



STATE OF NEW JERSEY

Highway Safety Annual Report

FEDERAL FISCAL YEAR 2008

October 1, 2007 through September 30, 2008



JON S. CORZINE

GOVERNOR



ANNE MILGRAM

ATTORNEY GENERAL



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GOVERNOR'S REPRESENTATIVE

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 and political subdivisions. 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 2008 (FFY 2008),

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, although as a functional matter this also entails dealing 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. The Director's administration of the Division is under the direction and supervision of the Governor and the Attorney General.



EXECUTIVE SUMMARY

The Highway Safety Plan Annual Report for FFY 2008 (October 1, 2007 - September 30, 2008) 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 Occupant Incentive Grant, Section 406 Safety Belt Performance Grant, Section 408 Traffic Information System Improvement Grant, Section 410 Alcohol Incentive Grant, Section 1906 Incentive Grant Program to Prohibit Racial Profiling, Section 2003(b) Child Passenger Safety Belt Grant, Section 2010 Motorcycle Safety Grant, and Section 2011 Child Safety and Booster Seat Incentive Grant. Funds received under these sections of Title 23 supported projects in the following areas: alcohol and other drug countermeasures, occupant protection, pedestrian and bicycle safety, community traffic safety programs, police traffic records, and roadway safety and traffic records. The Division funded 847 projects, totaling \$15.3 million, administered by state and local entities. The Division also continued to oversee and coordinate the state Drunk Driving Enforcement Fund, N.J.S.A. 39:4-50.8.

The annual report provides an overview of the projects funded during the year and the status of the 17 goals identified in the FFY 2008 Highway Safety Plan. We are pleased to report that, based

on available data, the Division anticipates achieving 15 of its goals. This success can be attributed to the diversity of projects and activities funded by the Division at the state, county and local level. It's also important to note that significant resources have been dedicated to our goal of improving pedestrian safety. These efforts are working as evidenced by the decrease in pedestrian fatalities across the state. While we did not meet our goal of increasing compliance with our primary seat belt law, seat belt usage has increased for the twelfth consecutive year for an all-time high of 91.75 percent. The number of bicycle fatalities has increase significantly over the past year. As a result, the anticipated goal will not be achieved. The high cost of gasoline, particularly during the spring and summer, may have contributed to the rise in bicycle fatalities as the motoring public looked for alternative modes of transportation. Although the majority of data is incomplete, it is adequate to project year-end results for most of the Division's goals. A full report of all goals and accomplishments will be submitted under separate cover to the National Highway Traffic Safety Administration upon receipt of calendar year 2008 data. The Division will continue to conduct a thorough review of all the goals to determine whether additional projects are needed to improve highway safety in New Jersey.



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 National Highway Traffic Safety Administration 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 157 grants, totaling \$5,584,108.00 under this program.

B. Section 405 Program

The Section 405 Occupant Protection Incentive Grant program provides incentive grants to encourage states to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding improperly restrained in motor vehicles. DHTS awarded 201 grants, totaling \$804,000.00 under this program.

C. Section 406 Program

The Section 406 Safety Belt Performance Grant provides incentive grants to encourage the enactment and enforcement of safety belt laws. Grant funds may be used for any safety purpose under Title 23 or for any project that proactively addresses highway safety problems. DHTS awarded 154 grants, totaling \$3,836,528.00 under this program.

D. Section 408 Program

The Section 408 Grant 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 five grants, totaling \$1,050,659.00 under this program.

E. Section 410 Program

The Section 410 Grant funds programs that address driving under the influence of alcohol. DHTS awarded 297 grants, totaling \$2,924,978.00 under this program.

F. Section 1906 Program

The Section 1906 Grant provides funds to enact and enforce laws that prohibit the use of racial profiling in the enforcement of traffic laws on Federal aid highways, and to implement and allow for public inspection of statistics on motor vehicle stops. DHTS awarded two grants, totaling \$408,134.00 under this program to the Office of State Police Affairs and Clinton Township.

G. Section 2010

The Section 2010 Grant provides funds to implement programs that will reduce the number of single and multi-vehicle crashes involving motorcyclists. DHTS awarded one grant, totaling \$127,179.00 under this program to the Motor Vehicle Commission.

E. Section 410 Program

The Section 2011 Grant establishes an incentive grant program that allows for the enforcement of child safety seat laws and public education programs focusing on the proper use and installation of child restraints. DHTS awarded 30 grants, totaling \$633,235.00 under this program.

PROGRAM FUNDING **State 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. Each 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.

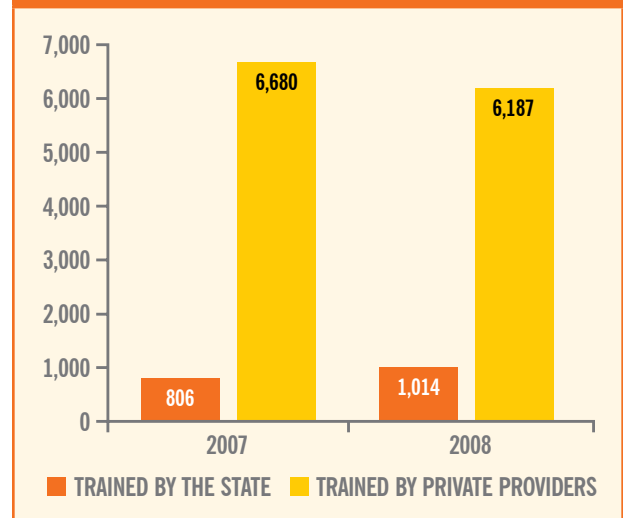
Law enforcement agencies, through application to DHTS and approval of the Director, may use DDEF monies for DWI enforcement patrols and any other appropriate DWI countermeasures.

DDEF funds totaling \$3,416,145 were distributed to law enforcement agencies during FY2008 (July 1, 2007 – June 30, 2008) to help reduce alcohol-related crashes and fatalities. The effort is helping as New Jersey saw its percentage of fatal crashes involving alcohol drop below 30 percent for the first time last year.

