jersey counties. Bicycle safety presentations and rodeos were staged in several schools and communities. Plans were developed for a Teen Driving Summit to be held in December, 2019, at which participants will explore issues relating to young people driving under the influence of drugs and alcohol, distracted driving and the use of electronic devices. Best



practices and countermeasures to bring back to schools and communities to promote safe driving will be the takeaway.

The statewide Transportation Management Associations continued to deliver bicycle, pedestrian and driver safety public outreach initiatives to mitigate crashes. Bicycle and pedestrian safety events were held for low income and *English as a Second Language* populations, many of whom rely on biking and walking as their primary form of transportation. Bicycle programs were offered to children and adults, ages 5 and up, and more than 1,300 helmet fittings were provided to ensure that helmets are properly fitted in an effort to prevent head injuries. *Bike Drivers Ed*, an educational program for young students, was delivered in classrooms to emphasize the importance of following rules of the road while on bicycles. Driver education lessons on interactions with pedestrians were delivered to high school students as part of the *Street Smart NJ* pedestrian safety campaign.



The *Share the Keys* teen driving program, offered in partnership with New Jersey Manufacturers Insurance Company, was delivered to high school students. Driving safety programs for seniors were offered to help them stay safe while being mobile both on foot and in the vehicle. Older drivers were also presented with sessions about changes to

driving laws since they earned their license and other educational programs to keep them safe behind the wheel. In addition, some TMAs implemented and evaluated temporary infrastructure treatments using reflective, removable delineators as a way to encourage the public to use safer travel behaviors.

Safe Kids New Jersey (SKNJ) conducted an array of Children In and Around Cars safety education programs to targeted areas of need. Together with its statewide network of coalitions, it reached 47,125 community members, checked 7,337 car seats, provided 331 car seats and 1,021 bike helmets to families in need, and exceeded 500 volunteer hours statewide. Students conducted pedestrian safety assessments and in the case of Safe Kids Mercer County, led by St. Lawrence Rehabilitation Center, the students reported their findings to their town council which resulted in several improvements including the installation of a traffic signal and reduction of speed limits near their school.

The Brain Injury Alliance of New Jersey continued to work with community partners to spread the word about transportation safety to the general public. This was achieved through participating in coalition meetings and through attendance at meetings and conferences, regionally, statewide and nationally. A driver safety awareness app was developed for use by all populations, but with an emphasis on teens, that addressed distracted driving and other causes of crashes. The *U Got Brains Champion Schools Program* completed its tenth year. Sixty-four

schools in 16 counties participated in the program that empowered teens to create campaigns focused on teen driver crashes. Over 70 transportation safety programs were delivered during the year to groups of all ages' related to pedestrian, bicycle, and driver safety.

The South Jersey Transportation Planning (SJTPO) is the regional Metropolitan Planning Organization (MPO) serving Atlantic, Cape May, Cumberland, and Salem Counties. The SJTPO provided important educational programs in the southern part of the state in FY2019 including Teen Driver programs (*Share the Keys* and *Most Dangerous Place on Earth*) and Child Passenger Safety check events and instruction.

Kean University again received grant funding to carry out its Statewide Comprehensive Traffic Safety Program. The program facilitated 17 Basic and Advanced Crash Investigation Training Courses, which were attended by 488 police officers around the state. To assist police officers who are seeking professional career advancement, Kean has trained and certified 95 officers as Traffic Safety Specialists (TSS).

Outreach and Training

Groundwork was laid during FY2019 for enhanced outreach and training with DHTS traffic safety partners in the years ahead. Planning was underway for a Statewide Traffic Safety Symposium to take place in the Spring of 2020 as well as for three regional grantee workshops which are slated for the Winter of 2020.

Police Traffic Services – Project Summaries

Speed Detection Program

Both radar and laser speed detection devices have been effective tools used by State Troopers assigned to patrol on both highway and rural roadways. During FY2019, grant funded NJ State Police radar and laser teams conducted more than 900 hours of saturation enforcement. These hours resulted in the issuance of more than 1,500 speeding summonses.

Comprehensive Law Enforcement Programs

Enforcement grants encompassing multiple major priority areas including pedestrian safety, seatbelt enforcement, aggressive drivers, and driving while intoxicated were conducted with the support of grant funding in the following police departments in 2019: Brick, Burlington City, Carteret, Clinton, Dunellen, East Brunswick, Edison, Egg Harbor, Jersey City, Lacey, Ocean Township, Pemberton, Pleasantville, Spotswood, Stratford, Toms River, Wall, Woodbridge and in the following counties: Camden, Ocean, and Union. Pedestrian decoy enforcement details were held at specific problem locations. Educational efforts included the dissemination of materials at schools, parks, stores and transportation hubs to minimize the risk of pedestrian crashes. Various enforcement and education programs were conducted to encourage seat belt use. Materials were distributed at community meetings, city and county events, and at colleges and high schools on the risks of aggressive and distracted driving. New Jersey's "Move Over Law" was a focus in several of the projects. Overtime patrols were also used by police to deter aggressive and distracted driving incidents and apprehend drunk drivers at data driven, high crash locations. The Division of State Police also conducted Graduated Driver Licensing (GDL) enforcement details in an effort to deter and detect GDL licensed drivers who were in violation of the law. Presentations were delivered to high school students on topics including motor vehicle laws, driver distractions, occupant protection and the dangers of driving after consuming alcohol or drugs.

Distracted Driving Crackdown

Distracted driving incentive grant funds were again awarded to the State and used to implement programs to reduce the incidence of distracted driving. New Jersey was in fact one of only four states in the U.S. to qualify for and receive the funding. The allocation was used to fund overtime enforcement grants to 207 police agencies during National Distracted Driving Awareness Month in April, 2019.



The *U*Drive. *U*Text. *U*Pay distracted driving statewide crackdown resulted in 15,105 summonses for cell phone use/texting and 6,286 for careless driving. Over 25,000 enforcement man-hours were worked during the campaign, which included 89 fixed distracted driving checkpoints. In total, 399 or 81% of the State’s police agencies participated in the effort.