B. Motorcycle Safety Education Program

The motorcycle safety education 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 are conducted at both state-operated and private locations throughout the State. According to the New Jersey Motor Vehicle Commission (MVC), which oversees the program, 7,201 riders were trained in 2008 compared to 7,486 the previous year.

Motorcycle Riders Successfully Trained



In response to the increase in motorcycle crashes in New Jersey, the Washington Township Police Department in Bergen County created a modified version of the Basic Rider and Experienced rider courses. Three rider classes were conducted with 58 students completing the course.

PROGRAM REPORTS

Highlights of projects and activities conducted by DHTS during the past year are detailed below:

REPORT I. Alcohol and Other Drug Countermeasures

More than 2,000 drunk driving arrests were made by 333 police agencies throughout the State as a result of the 2007 year-end “Over the Limit, Under Arrest” crackdown conducted December 7, 2007 - January 2, 2008. Overall participation increased dramatically from 126 police agencies and 441 DWI arrests in 2006. As part of the crackdown, law enforcement agencies also issued 4,407 seat belt citations, 298 summonses for failure to use a child restraint, and 12,316 speeding citations.

From August 15 - September 1, 2008, DHTS participated in the national “Over the Limit, Under Arrest” impaired driving crackdown. The goal of the crackdown is to mobilize all police agencies in the state to raise public awareness about the dangers of impaired driving, through a combination of stepped-up enforcement and media activities. The statewide crackdown resulted in 1,589 DWI arrests. In addition, participating police agencies issued 9,126 and 4,732 speeding and seat belt summonses, respectively. Eighty-four percent (414) of the state’s police agencies participated in the crackdown. To help spread the “Over the Limit, Under Arrest” message, a statewide press release was issued just prior to the start of the crackdown generating significant media play. Police departments were also asked to engage their local media through the dissemination of press releases and public service announcements, which positively impacted public awareness of the initiative.

The Alcohol/Drug Test Unit (ADTU) coordinators trained 89 new breathalyzer operators at eight, five-day Breathalyzer Operator Courses. There are currently more than 10,000 certified breathalyzer operators in the State. ADTU coordinators also re-certified 1,125 breathalyzer operators, through 51

one-day re-certification classes. ADTU coordinators trained 801 police officers in DWI identification, apprehension, processing, and prosecution at 29, five-day Standardized Field Sobriety courses. Additionally, ADTU re-certified 208 officers at 16, one-day Standardized Field Sobriety Test refresher courses, while ADTU coordinators re-certified 3,582 Alcotest operators.

A total of 385 people were arrested as a result of the Cops in Shops college and summer programs. The Division of Alcoholic Beverage Control administers the statewide program that brings undercover law enforcement officers together with local retail establishments to deter the sale of alcohol to minors and to stop adults from attempting to purchase alcohol for minors. In selected towns, at cooperating liquor establishments, a team of two undercover officers work four hour shifts, two evenings a week. One officer works undercover as an employee or patron in each establishment and stops anyone under the age of 21 who attempts to purchase alcohol or use false identification. The second officer serves as a “backup” outside the establishment to determine if alcoholic beverages have been purchased by an adult and passed on to an underage person. During the College/Fall initiative, 23 municipalities participated and a total of 148 arrests were made in connection with the program. Over the summer, 28 shore municipalities accounted for another 237 arrests. As part of the program, retail outlets displayed posters and decals on doors, windows and counter tops warning underage drinkers that a police officer may be working undercover in the establishment. Towns participating in the fall initiative included: Absecon, Cherry Hill, Deptford, Eatontown, Egg Harbor Township, Galloway Township, Glassboro, Hanover Township, Long Branch, Madison, Mahwah,

Morris Township, North Brunswick, Ocean Township (Monmouth County), Piscataway, Princeton, Ramsey, Rutherford, South Bound Brook, South Brunswick, South Orange, Summit, and Teaneck.

The municipalities participating during the summer included: Absecon, Avalon, Barnegat Township, Beach Haven, Belmar, Cape May, Egg Harbor Township, Harvey Cedars, Holmdel, Lake Como, Lakehurst, Lavallette, Long Beach Township, Lower Township, Manchester, Margate, Middle Township, Neptune, North Wildwood, Ocean Township (Monmouth and Ocean Counties), Point Pleasant Beach, Point Pleasant, Sea Isle City, Seaside Heights, Ship Bottom, Stafford Township, and Wildwood.

Funds were also provided to enforce Alcoholic Beverage Control and other related laws pertaining to underage alcohol use and/or intoxicated patrons. The investigative personnel conducted operations in 605 licensed establishments. A total of 2,293 patrons were carded resulting in 101 arrests. In addition, investigative personnel detected 133 other administrative violations.

A cooperative law enforcement effort between five towns in Northern Burlington County designed to combat drunk driving was conducted July 4 - September 30. The first of its kind effort in New Jersey allowed five towns (Bordentown Township and City, Mansfield Township, Chesterfield Township, and North Hanover Township) to share law enforcement resources for drunk driving saturation patrols. Under the initiative, officers from all five jurisdictions patrolled across municipal lines to stop and arrest drunk drivers. The cooperative program enhances the efforts of smaller towns to apprehend drunk drivers by increasing law enforcement visibility. Forty-two drunk driving arrests were made in the five participating towns.

A high school television public service announcement competition, entitled "Proms and Alcohol Don't Mix," was implemented by the Division of Alcoholic

Beverage Control. Open to all high school students, participants were invited to develop a 30-second public service announcement depicting the dangerous consequences of underage alcohol use, focusing on prom season. Working with the Department of Education, more than 50 scripts were received from students throughout the state. A review committee comprised of Division staff and broadcast professionals reviewed the scripts and selected one winner. The winning script was submitted by a student from the KAS Prep program of the Hudson County Schools of Technology and was professionally produced by New Jersey Network. The Division of Alcoholic Beverage Control plans to purchase air-time during prom season to ensure the PSA reaches its target audience. The winning team and runners-up were invited to a special reception at Drumthwacket, the Governor's residence in Princeton, where the winning PSA was aired. Governor Corzine gave the keynote address and Attorney General Milgram was on-hand to personally thank all of the students for serving as positive role models for their peers.

Funds were provided to develop and deliver a teen driving community outreach program for Hispanic youth, 17-20 years of age. Two agencies, FOCUS Hispanic Community Center in Newark and the Puerto Rican Action Committee of Southern NJ located in Penns Grove, received awards that were used to develop, script, produce, and distribute public service announcements aimed at the Hispanic young driver. Spanish language billboards were also placed in Newark promoting the dangers of drinking and driving. Simulation goggles which demonstrate to teens the impact alcohol has on driving were used to initiate outreach efforts throughout Salem and Cumberland Counties.

The "NJ 21 Coalition" was formed to promote the importance of maintaining the current 21 year old minimum drinking. Organized by DHTS, the Division of Alcoholic Beverage Control and the Partnership for a Drug-Free New Jersey, NJ21 is comprised of government and law enforcement, education,

prevention, traffic safety, and non-profit agencies opposed to lowering the drinking age. The coalition was created in response to the Amethyst Initiative,

an effort that has received support from college and university presidents across the nation who believe the current minimum legal drinking age should be revised.

Goal	Results
To reduce the number of alcohol-related fatalities from 240 in 2006 to 235 in 2008.	The data on alcohol-related fatalities is incomplete and unavailable for this report. Once 2008 data is finalized, a report will be submitted, under separate cover, detailing our success in achieving this goal.* Goal Achieved: Probable
To decrease the percentage of alcohol-related fatalities from 31.2 percent in 2006 to less than 31 percent in 2008.	The data on alcohol-related fatalities is incomplete and unavailable for this report. Once 2008 data is finalized, a report will be submitted, under separate cover, detailing our success in achieving this goal.* Goal Achieved: Probable
To reduce the alcohol-related fatality rate per 100 million vehicle miles of travel from 0.32 in 2006 to 0.31 in 2008.	The data on alcohol-related fatalities is incomplete and unavailable for this report. Once 2008 data is finalized, a report will be submitted, under separate cover, detailing our success in achieving this goal.* Goal Achieved: Probable

*Data Source: U.S. Department of Transportation, Fatality Analysis Reporting System, 2008



REPORT II. Occupant Protection

The “Click It or Ticket” campaign was conducted May 19 - June 1, 2008. Key components of the campaign included targeted seat belt enforcement by municipal, county and state police agencies, 214 of which received overtime enforcement grants. Awareness about the campaign and the importance of wearing a seat belt were further enhanced by the distribution of educational materials by partner agencies statewide. To launch the campaign, high visibility enforcement details were conducted in Cranford, Fair Lawn and Atlantic City. A regional kickoff event, hosted by the National Highway Traffic Safety Administration, was held in Times Square, New York City. Of the 497 police agencies in the state, 473 or 95 percent participated in the mobilization. These agencies issued 46,026 seat belt citations in addition to 1,007 child restraint and 6,831 speeding citations. They also made 642 DWI arrests.

The annual statewide seat belt usage survey, conducted by the New Jersey Institute of Technology following the “Click It or Ticket” campaign, found the state’s seat belt usage rate rose for the twelfth consecutive year from 91.36 percent in 2007 to 91.75 percent. This equates to 34,000 more New Jerseyans buckling up, one additional life saved, a reduction of 16 serious injuries, and an annual savings to the state of \$3.5 million. The two counties with the largest increase in belt usage are Monmouth, up 5.2 percent to 93.35 percent, and Camden, up 4.1 percent to 91.84 percent. The four counties with the highest belt usage rates for 2008 are: Middlesex (94.53 percent), Bergen (93.79 percent), Morris (93.71 percent), and Monmouth (93.35 percent).

National Child Passenger Safety Week, September 21-27, was kicked-off with a series of car seat inspections designed to help parents and caregivers learn how to properly transport children in their vehicles. On September 20, known throughout the nation as “Seat Check Saturday,” certified technicians were available at locations around the State to offer instruction in the proper use of child

restraints in motor vehicles. As part of Child Passenger Safety Week, the National Highway Traffic Safety Administration, DHTS, the New York Governor’s Traffic Safety Committee, the Pennsylvania Traffic Injury Prevention Project, AAA Clubs of New York, New Jersey and Pennsylvania, and SafeKids New Jersey and New York hosted the 7th Annual Child Passenger Safety Technical Conference. The three-day conference, which took place September 24-26 in Atlantic City, was attended by more than 600 child safety advocates from the Northeast and across the country.

DHTS partnered with the National Highway Traffic Safety Administration to evaluate law enforcement’s awareness of the State’s booster seat laws and test enforcement programs designed to enforce these laws. Three police departments (Westampton, Passaic, and Galloway Township) participated, received mini-grant to conduct booster seat law enforcement programs over a six-month period. Through informal briefings with officers involved in the program, barriers in enforcing these laws and recommendations for improving enforcement strategies were identified. Preliminary findings include:

Checkpoint and stationary patrols appear to be the most efficient and productive methods for enforcing all child restraint laws.