Training

More than 750 state and local police personnel attended highway traffic safety and crash investigation training courses funded by DHTS in FY2019. Crash Investigation I, which instructs officers on techniques for investigating collisions on roadways, was attended by 319 police officers at ten classes. Crash Investigation II, completed by 174 officers at seven classes, placed an emphasis on vehicle damage analysis and vehicle behavior during collisions. Three Traffic Crash Reconstruction classes were also offered and attended by 89 police officers and eight specialized crash investigation courses were attended by 205 police officers. The specialized crash investigation courses included: pedestrian/bicycle crash investigation, event data recorder use in traffic crash reconstruction, motorcycle crash investigation, advanced analysis of driver responses, and energy methods and damage analysis in traffic crash reconstruction.

Traffic Safety Resource Prosecutor

Two Deputy Attorneys General (“DAG”) in the Department of Law and Public Safety worked as Traffic Safety Resource Prosecutors (TSRP’s) during FY2019. The TSRP’s conducted and attended trainings, sat on several committees, attended traffic safety-related workshops, provided assistance to prosecutors and law enforcement officers in various traffic safety-related inquiries, and provided assistance to prosecutors in preparing briefs and appearing before the New Jersey Supreme Court.

The TSRP’s conducted the following trainings during the year:

<i>Prosecutor Alcotest Training</i>	36 attendees
<i>Prosecuting the Drug Impaired Driver</i>	38 attendees
<i>Radar Instructor Refresher Course</i>	252 police officer attendees
<i>Report Writing and Trial Testimony for DRE’s</i>	46 attendees

DRE School Legal Block

56 attendees

Basic Motor Vehicle Course for DCJ Investigators 82 attendees

The TSRP's worked on a myriad of other legal and legislative issues, highlights of which included development of a new handbook for municipal prosecutors to assist them in adjudicating DWI related cases, and dealing with the ramifications of the State v. Cassidy case, in which the State Supreme Court issued a decision calling into question a large block of DWI convictions due to faulty calibrations of the Alcotest 7110 breath test instrument.



Fatal Crash Unit

The State Police Fatal Accident Investigation Unit performed many functions related to the investigation of fatal and serious injury motor vehicle crashes and the collection of statistical data related to fatal crashes. Unit personnel investigated serious and fatal crashes that occurred in the patrol areas of the State Police and responded to requests for technical assistance with on-scene investigations and/or post collision investigation from county prosecutors' offices and municipal police departments. Proper documentation of crash scenes is a vital part of any investigation and is critical to the successful prosecution of any criminal charges that result. Unit personnel relied on their advanced training and technical expertise as well as their specialized equipment in order to effectively and efficiently perform these vital functions.

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

To assist law enforcement agencies during times of reduced staffing and increased demand for service, the DDACTS concept was developed in a joint effort between the NHTSA and local law enforcement leaders around the country. DDACTS relies on seven principles for its implementation: data collection, data analysis, community partnerships, strategic operations, information sharing and outreach, program monitoring, and measuring outcomes. The ultimate goal is to put a model in place that focuses on traffic enforcement as a tool to reduce crime and crashes and enhance quality of life in a community.

The DHTS funded DDACTS projects with the following two agencies in FY2019: Monmouth County Sheriff and Toms River. In addition, a number of other municipal agencies in the state, previously trained in the DDACTS program, are operating the model solely with their own resources.

The Monmouth County Sheriff's Office has a shared services agreement with Middletown Township, Howell Township and Tinton Falls Boro Police Departments to implement a targeted DDACTS program with these departments. High visibility enforcement operations are being carried out in the DDACTS pilot communities pursuant to data analyzed through the model. Plans call for an expansion into additional communities in the years ahead. The DDACTS model is also being implemented in Toms River, where proactive patrols have been deployed to crash and crime hot spots identified in the model. In 2019 this approach produced significant reductions in both residential burglaries and burglaries to motor vehicles.

Law Enforcement Liaison

The grant funded Law Enforcement Liaison was active in FY2019 on a number of fronts including: providing assistance to DHTS staff in the promotion of law enforcement grants during the seat belt, impaired driving and distracted driving mobilizations, promoting the division's traffic safety initiatives at monthly meetings of the State Association of Chiefs of Police and at monthly and quarterly meetings of the Traffic Officers Association, sharing news on traffic safety topics and initiatives with municipal Chiefs of Police via Email blast, coordinating the *Click it or Ticket* border to border enforcement operation, attending regional and national conferences to share and learn about new enforcement programs, and assisting in gathering results from a statewide survey relating to electronic reporting of local crash reports.

Roadway Safety – Project Summaries

Work Zone Safety

Maintaining and upgrading New Jersey’s vast and complex roadway system is a constant challenge. As such, roadway construction work zones are a critical consideration in the overall program to promote safety on our highways. The combination of more work zones and heavier traffic volumes is a major concern to transportation officials, industry, the public, businesses and commercial motor carriers. In an effort to provide safety-based training relating to work zone safety, the following workshops were held in FY2019: three multi-day police work zone safety train the trainer sessions, three half-day sessions of work zone safety awareness for local police, three half-day sessions of work zone safety awareness for municipal and county public works/municipal utilities personnel, one Instructor Development Course for work zone trainers and a Work Zone Safety Conference. In total, 568 law enforcement officers and municipal and county public works/utility personnel participated in the trainings.

The Annual Work Zone Safety Conference was held on April 5, 2019 at the Rutgers University Livingston Campus Student Center. The conference promoted work zone safety awareness on local and state roadways for a multi-disciplinary audience of construction, engineering and maintenance personnel as well as public safety professionals. 272 people attended the event. Presentations included: OSHA compliance for work zone safety inspections; an in-depth review of personal protective equipment, including the most recent revisions by the ANSI; and a segment on data-driven decision making for smarter work zones. The keynote presentation was given by a retired Pennsylvania State Police Trooper who survived a struck-by crash. The conference concluded with a workshop that examined the use of drones in work zones and how this technology can increase safety when engaged in roadwork projects.