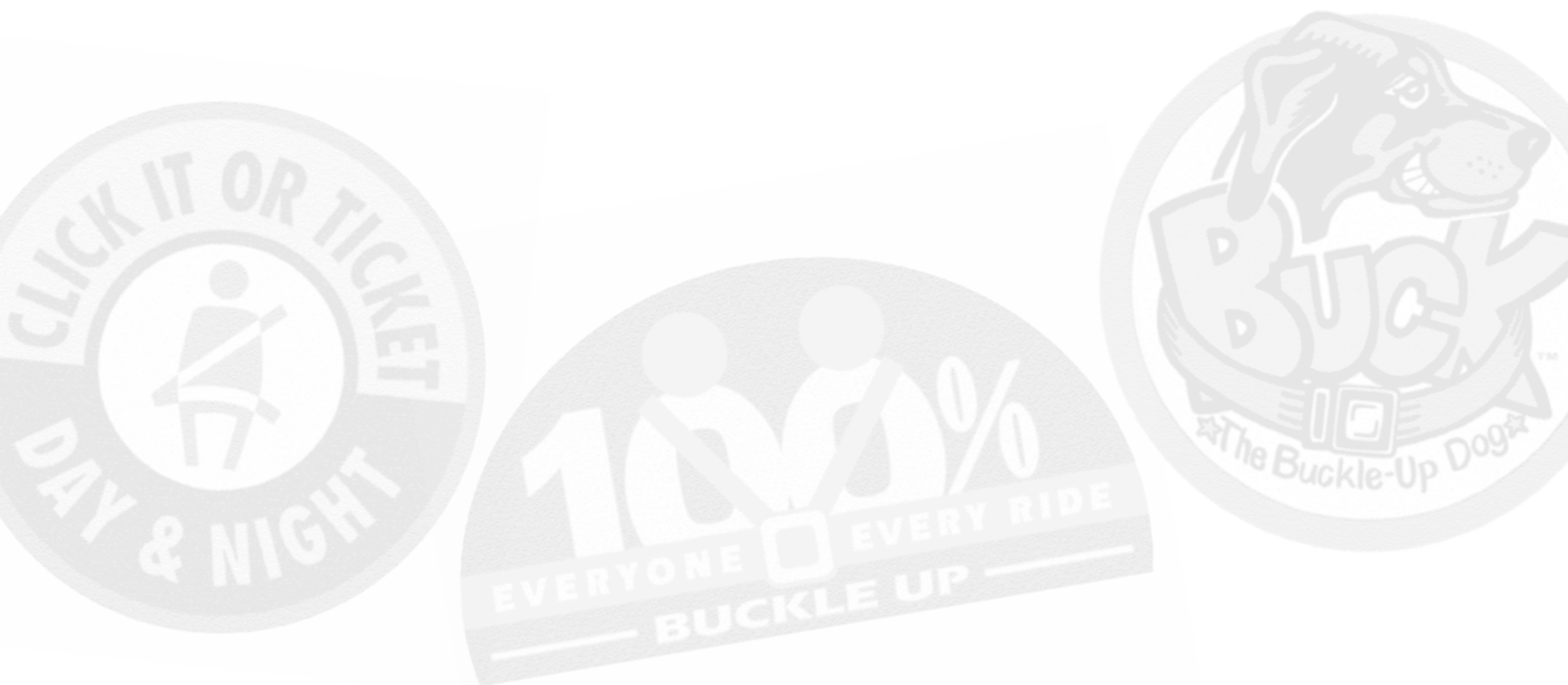
- ◀ Details should use several officers (e.g., spotters and ticket writers).
- ◀ A certified child passenger safety technician should be on hand at the detail.
- ◀ Details should be conducted near locations where motorists are transporting young children (e.g., schools, shopping centers, child care centers).
- ◀ Details should be conducted at optimum times of the season and day in which frequency of motorists traveling with young children is high.

A new, interactive educational web site for students in grades K-3, featuring “Buck, the Buckle-up Dog” was unveiled before Governor Corzine and a group of first grade students at Rieck Avenue Elementary School in Millville (Cumberland County). The web site uses Buck to engage young students in activities that emphasize the importance of proper car, booster seat and seat belt use, as well as pedestrian and bicycle safety.

The Division provided funds to the Department of Community Affairs’ Center for Hispanic Policy, Research and Development to assist Hispanic organizations in developing public education programs focused on increasing awareness of proper restraint for young children. The program provided funds and technical assistance to public and private, community-based child care and preschool centers that offer programs to serve the needs of children under 8 years of age.

Goal	Results
To increase statewide seat belt compliance from 91.4 percent in 2007 to 93 percent in 2008.	While an observational survey of seat belt usage revealed a statewide usage rate of 91.75 percent, below the goal, belt use increased for the twelfth consecutive year for an all-time high.* Goal Achieved: No

*Data Source: New Jersey Institute of Technology, Seat Belt Survey, 2008



REPORT III. Pedestrian and Bicycle Safety

The “Brainy Bunch” campaign, conducted by the Brain Injury Association of New Jersey, has been successful in educating thousands of individuals of all ages about the importance of preventing brain injuries through programs that address helmet use, as well as motor vehicle and pedestrian safety. The Association maintains an organizational web site which features prevention pages and offers resources that can be downloaded. The Brainy Bunch is a child-focused web site providing information through games and easy to understand messages available in both English and Spanish. The association’s newest web site, *UGotBrains?*, was recently launched to engage teens in understanding how their behaviors impact their safety behind the wheel.

The Center for Advanced Infrastructure and Transportation at Rutgers University conducted a study to determine the contributing factors of severe pedestrian crashes in four communities: East Orange, Edison, Long Branch and Paterson. Using a multi-disciplinary team of traffic officers, planners, engineers, educators, and safety professionals, pedestrian safety audits were conducted in each community. The team also received police narratives of selected crash location reports prior to conducting field reviews. The primary contributing factors identified include pedestrian and motorist behaviors, deficiencies in the general and pedestrian infrastructure, and left turn movement conflicts. Pedestrian safety action plans were developed and provided to each community at the conclusion of the safety audits. Included in the plans are specific strategies that will be implemented to reduce the number of pedestrian deaths and injuries in these communities.

Thirty-seven comprehensive pedestrian safety grants for education and enforcement were awarded in the past year. The enforcement grants paid for overtime so that police officers could patrol high pedestrian crash locations and issue summonses to motor vehicle violators whose actions put pedestrians at risk. The educational grants funded the purchase of educational materials for high-risk populations including children, the elderly and non-English speaking individuals. These comprehensive grants have helped to increase awareness of pedestrian safety and reduce pedestrian-car conflicts.

Pedestrian decoy training was provided to police officers on crosswalk enforcement in Essex and Camden Counties. The program was implemented to raise driver awareness and compliance of the State law requiring motorists to yield the right-of-way to pedestrians in the crosswalk, generate media attention about pedestrian safety, and reduce crashes, injuries and fatalities resulting from pedestrian/automobile collisions. Officers were trained in the law, how to set up a crosswalk enforcement zone using scientifically tested principals, safe practices for posing as pedestrians in the crosswalk, and how to identify and warn/cite drivers who fail to stop for crossing pedestrians. Participants were also given materials that could be used to educate motorists stopped for failing to comply with the law. Police officers used this training to conduct driver yielding programs and enforcement operations at intersections with high pedestrian crash rates.

Goal	Results
To decrease the number of pedestrian fatalities from 166 in 2006 to 163 in 2008.	A total of 115 pedestrian fatalities have been reported as of December 1, 2008. Once 2008 data is finalized, a report will be submitted, under separate cover, detailing our success in achieving this goal.* Goal Achieved: Yes
To reduce the percentage of pedestrian fatalities to all fatalities from 21.5 percent in 2006 to no more than 20.5 percent in 2008.	The number of pedestrian fatalities reported as of December 1, 2008 was 115. Pedestrian fatalities represented 21 percent of all motor vehicle fatalities as of this date. Once 2008 data is finalized, a report will be submitted, under separate cover, detailing our success in achieving this goal.* Goal Achieved: Probable
To decrease the number of bicycle fatalities from 12 in 2006 to no more than 10 in 2008.	The number of bicycle fatalities reported as of December 1, 2008 was 21. Once 2008 data is finalized, a report will be submitted under separate cover.* Goal Achieved: No

*Data Source: U.S. Department of Transportation, Fatality Analysis Reporting System, 2008

REPORT IV. Community Traffic Safety Programs / Young Drivers

Community Traffic Safety Programs (CTSPs), which are funded by DHTS and bring together public and private entities to identify and address traffic safety problems on a county-wide basis, were hard at work in thirteen counties: Atlantic, Burlington, Bergen, Camden, Cape May, Cumberland, Gloucester, Hudson, Morris, Ocean, Passaic, Salem, and Union. Safety areas addressed through comprehensive action plans included pedestrian, bicycle and child passenger safety; aggressive, impaired, distracted, and teen driving; and seat belt use.

The "Safety Cruiser" traveled to 43 community-based events around the State bringing traffic safety information to nearly 8,000 citizens of all ages. The cruiser is equipped with video equipment, child safety seats and educational materials designed to convey important safety messages.

A survey of drivers by Fairleigh Dickinson University's Public Mind Poll was conducted for the second consecutive year. The telephone survey was conducted April 17 - May 26 using a randomly selected sample of 1,004 New Jersey residents 17 years of age and older who drive regularly. This year's poll addressed driver knowledge and attitudes about cell phone use, speeding, aggressive driving, red light running and speed enforcement cameras, and teen driver initiatives. Survey participants were also asked to assess the driving skills of motorists in neighboring states as well as their own. Poll findings generated significant media attention, were used to develop the 2009 Highway Safety Plan and key legislative initiatives currently being undertaken by DHTS. A summary of the findings can be found on the DHTS web site at www.njsaferoads.com.

DHTS coordinated a statewide effort to engage the public and media during the national observance of "Put the Brakes on Fatalities Day," on October 10, 2007. On this day, motorists across the nation are asked to slow down, buckle-up, avoid distractions, and follow all the rules of the road in an effort to achieve a 24-hour period without a fatal crash on the state's highways. A total of 339 police departments

throughout the state participated by reporting to DHTS all traffic crashes, injuries and fatalities that occurred on October 10. This information was shared with the media and posted on the Division's web site. A fatality ticker, that is updated daily, is now a permanent feature on the DHTS web site.

Starting on March 1, 2008, law enforcement officers were authorized to stop and ticket motorists whenever they are observed unlawfully using a hand-held wireless telephone to talk or text message. DHTS, in partnership with the Motor Vehicle Commission, conducted a public education campaign. A traffic safety bulletin, featuring an overview of the hand-held cell phone law was made available to the law enforcement community. In addition, a flyer and palm card was made available to the public as was a web version of a general education piece that could be added to any web site to increase public awareness of the new law.

Twenty schools received National Safety Council "Alive At 25" teen driver training in the northern, central and southern regions of the State. All programs have been developed and supported by statewide advisory committees that represent education, safety and enforcement professions. The training identifies the risks teens face while driving and helps parents reinforce basic driving skills and good decision making to help their teens become safe, responsible drivers.

The Teen Driver Study Commission, appointed by Governor Corzine and the State Legislature to assess the state of teen driving in New Jersey, released its report on March 29, 2008 detailing 47 recommendations designed to help reduce teen driving crashes and ultimately save lives. The report includes detailed information on the scope of the program at both a national and State level, and an overview of a "new and improved" Graduated Driver License (GDL) system. The report notes that while all recommendations merit further study and/or enactment, the following 14 recommendations are considered essential for preventing further teen driver crashes:

- ◀ Develop an event-based Graduated Driver License (GDL) monitoring program that includes sanctions (training, suspension and postponement) that effectively deter GDL and non-serious and serious motor vehicle violations.
- ◀ Until event-based monitoring and enhanced sanctions are implemented, ban plea agreements for traffic offenses committed by GDL holders.
- ◀ Implement the programming changes necessary to ensure that the Motor Vehicle Commission's current and pending computer system can accommodate all components of the GDL law.
- ◀ Develop a GDL identifier that must be affixed to a vehicle when driven by a permit or probationary license holder.
- ◀ Require a parent/guardian to attend a teen driver orientation program with his or her teen prior to applying for a permit.
- ◀ Require teens to complete a minimum number of hours of certified practice driving during the permit phase.
- ◀ Extend the permit phase from a minimum of six months to one year for all new drivers 16 to 20 years of age.
- ◀ Limit the number of passengers in the probationary phase to one regardless of the passenger's relationship to the driver.
- ◀ Sanction, in addition to the teen driver, all passengers 16 to 20 years of age on a permit, probationary or basic license, who violate the GDL passenger and safety belt restrictions.
- ◀ Lower the nighttime driving hours restriction from 12 a.m. to 11 p.m. for probationary license holders.
- ◀ Close the loophole in the seat belt law to ensure all back seat passengers 18 years of age and older buckle up.
- ◀ Appropriate funding for driver education through the GDL mandated Driver Education Fund.
- ◀ Develop and deliver to public and private schools a standardized traffic safety/driver education curriculum and incorporate it into New Jersey's Core Curriculum Contest Standards for students in grades K-12.
- ◀ Amend the GDL law and the corresponding regulations to clearly define six hours of behind-the-wheel driver training.