Traffic Engineering Interns

A project was once again funded with the Warren County Engineers Office that used the services of two engineering students to collect traffic crash data and assist in performing safety studies at high crash locations. Under the supervision of the Assistant County Engineer, the students gathered crash data, created a computerized crash database, and performed field investigations as needed. The *2018 Warren County Traffic Crash Data and Road Safety Assessment Report* was

produced and contains the top crash locations involving county roadways, based on 2018 data, with recommendations for improvements. The *2019 Traffic Study Locations Report*, which was also produced, provides crash data and analysis of roadway locations which have previously undergone improvements or been identified through this program.

Traffic Records – Project Summaries

An efficient traffic records system is critical to the highway safety program of a state. Projects that were funded and/or supported in FY2019 by DHTS were designed to expand statewide-integrated data collection and transmission systems to improve the timeliness, completeness, accessibility, accuracy, and linkage of safety information. The ultimate goal is data that will allow for analysis of all traffic crashes for use in policy and program development. DHTS was involved in the following crash data-related initiatives:

NJTR-1 Training

The NJTR-1 crash record form is completed by law enforcement for any incident resulting in injury, death or damage in excess of \$500. Proper completion of the report by officers in the field is critical to obtaining valid crash data. Twelve half-day NJTR-1 refresher training workshops were conducted at eleven training locations throughout the State. A total of 341 State, county, and municipal police officers coupled with engineering, data and safety personnel from 114 departments were trained in how to properly complete the crash form.

Statewide Traffic Records Coordination and Analysis

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

The Department of Transportation continued work on the development and implementation of a traffic records electronic crash data system. The development cycle is to be complete by September 2020 at which time testing will begin on the system. The update of the STRCC Strategic Plan has begun with a March 2020 approval date targeted for the full Committee. Over 90% of all EMS agencies are submitting reports electronically, a 19% increase from the previous fiscal year.

Electronic Patient Care Reporting and EMS Data Repository

The Department of Health, Office of Emergency Medical Services (OEMS) continued its ongoing program to improve the quantity and timeliness of electronic patient care reporting (ePCR) for mobile intensive care programs and the EMS Data Repository. Prior to the ePCR program, all patient data was collected individually by multiple organizations either manually or through unlinked desktops and servers. With the ePCR program, patient and circumstantial data



is collected through tablet personal computer devices by the Advanced and Basic Life Support providers who are the first responders. As the data fields are completed, the information is transferred via modem, in real-time, to the closest hospital so all relative data to the patient and their injuries are available upon arrival. The data is also transferred and stored in the repository in such a way that it is accessible by multiple State and federal agencies.

The EMS Data Repository continues to see significant growth in the quantity of data being submitted by EMS providers through the ePCR. The total number of records transmitted to the data bridge increased in 2019 by 18.58 percent from 1,508,424 in 2018 to 1,788,714. Also, the average number of days for the data to be entered (timeliness) decreased by 27.43 percent from 4.01 days to 2.91 during the same period of time.

Moving forward, OEMS will work with New Jersey State Police on the issue of drivers operating vehicles under the influence of opioids. OEMS and NJSP will identify crashes where naloxone was administered to the driver for suspected opioid abuse. The initiative will use OEMS data to identify geographic areas of high concern where resources can be focused on this issue.

In House Data Analysis

In FY2019 DHTS welcomed a full time data analyst to its staff. This position plays a key role in the preparation of the annual Highway Safety Plan and annual report as well as serving as a liaison on crash data-related matters to the STRCC and NJ DOT. Having a full time data analyst helps the Division be more data driven in its programmatic and grant funding decisions.

Electronic Data Transfer

The NJ DOT is the lead agency in ongoing efforts to develop an integrated and all-inclusive system to electronically transfer crash reports from police departments to the state. DHTS sees this initiative as a priority and is actively assisting in the effort.

A survey of New Jersey police departments was undertaken to assess the current status of EDT in the state. More than 90-percent of police agencies in the state responded to the survey and the results were illuminating. It appears that the actual number of crashes occurring in the state is higher than realized, as many crash reports are not making it to NJDOT. In addition, there are eight different vendors that service the electronic crash reporting needs of the majority of police departments in the state, which will pose a challenge for NJDOT when the time comes to integrate all users and vendors into one seamless system.

Crash Analysis Tool (Numetric)



The Crash Analysis Tool is used by DHTS to analyze crash data with an eye towards traffic safety programmatic and grant funding decisions. The system is also used by other public and private agencies and individuals to help identify and assess the most cost-effective ways to improve safety on the State's roadways through a data driven approach. In FY2019, 126 new users were enrolled in the system, consisting of law enforcement agencies, local governments, and partnering stakeholders including NJDOT.

There were two product enhancements to the system in FY2019. The first provides users with the ability to generate comparative reports for their applied crash queries. This enables a before-and-after analysis applicable to the queried data. The second upgrades the navigation features of the system and provides greater organizational tools for saving and sharing crash queries.

In the year ahead (FY2020) several major enhancements are planned, including heat map generation and spatial querying capabilities, a Network Screening Module that will allow users to generate ranking lists where filtered criteria are present, and a groundbreaking tool that will allow users to apply proven NHTSA traffic safety countermeasures to data queries.

An on-going project of the Office of Information Technology to integrate crash data collected by various agencies was not funded as originally planned in FY2019. Despite solid efforts over a number of years the project had not resulted in sufficient benefits to justify the allocation of funds, and coupled with program management issues relating to the grant, the project was terminated.

Motorcycle Safety – Project Summary

The Brain Injury Alliance of New Jersey undertook a campaign in FY2019 to increase awareness of the vulnerability of motorcycles on the road while also promoting ways for drivers of other vehicles to safely share the road with motorcyclists. The Alliance pushed out a *Share the Road* message that targeted automobile drivers and the general public in an effort to increase awareness of motorcycles on the road and how they can contribute to keeping motorcyclist safe. Traditional and social media were both used to further the effort. Programs for motorcyclists included information on available rider training programs and links to those programs. The ongoing Champion Schools Program was leveraged to get this important information to the teen population of the state while the *NJSmartDrivers* website educated the general public about the importance of sharing the road.