The Assembly Transportation Public Works and Independent Authorities Committee has released four bills and the Senate has passed two that address eight of these 14 recommendations. A review of these bills can be found in the legislative section of this report.

Following a key recommendation of the Teen Driver Study Commission, on September 17, 2008 the Attorney General directed municipal prosecutors not to offer or accept plea bargains for GDL holders for motor vehicle violations that carry points. The directive is aimed at ensuring that GDL holders participate in driver improvement programs that

are mandatory for “probationary” drivers who accumulate three or more motor vehicle points.

Bergen County law enforcement officers issued 317 summonses to teen drivers for GDL violations as part of a pilot program designed to reinforce safe driving behaviors. Conducted by 70 police agencies in Bergen County from April 7-25, 2008, the program featured roving patrols and GDL enforcement checkpoints at schools and other locations frequented by teen drivers. A total of 4,933 young drivers went through the program’s checkpoints, where they received handouts outlining the GDL restrictions and safe driving reminders.

Goal - Young Drivers	Results
<p>To decrease the percentage of 17-20 year old drivers involved in crashes from 11 percent in 2006 to 10 percent in 2008.</p>	<p>Preliminary data for 2008 indicates that crashes involving this age group have decreased to ten percent. Once 2008 data is finalized, a final report on this goal will be submitted, under separate cover, detailing our success in achieving this goal.* Goal Achieved: Yes</p>

*Data Source: N.J. Department of Transportation, Bureau of Safety Programs, 2008



REPORT V. Police Traffic Services / Speed Control

DHTS conducted a region-wide, speed crackdown with law enforcement partners in July, 2008. Designed to build on the success of the 2006 Tri-State Speed Enforcement Campaign as well as the 2007 *Obey the Signs or Pay the Fines* crackdown which called attention to the dangers of excessive speed, the campaign took place throughout the Division's seven-county Northern Region (Bergen, Essex, Hudson, Morris, Passaic, Sussex, and Warren Counties). Eighty-nine percent or 168 of the agencies in the region participated in the campaign issuing 9,643 speeding summonses, and 3,981 seat belt and 446 child restraint citations. The agencies also made 490 DWI arrests. The campaign garnered extensive media coverage both statewide and locally raising awareness about the dangers of speeding as well as public support for the enforcement effort.

Aggressive driving behaviors such as speeding, tailgating, red light running, and improper passing pose a grave risk to motorists. Recognizing that aggressive driving is a growing problem on the State's roadways, a new law enforcement and public education pilot program designed to deter aggressive driving behaviors on selected highway corridors in four southern New Jersey counties was conducted from June 23-July 6, 2008. The concerted effort, known as *Smooth Operator* (which was developed by law enforcement agencies in Maryland, Virginia and Washington, DC), used high visibility law enforcement patrols and public awareness materials, including ticket jackets, posters, handouts, and an on-line quiz, to help motorists recognize aggressive driving behaviors and steps they can taken to deter this behavior. A new and unique educational tool, the 38-question quiz, accessible via the DHTS web site, is designed to help motorists determine if they're an "aggressive driver or a smooth operator."

Twenty-six municipal police departments and the Division of State Police participated in the pilot program. Local police agencies issued 945 speeding tickets, as well as 548 cell phone citations, 464

summonses for failure to obey traffic control devices, and 24 tickets for improper passing. The State Police, patrolling the Atlantic City Expressway, made more than 400 vehicle stops issuing 155 speeding tickets, 37 seat belt citations and 14 cell phone summonses. During the two-week pilot, there was a 40 percent decrease in crash-related injuries on the *Smooth Operator* corridors compared to the same time period the previous year. This initiative will be undertaken statewide and in partnership with Pennsylvania in 2009.

A law enforcement and public awareness initiative designed to deter motorists from running red lights was implemented in three communities. Law enforcement agencies from Freehold Township, Manalapan, and Marlboro set up weekly surveillance sites at intersections on major roadways in their municipalities. A cooperative partnership between law enforcement agencies, the Freehold Mall and the CBS Outdoor Mall Division provided signage at five locations throughout the mall alerting shoppers to the crackdown and raised awareness about the importance of safe driving. A total of 473 summonses were issued for disregarding traffic signals and crashes were reduced by 35 percent from the previous year as a result of the enforcement effort.

New Jersey Transit Police conducted a traffic enforcement campaign at its most problematic grade and light rail crossings. The number of commuter train/motor vehicle crashes decreased from seven in 2007 to one in 2008. There were also increases in the number of summonses issued for pedestrian violations and disregard of traffic control devices by motorists. In addition to enforcement, New Jersey Transit's communications office is partnering with its police force and DHTS to promote its, "Look, Listen Up and Stay Alive" program that educate the public about the dangers associated with rail crossing. The program will be expanded to reach high school driver education programs in 2009.

State and local police personnel attended numerous highway traffic safety and crash investigation training courses funded by DHTS. More than 350 police officers completed Crash Investigation I, a basic at-scene course, which instructs officers on the proper techniques for recognizing and properly recording damages as a result of collisions on roadways. Crash Investigation II, completed by 295 officers, places an emphasis on vehicle damage analysis and vehicle behavior during

collisions. Vehicle Dynamics, attended by 121 police officers, focuses on advanced math as it applies to vehicular behavior. Five Traffic Crash Reconstruction classes were also offered and attended by 112 police officers, along with specialized training in pedestrian/bicycle crash investigation; motorcycle crash investigation; and automobile sketch, crash interview and traffic crash reconstruction, which were attended by 135 students.