The Motorcycle Safety Foundation’s curriculum for certified rider coaches was also updated and training for rider coaches on the updated curriculum was provided at three locations. The Motorcycle Safety Foundation’s Quality Assurance Program training completed in March 2019, certified twenty-four quality assurance specialist (QAS) for New Jersey. These QAS are tasked with ensuring that their programs deliver quality, consistent education to every motorcycle safety student.



PAID AND EARNED MEDIA

Public Information

In 2019, the Division ceased using social media management company, Webimax, and gave full social media management duties to an in-office, full time employee who specializes in social media management. This employee has expertise in social media optimization to produce and promote content that furthers the division’s mission to ensure safety on the roads and increase awareness of the State’s several traffic safety initiatives in real time. Twitter, Facebook, and Instagram pages are currently utilized to engage and inform the public about the division’s campaigns and programs. The division’s social media pages are as follows:

[https://twitter.com/home?lang=en,](https://twitter.com/home?lang=en)

<https://www.facebook.com/NewJerseyDivisionofHighwayTrafficSafety/>

[https://www.instagram.com/njtrafficsafety/?hl=en.](https://www.instagram.com/njtrafficsafety/?hl=en)

The DHTS has over 5,300 Twitter followers, over 14,800 “LIKES” on Facebook, and over 1,100 followers on Instagram. The number of followers has increased on each of the social media platforms from the previous year.



Successful social media moments included a two-month long “Congestion Suggestion” traffic suggestion campaign in conjunction with NJ DOT, NJSP, and NJOEM, creating awareness about congestion on roadways and how the public can help prevent it. 2019 also included new video post messages from the Division’s Director on topics such as school bus and teen driver safety. Partnerships between other state and

federal traffic safety partners has allowed a consistent and cohesive social media message to be pushed out for maximum reach and effect.

101 Days of Summer Traffic Safety

In New Jersey, fatal crashes, alcohol-related crashes, and young-driver crashes all occur at higher rates between Memorial Day weekend and Labor Day, according to an analysis of five-year

crash statistics. On May 21, 2019 members of the federal, state, county, and local law enforcement and traffic safety communities gathered on the boardwalk outside the Asbury Park Convention Hall to kick-off of the “101 Days of Summer” traffic safety campaign, which ran during the critical summer driving months.



The 101 Days of Summer campaign featured stepped up awareness and enforcement activities on New Jersey’s roads and highways.

In addition to regular and supplemental patrols, police throughout New Jersey conducted sobriety checkpoints, deployed “Drunk Driver Mobile Patrols”, participated in the “Click It or Ticket” national seatbelt enforcement campaign, and conducted task force partnerships and traffic

safety details with other law enforcement and traffic safety agencies.

At the event, organizations staffed exhibits and handed out literature to educate the public on the dangers of distracted driving, promoted the use of seat belts and properly installed child safety seats, reminded drivers to share the road with pedestrians and bicyclists, and raised awareness of the dangers of leaving children unattended in cars.



Latino Traffic Safety Awareness

To deliver important traffic safety messaging to the Latino population of the state, the Division continued its relationship in FY2019 with its Spanish language media partners. Year-round paid and earned media outreach promoted all areas of traffic safety and complimented NHTSA's national communications plan with a specific emphasis on occupant restraint and impaired driving.



According to the National Association of Hispanic Publications, over 80 percent of Hispanics surveyed indicated they read a Spanish language publication at least once a week. Hispanic publications are a trusted source of advertising and information. The Division expended a total of \$71,200 in 2019 with the following media partners:

Hechos Positivos Newspaper

(\$36,000 full page ad) - weekly publication with circulation of 5,000 throughout Bergen, Morris, Hudson and Passaic Counties.

Reporte Hispano Newspaper

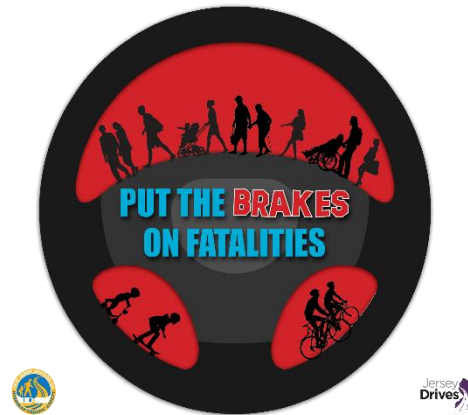
(\$35,200 full page ad – twice monthly) - circulation of 55,000, distributed throughout the State.

New York Jets and New Jersey Devils

DHTS partnered with the New York Jets and New Jersey Devils to promote awareness of the dangers of impaired driving. With the Jets, the program included in-game radio commercials during all home and away games throughout the 2018-2019 season. In addition, fans entering the stadium at home games were greeted by ten full-color video pylons, 50' high x 20' wide featuring the *Drive Sober Or Get Pulled Over* message. The Devils initiative was similar, and included in game radio commercials as well as video signage inside the arena during home games and on the exterior of the arena on an ongoing basis. The Division expended \$279,000 on these two programs.

Put the Brakes on Fatalities Day

On October 10, 2019, DHTS again participated in the national campaign; *Put the Brakes on Fatalities Day*, which is designed to call attention to motor vehicle fatalities that occur on our nation's roadways. The day of awareness encourages motorists to obey all traffic laws, including: buckling up every ride, driving the posted speed limit, avoiding distractions while driving, and always being safe and sober behind the wheel.



With the assistance of the Brain Injury Alliance of NJ, this year's effort was expanded to include extensive social media outreach. From September 30 through October 10, different traffic safety social media messages were pushed out by DHTS and its partner agencies, furthering the reach of the program.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

Conducting evidence-based enforcement requires three main components. It begins with an analysis of relevant data to form problem identification. The second phase is deployment of proven countermeasures targeted at the problems identified during the analysis, and lastly, evidence-based enforcement relies on continuous follow-up and necessary adjustments to the plan. Correctly identifying roadways, jurisdictions and their law enforcement agencies to participate in enforcement initiatives requires a data-driven process and careful resource analysis. Selected police departments must identify areas with the best opportunity to effectively reduce crashes, injuries, and ultimately, deaths. Funding levels are also based on a jurisdiction's proportion of the overall contribution or piece of the problem within each safety focus area. For example, over the last five years, Hudson County accounts for nearly 15 percent of all pedestrian involved crashes reported by local police departments. Therefore, data shows they should receive approximately 15 percent of the pedestrian safety enforcement and education funding. This amount is used as a starting point, but the final award amount is determined by also evaluating past performance, ability to participate, and internal contributions to serve as matching efforts.

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

At both the state and local level, the DHTS Crash Analysis Tool is also used to analyze crash data. This new multi-layered support program is made available to all law enforcement personnel and other decision makers to help identify and assess the most cost-effective ways and improve safety on the state's roadways through a data driven approach. Data provided by NJDOT is used to clearly identify and target roadways and jurisdictions where crashes are occurring, through the NJDHTS Crash Analysis Tool.

Project Description - Hudson County Pedestrian Safety

The DHTS provided technical and administrative support during FY2019 to several towns in Hudson County in which Route 501 (JFK Boulevard) passes through. Route 501 is a heavily travelled roadway that runs north to south through three different counties. This roadway, especially through Hudson and Bergen County, has a long history of being one of New Jersey's most dangerous roads for pedestrian traffic.

Enforcement and educational efforts were conducted to address the over-representation of pedestrian crashes in Hudson County, specifically targeting the identified corridor of Route 501 and a strong emphasis in Jersey City where 34 percent of all Hudson County pedestrian fatalities occurred between 2013-2017 and 37 percent between 2014-2018. These efforts included targeted enforcement to increase the compliance of appropriate traffic laws by pedestrians and motorists as well as educational and public awareness programs (Street Smart Campaign - NJTPA).

During the period of 2013-2017, there were 3,730 pedestrian involved crashes. From 2014-2018, there were a total of 3,546 pedestrian involved crashes or a reduction of 184 crashes. Of the 12 municipalities in Hudson County, all but three experienced a decline in overall pedestrian crashes (West New York experienced no change). The entire county experienced a 4.9 percent decline in total pedestrian involved crashes, mirroring the decline in pedestrian involved crashes throughout NJ during the same interval.

Hudson County Pedestrian Crashes

	2013-2017	2014-2018	% change
Jersey City	1662	1568	-5.7%
Union City	403	384	-4.7%
Bayonne City	374	344	-8.0%
North Bergen Township	335	328	-2.1%
West New York Town	253	253	0.0%
Hoboken City	246	224	-8.9%
Kearny Town	148	154	4.1%
Harrison Town	114	121	6.1%
Secaucus Town	74	67	-9.5%
Weehawken Township	55	51	-7.3%
Guttenberg Town	57	46	-19.3%
East Newark Borough	9	6	-33.3%

In 2018, pedestrian fatalities made up 61 percent of total fatalities in Hudson County (14 of 23), up from 58 percent in 2017. Pedestrian fatalities in Hudson County made up 8.2 and 8.1 percent of New Jersey’s pedestrian fatalities in 2017 and 2018, respectively.

In 2018, Jersey City adopted the Vision Zero initiative and created a multi-disciplinary Vision Zero Task Force to lead the effort to reduce traffic fatalities in the City by 2026. The five fundamental principles shared by the Vision Zero Network include: (1) Deaths and severe injuries caused by traffic crashes are preventable; (2) Human life and health should be prioritized in all transportation systems and in all aspects of transportation planning; (3) Human error is inevitable and transportation systems should be forgiving; (4) Transportation planning should focus on system-level changes above influencing individual behavior and (5) Speed is the single most important factor in crash severity. These crucially important principles will serve as a

guide to Jersey City’s Vision Zero Task Force as they work to propose both short-term and long-term data driven strategies complete with measurable goals.

The DHTS will continue to partner with the safety professionals and assist Jersey City in continuing to be a model for other New Jersey cities to follow. A continuation of monitoring efforts will take place focusing on Hudson County, as well as Essex and Bergen counties as they are the top 3 locations experiencing the highest volumes of pedestrian fatalities.

COMPARISON OF NJ AND HUDSON COUNTY FATALITIES AND PEDESTRIAN FATALITIES						
	----- FATALITIES 2017 -----			----- FATALITIES 2018 -----		
	CT	%	DESCRIPTION	CT	%	DESCRIPTION
TOTAL NJ FATALITIES	624			564		
TOTAL HUDSON FATALITIES (INCL PEDS)	26	4.2%	% OF TOTAL NJ (12TH - TIE)	23	4.1%	% OF TOTAL (13TH)
TOTAL NJ PEDESTRIAN FATALITIES	183	29.3%	% OF TOTAL NJ	173	30.7%	% OF TOTAL NJ
TOTAL HUDSON PEDESTRIAN FATALITIES	15	8.2%	% OF TOTAL PEDS 3RD (TIE) IN NJ	14	8.1%	% OF TOTAL PEDS 3RD (TIE) IN NJ

Project Description - New Jersey Pedestrian Weighting

To determine locations where most pedestrians are injured or killed, injury weight ranking is conducted to identify which municipalities that have the most severe pedestrian related crashes, which is different than the municipalities experience the highest volumes. The methodology for weight-based ranking derives from an FHWA study: Crash Cost Estimates by Maximum Police-Reported Injury Severity Within Selected Crash Geometries. The weighted values are attributed to the injury severity as determined by the reporting police officer at the scene of the crash. A scale has been calculated to determine the weighted values for the KABCO (Killed, Incapacitated, Moderate Injury, Complaint of Pain and Property Damage Only) scale.