Goal	Results
To decrease the number of motor vehicle related fatalities from 770 in 2006 to 760 in 2008.	As of December 1, 2008, a total of 541 fatalities were reported. Once 2008 data is finalized, a report will be submitted, under separate cover, detailing our success in achieving this goal.* Goal Achieved: Yes
To decrease the fatality rate per 100 million vehicle miles traveled from 0.88 in 2006 to 0.87 in 2008.	As of December 1, 2008, the number of fatalities reported was 541. If vehicle miles traveled increases at an anticipated rate of 1.5 percent and fatalities are equal to or less than the number of total fatalities in 2007, the fatality rate in 2008 will be less than 0.87 deaths per 100 million vehicle miles traveled.* Goal Achieved: Yes
To reduce the number of motor vehicle related injuries from 98,501 in 2006 to no more than 98,000 in 2008.	Based on preliminary data, motor vehicle related injuries have decrease from 98,501 to 97,633 as of December 1, 2008. Once 2008 data is finalized, a report will be submitted, under separate cover, that will include the revised total for the year.† Goal Achieved: Yes
To reduce the fatality and serious injury rate per 100 million vehicle miles traveled from 2.5 in 2006 to 2.4 in 2008.	Preliminary data indicates a fatality and serious injury rate per 100 million vehicle miles traveled of 2.1. Once 2008 data is finalized, a report will be submitted, under separate cover, that will include the revised total for the year.† Goal Achieved: Yes
To decrease the fatality rate per 100,000 population from 8.85 in 2006 to 8.80 in 2008.	The fatality rate per 100,000 population is projected at 8.10 based on 541 reported fatalities. Once 2008 data is finalized, a report will be submitted, under separate cover, that will include the revised total for the year.* Goal Achieved: Yes
To decrease the serious injury rate per 100,000 population from 20.1 in 2006 to 20.0 in 2008.	Based on preliminary data, the serious injury rate per 100,00 population is 19.2. Once 2008 data is finalized, a report will be submitted, under separate cover, detailing our success in achieving this goal.† Goal Achieved: Yes

*Data Source: U.S. Department of Transportation, Fatality Analysis Reporting System, 2008

†Data Source: N.J. Department of Transportation, Bureau of Safety Programs, 2008

Goal - Speed Management	Results
To reduce the number of speed-related crashes from 21,865 in 2006 to no more than 21,800 in 2008.	The number of speed-related crashes as of December 1, 2008 is 16,526. Once 2008 data is finalized, a report will be submitted, under separate cover, detailing our success in achieving this goal.† Goal Achieved: Yes

†Data Source: N.J. Department of Transportation, Bureau of Safety Programs, 2008

Goal - Motorcycle Safety	Results
To decrease the number of motorcycle fatalities from 102 in 2006 to less than 100 in 2008.	Motorcycle data as of December 1, 2008 indicates a total of 81 fatalities. Once 2008 data is finalized, a report will be submitted, under separate cover, detailing our success in achieving this goal.* Goal Achieved: Yes
To reduce the number of motorcycle crashes from 2,173 in 2006 to less than 2,150 in 2008.	Preliminary data indicates a decrease in motorcycle injury crashes from 2,173 in 2007 to 2,072 in 2008. Once 2008 data is finalized, a report will be submitted under separate cover, detailing our success in achieving this goal.† Goal Achieved: Yes

*Data Source: U.S. Department of Transportation, Fatality Analysis Reporting System, 2008

†Data Source: N.J. Department of Transportation, Bureau of Safety Programs, 2008

REPORT VI. Roadway Safety

The Rutgers University Department of Civil and Environmental Engineering, Local Technical Assistance Program continued to offer its work zone safety trainings. Seventy-five workshops were presented to 3,481 participants on traffic control, work zone safety and roadway safety. A four-day, train-the-trainer program was also developed for municipal police officers to gain a better understanding of work zone enforcement. The workshop was offered on three occasions to 60 police officers.

The Ninth Annual Work Zone Safety Awareness Conference was held April 10, 2008 at Rider University and attended by 257 participants. The morning session included presentations by state officials while the afternoon session promoted work

zone safety awareness through the recognition of best practices in New Jersey.

The pedestrian safety school crossing project implemented in Newark provided for the installation of school crossing signs in Newark leading to increased safety for thousands of school-age children.

A traffic intern was hired during the summer months in Sussex County. Speed zoning on county roads was reviewed and sections of roads with significant traffic volume increases, crash rates and safety hazards were identified. A speed survey report, that included proposed modifications, was completed and the county engineer is working with municipalities to update local speed zoning ordinances.

REPORT VII. Traffic Records

The NJTR-1 (Police Crash Report) Advisory Committee and the Local Technical Assistance Program at Rutgers teamed up to create a placard that is being used by police officers to collect truck crash data. The NJTR-1 Form Field Manual and Police Guide for Preparing Reports of Motor Vehicle Crashes were developed and distributed to police agencies throughout the state.

The Office of Information Technology (OIT) has made progress in integrating crash data. Files have been uploaded from NJ Department of Transportation crash reports and EMS ambulance run reports. The OIT has been able to match approximately 35 percent of crash related EMS responses to specific motor vehicle crashes. The Motor Vehicle Commission's history files and fatal motor vehicle crash files maintained by the Fatality Analysis Reporting System have also been integrated to allow for more timely and accurate reporting.