Survivability in a crash is random given several external factors (ex. Travel time to hospital, response time to scene, age of victim, etc.). Weights for serious injuries and fatalities are equal because of this. Weighing the severity of injuries sustained in crashes assists in neutralizing the rural versus urban conflict. By attributing higher weights to severe injuries, it helps boost the rank of places that experience low volume, albeit, severe crashes compared to those that experience high volume low severity occurrences. For example, a rural municipality may experience a low volume of pedestrian crashes, however the injuries sustained are typically severe. This weighted analysis is conducted each year to identify the moving target of pedestrian involved crashes. A new list is generated each year once the annual totals are completed.

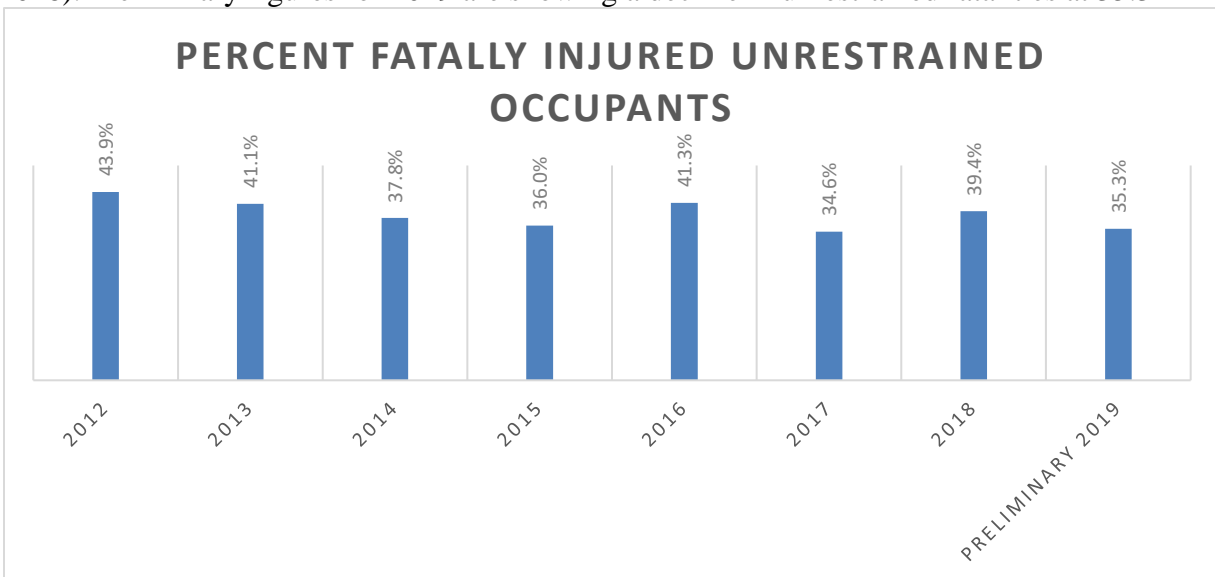
The table below shows the Top 10 municipalities in New Jersey from 2012-2016 compared to their 2014-2018 totals as well as their injury-weighted scores.

Pedestrian Involved Crashes, Top 10 Municipalities (weighted) 2012-2016 and 2014-2018						
Municipality	2012-2016	2014-2018	% change	2012-2016 Weighted Score	2014-2018 Weighted Score	% Change
Newark City	2,176	2,519	15.8%	18,194.76	18,609.61	2.3%
Jersey City	1,416	1,568	10.7%	11,310.55	10,628.25	-6.0%
Paterson City	620	1,180	90.3%	5,095.66	8,228.02	61.5%
Irvington Township	463	545	17.7%	3,616.84	3,769.78	4.2%
Camden City	352	473	34.4%	3,493.40	3,318.78	-5.0%
East Orange City	365	426	16.7%	2,810.00	2,872.21	2.2%
Trenton City	376	414	10.1%	3,200.04	3,157.85	-1.3%
Union City	327	384	17.4%	2,528.66	2,431.42	-3.8%
Bayonne City	336	344	2.4%	2,837.44	2,563.78	-9.6%
Atlantic City	334	314	-6.0%	2,802.03	2,643.44	-5.7%

Overall pedestrian involved crashes in New Jersey decreased 7.62 percent from the 5-year total of 2012-2016 and 2014-2018 (from 26,144 to 24,153). However, only one of the Top 10 municipalities declined during that time period. NJDHTS needs to adjust its strategies and outreach efforts to these over-performing communities in addressing the pedestrian involved crash issue.

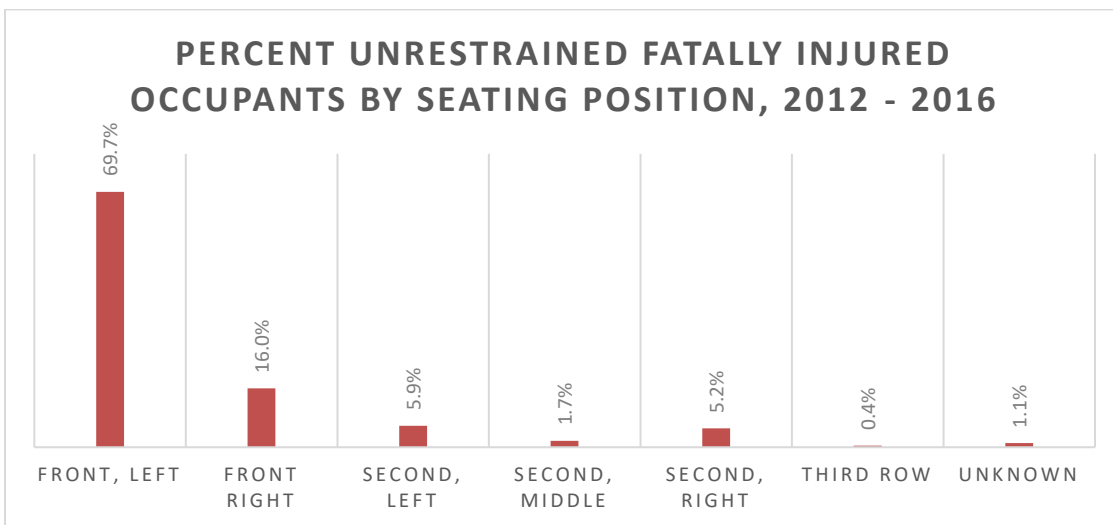
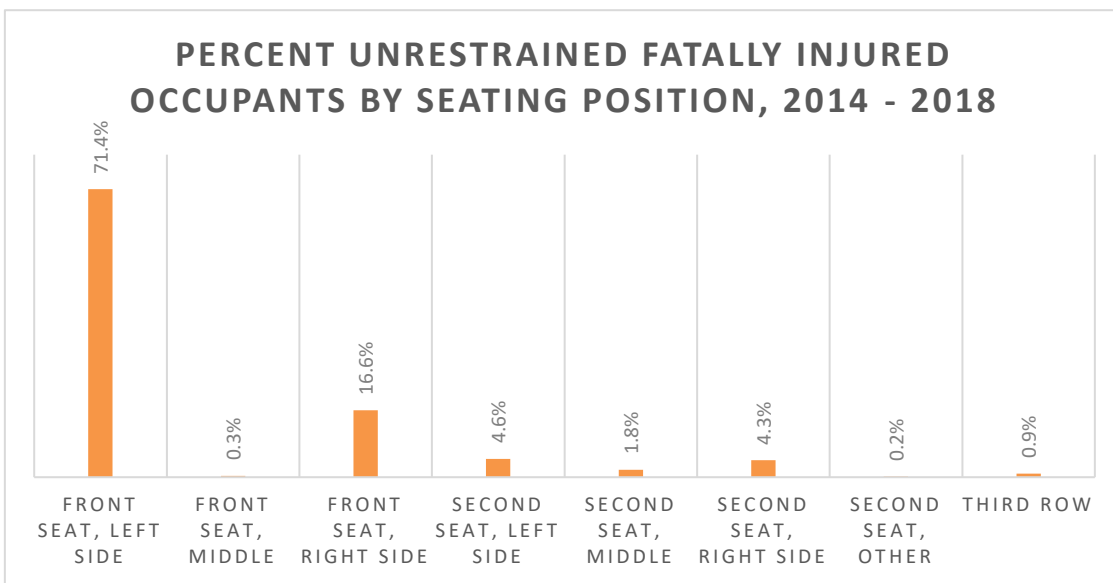
Project Description - Unrestrained Occupant Enforcement

New Jersey has one of the highest front seat belt observation rates in the nation, though 39.4 percent of New Jersey’s fatally injured occupants were unrestrained at the time of the crash (2018). Preliminary figures for 2019 are showing a decline in unrestrained fatalities at 35.3

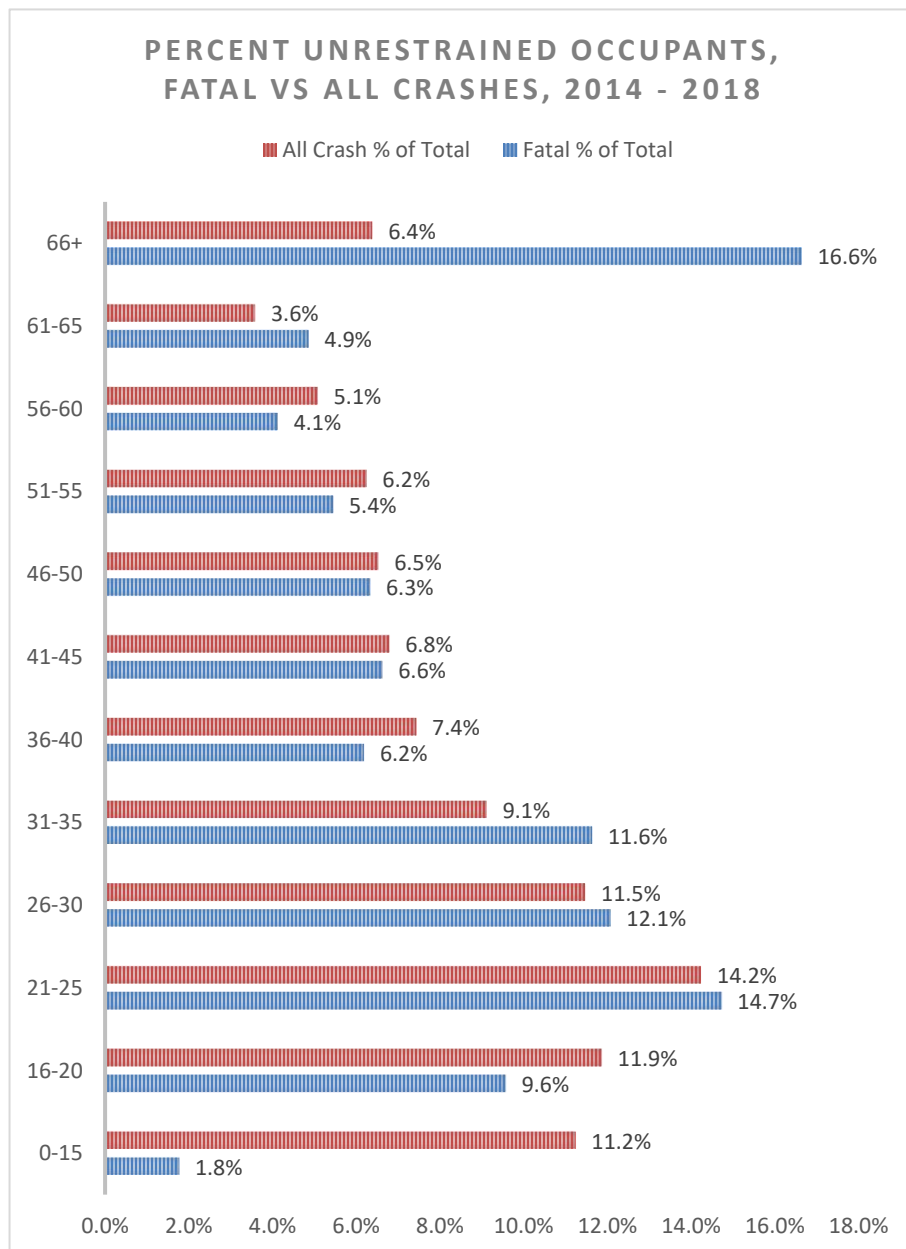


percent. DHTS aims to improve this with a data-driven approach by enhancing our understanding of the specifics.