The Electronic Patient Care Reporting system, operated by the Department of Health and Senior Services, has proven to be an overwhelming success. This project introduced electronic patient care reporting to New Jersey's advanced life support programs in 2006. At the start of the project the electronic data collection system, EMS Charts, was being used by four EMS providers. Currently, over 100 EMS providers throughout the state are using the system and over 300,000 patient care records have been entered into the data warehouse. The project has grown beyond expectation and has provided data that could not have been collected without this system in place. Data that has been accumulated is being utilized in various divisions within the Department of Health and Senior Services and by other agencies as well. It is anticipated the exportation program for submission of EMS data to the National Emergency Medical Services Information System (NEMSIS) will be completed by January 30, 2009.

REPORT VIII. Incentive Grant Program to Prohibit Racial Profiling

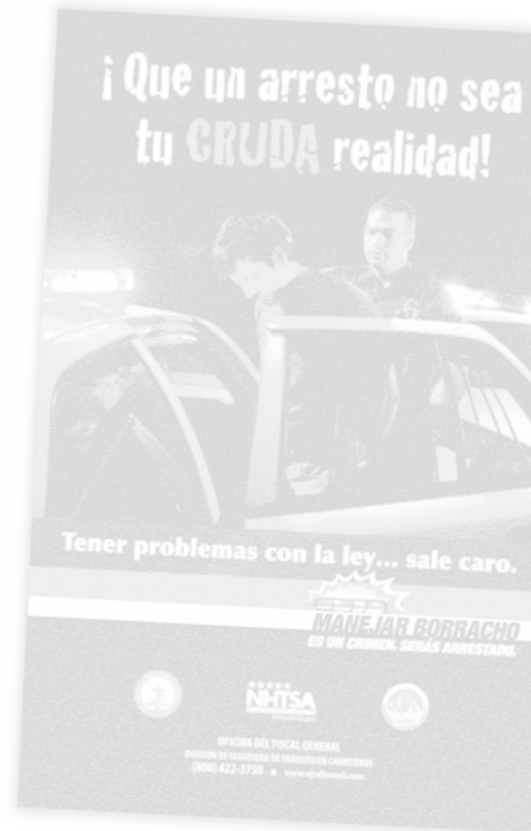
The Office of State Police Affairs (OSPA) provided training to Clinton Township police officers on data collection, form development and reporting requirements, and conducted supervisory reviews on Fourth and Fourteenth Amendment issues including preventing racial profiling, and search and seizure as part of this pilot program. The OSPA has also worked with the police department to identify existing policies, procedures, rules and regulations, and software and infrastructure considerations. In addition, Enforsys (software vendor) is working with the department to develop a motor vehicle stop report, expected to be

done in December, that will be used by police officers at traffic stops under criteria set forth by OSPA. Once three to six months of data has been collected, it will be sent to OSPA, where a Research Analyst will interpret the information and report on the findings. Race, gender and ethnicity as well as the action taken either in the form of a written summons or warning will be collected from the traffic stop. Additional information will also be collected if the stop results in a search. Following the conclusion of the pilot, it is expected that additional towns will be selected to participate and build on the Clinton experience.

PAID MEDIA

Paid advertisements, addressing the dangers of drinking and driving, pedestrian safety, child passenger safety and the benefits of seat belts, were placed in the following Spanish language publications: Nostros (\$7,550, full page ad), a monthly with a circulation of 20,000 distributed throughout Mercer, Middlesex, Monmouth and Ocean Counties; Realidades (\$12,000, full page ad), a monthly with a circulation of 15,000 distributed

throughout Bergen, Camden, Essex, Hudson, Mercer, Middlesex, Monmouth, Passaic and Union Counties; Reporte Hispano (\$33,200, full page ad), a bi-weekly with a circulation of 10,000 distributed throughout Hunterdon, Mercer, Middlesex, Monmouth, and Somerset Counties; Al Dia (\$16,159, full page ad), a weekly with circulation throughout Atlantic, Burlington, Camden, Cumberland, Gloucester, Mercer and Salem Counties.



LEGISLATIVE INITIATIVES

The following teen driver safety bills were introduced in calendar year 2008.

Assembly Bill No. - A3067

Reported out of the Assembly Transportation Public Works and Independent Authorities Committee on November 13, 2008, the bill prohibits the holder of a special learner's permit, an examination permit, or a provisional driver's license who is charged with a motor vehicle offense for which motor vehicle penalty points are assessed from entering into a plea agreement to avoid those points.

Assembly Bill No. - A3068

Reported out of the Assembly Transportation Public Works and Independent Authorities Committee on November 13, 2008, the bill adds certain requirements for applicants and holders of special learner's permits and examination permits. An applicant for a special learner's permit or examination permit will be required to attend, with a parent/guardian, an approved driver orientation program. The bill also changes the graduated driver licensing law by requiring holders of examination permits and special learner's permits to complete a minimum number of hours of certified practice driving. Additionally, the six-hour behind the wheel driver education course must be private, one-on-one instruction. The Motor Vehicle Commission will be required to adopt within 12 months a standard, up-to-date curriculum in consultation with the DHTS, Department of Law and Public Safety and licensed drivers' school in the State. The bill also increases from six months to twelve months the amount of time a permit holder must hold such a permit before becoming eligible for a provisional license.

Assembly Bill Nos. - A3069 and A2089

Reported out of the Assembly Transportation Public Works and Independent Authorities Committee on November 13, 2008, the bill would require holders of special learner's permits, examination permits, and provisional driver's licenses to display a decal on the motor vehicle they are driving so that it is apparent to law enforcement officers that the driver is the holder of such a permit or license. The substitute bill (A2089) is in memory of Kyleigh Dalessio, a 16-year old honor student and athlete from Long Valley, New Jersey who died in a crash involving a young driver with multiple passengers. The Senate companion bill, S2314, was passed 36-3 by the Senate on November 24, 2008.

Assembly Bill No. - A3070

Reported out of the Assembly Transportation Public Works and Independent Authorities Committee on November 13, 2008, the bill revises the restrictions on those drivers holding special learner's permits, examination permits and provisional driver's licenses. Permit holders under 21 years of age would be permitted to transport only one passenger regardless of family affiliation unless there is an adult at least 21 years of age in the vehicle. The restrictions on overnight driving hours would be extended under



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