When breaking down the information of those fatally injured in motor vehicle crashes, most of the occupants that were unrestrained were drivers, at slightly above 70 percent of the total (2014-2018). Fatally injured passengers make up just under 30 percent of those that were killed while unrestrained in a crash. Little-to-no variation was seen comparing the 2012-2016 and 2014-2018 totals. NHTSA estimates that in 2017, the lives of 241 motor vehicle occupants in New Jersey were saved because of their seat belt use at the time of the crash. It was also estimated that if every occupant within a motor vehicle was using seat belts at the time of the crash, 23 additional lives would have been saved in 2017.



Seat belt use is a good habit that all drivers and occupants should practice. The forming of this habit is important among younger drivers, as ages 0-30 are the populations with the highest rate of non-use, accounting for almost 50 percent of all individuals not wearing a seatbelt at the time of a crash. As individuals age, their decision to wear a seatbelt increases and the volume of injuries sustained in motor vehicle crashes decreases simultaneously. Two of the trends seen in unrestrained fatality data is that individuals 66 years-of-age and older represent over 16 percent of unrestrained occupant fatalities but make up just over 6 percent in all crashes statewide. Unrestrained occupants age 0-15 made up 11 percent of those involved in call crashes statewide, yet were only 1.8 percent of those fatally injured.



Educational messages will be bolstered and disseminated within our senior community regarding the importance of wearing a seat belt at all times and while riding in all positions of the vehicle they are travelling in.

The *Click It or Ticket* campaign will be conducted from May 18–31, 2020 to increase seat belt use and educate the public about the impact belt use has on reducing injuries and fatalities in motor vehicle crashes. Funds will be provided to state and municipal law enforcement agencies to implement seat belt saturation and/or tactical overtime patrols. Approximately 180 state, county and municipal police departments will receive funds to participate in the enforcement efforts. All education-related occupant protection initiatives conducted at the local level will utilize DHTS' *Buckle Up — Everyone, Every Ride* materials. Emphasis will be placed on enforcing the recently enacted secondary seat belt law requiring all adult passengers in the back seat to buckle up.

New Jersey will also join peers in other States in a coordinated border-to-border seat belt enforcement campaign that will kick off the annual Click It or Ticket campaign. Law enforcement officers in New Jersey will join with colleagues from other States to set up checkpoints and roving patrols near border crossings to enforce seat belt usage.

A list of locations throughout the State that have a high percentage of unrestrained motor vehicle crashes will be identified and used for selecting grant participants during the *Click It or Ticket* mobilization. The results of the annual seat belt survey are also used to target those counties that have the lowest occupant usage rates. Based on this information, municipal police agencies are invited to participate in the annual mobilization.

In an effort to employ strategies of “sustained seat belt enforcement” throughout the year, the Division of State Police will schedule personnel on an overtime basis to patrol service areas and toll plazas along the length of the toll roads. The purpose of these patrols will be to place an emphasis on the enforcement of the primary seat belt law, the secondary rear passenger law and the child passenger safety law as well as supplementing the seat belt checks that will be conducted at service areas.

Awareness and the importance of wearing a seat belt will be further enhanced by the distribution of education materials, earned media efforts, paid media conducted by NHTSA, *Click It or Ticket* banners and displays on dynamic message signs on major highways. Visibility is further heightened when law enforcement agencies join forces with police departments from states participating in the border-to-border initiative.

RECENT LEGISLATIVE ENACTMENTS

The following highway safety legislation was approved during calendar year 2019.

P.L. 2019, Joint Resolution No. 2

This joint resolution established the “New Jersey Advanced Autonomous Vehicle Task Force.” The task force is to conduct a study of advanced autonomous vehicles and to make recommendations on laws, rules, and regulations that this State may enact or adopt to safely integrate advanced autonomous vehicles on the State’s highways, streets, and roads. The Director DHTS is one of 11 appointed members of the task force.

The bill requires the task force to issue a report to the Governor and Legislature, which is to include an evaluation of the National Highway Traffic Safety Administration’s safety standards for advanced autonomous vehicles and whether the State should enact stricter safety standards, an evaluation of existing state and federal law concerning advanced autonomous vehicles with a focus on safety standards, an evaluation of existing legislation and regulations in other states concerning advanced autonomous vehicles with a focus on safety standards, and recommendations on how New Jersey could safely integrate advanced autonomous vehicles on the highways, streets, and roads of the State.

Approved on March 18, 2019, this joint resolution became effective immediately.

P.L. 2019, c.248

This act revises certain drunk driving penalties and expands the use of ignition interlock devices. The new law generally reduces license suspensions for initial and subsequent DWI offenses in favor of the installation of ignition interlock devices on the primary vehicle of offenders.

For a DWI first offense with a BAC of between .08 and .10, the offender’s driver license would be suspended only until the interlock device is installed. The device would be installed for a period of three months. For a BAC of between .10 and .15 the interlock device penalty period would be between 7 and 12 months. Above .15, the driver license would be suspended for 4-6 months and the interlock device installed for 9-15 months. The penalties for subsequent offenses, as well as Refusal to Submit to a breath test, are also amended.

Approved on August 23, 2019, this act became effective on December 1, 2019. The new penalty structure effects only offenses occurring on or after the effective date. The act expires on January 1, 2024, at which point the penalties would revert to as they were prior to December 1, 2019.



SAFE PASSAGE

moving toward zero fatalities

WWW.NJSAFEROADS.COM



NEW JERSEY DIVISION OF HIGHWAY TRAFFIC SAFETY
140 East Front Street • 7th Floor
P.O. Box 048 • Trenton, NJ 08625-0048
(800) 422-3750 • www.njsaferoads.com