



STATE OF NEW JERSEY

DIVISION OF HIGHWAY TRAFFIC SAFETY

HIGHWAY SAFETY PLAN **ANNUAL REPORT**

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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 which consists of a comprehensive plan to reduce traffic crashes and deaths and injuries, and property damage resulting therefrom. The plan is to be developed in accordance with the "U.S. Highway Safety Act of 1996" (P.L. 89-564) and any acts amendatory or supplementary thereto. The DHTS is also responsible for procuring and administering federal highway traffic safety funds, processing and administering grants of these monies to State agencies and political subdivisions. As the State's highway traffic safety agency, DHTS also promotes traffic safety and coordinates activities of State and local agencies toward the goal of a comprehensive statewide traffic safety program. The Highway Safety Plan for federal fiscal year 2003 developed in accordance with 23 U.S.C. 402 is part of this effort.

The 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.

The Highway Safety Plan for federal fiscal year 2003 (October 1, 2002 through September 30, 2003) was supported by nearly \$9.3 million in federal funding and addressed nine priority program areas. The funds included the annual allotment of Section 402 State and Community Highway Safety funds, Section 405 Occupant Incentive Grant funds, Section 410 Alcohol Incentive Grant Carryover funds, and Section 157 Incentive Grant funds. Funds received under these sections of Title 23 initiated projects in the following areas: alcohol and other drug countermeasures, police traffic services, occupant protection, pedestrian and bicycle safety, community traffic safety programs, roadway safety, traffic records, and motorcycle safety. A total of 126 projects were funded through the Highway Safety Plan for both state and local programs.

The Division also continues to oversee and coordinate both the State Drunk Driving Enforcement Fund, N.J.S.A. 39:4-50.8 and Motorcycle Safety Education Program, N.J.S.A. 27:5F-36 et seq.

The annual report provides an overview of the projects funded during the year and is followed by a status of each goal identified in the Federal Fiscal Year 2003 Highway Safety Plan. The Division believes the funded projects and activities in those areas in which the Division achieved its goals contributed significantly to their achievement. Based on the available data, it appears the Division will not achieve all of the goals. In these cases, the Division intends to review the funded activities related to the goal to determine whether different and/or additional projects are needed to achieve it.

PROGRAM FUNDING

Federal 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 provide seed money to catalyze innovative programs and leverage other state, local and private resources. The 402 program improves enforcement of existing laws, changes public attitudes through educational programs, and builds state and local leadership in highway safety.

Listed below is the funding obligated to each of the Section 402 program areas during FFY 2003.

Planning and Administration	\$ 338,000
Alcohol & Other Drugs	\$ 508,805
Police Traffic Services	\$ 855,639
Occupant Protection	\$ 370,573
Pedestrian	\$ 631,239
Community Traffic Safety	\$ 919,963
Roadway Safety	\$ 79,851
Traffic Records	\$ 330,278
Motorcycle Safety	\$ <u>10,000</u>
Total	\$ 4,044,348

B. Section 405 Program

The Section 405 Occupant Protection Incentive Grant program provided incentive grants to encourage states to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. The State received \$666,439 to implement occupant protection programs.

C. Section 410 Program

The Section 410 Drunk Driving Prevention program provided incentive grants to states that increase their level of effort and implement drunk driving programs. The State did not meet the requirements of the Section 410 program and was not eligible to receive funds in FFY 2003. However, carryover funds in the amount of \$115,849 were applied to support community programs that discouraged drinking and driving and provided enforcement and education programs.

D. Section 157 Program

The Transportation Equity Act for the 21st Century (TEA-21) established a new program of incentive grants to encourage States to increase seat belt use rates. Incentive grants are awarded to States who demonstrate an increase in seat belt usage rates. Since the State was able to increase seat belt usage rates which resulted in savings in medical costs to the Federal Government, funds in the amount of \$4,437,593 were awarded for project implementation.

State Programs

A. Drunk Driving Enforcement Fund

The Drunk Driving Enforcement Fund establishes a \$100.00 surcharge on each drunk driving conviction. Monies in this fund are distributed in grants to municipalities and to State, county and interstate law enforcement agencies. The purpose of the grants are increase enforcement of the drunk driving law. Each law enforcement agency whose officers make arrests leading to DWI convictions and imposition of the surcharge is entitled to grants representing its proportionate contribution to the fund.

Municipalities, the Division of State Police, interstate law enforcement agencies and county law enforcement agencies apply to the Division to use Drunk Driving Enforcement Fund monies for additional DWI enforcement patrols and any appropriate measures pertaining to other DWI activities as approved by the Director of the Division of Highway Traffic Safety.

A total of \$3.5 million was available to law enforcement agencies in an effort to reduce alcohol-related fatalities and crashes.

B. Motorcycle Safety Education Program

The motorcycle safety education program, established in 1992, continues to provide for a course of instruction and training designed to develop and instill the knowledge, skills, attitude and habits necessary for the safe operation and riding of a motorcycle. Fees collected by the Motor Vehicle Commission for each motorcycle license or endorsement issued under N.J.S.A. 39:3-10, and any other monies which may become available for



motorcycle safety education are deposited into the Motorcycle Education Fund. These monies are used exclusively by the Division of Highway Traffic Safety to defray the costs of the motorcycle safety education program.

Different levels of training continue to be available at both public and private locations throughout the State. During calendar year 2003, approximately 7,500 residents were trained in motorcycle safety.

The State provided classes at the Department of Military and Veterans' Affairs facility in Sea Girt and the Anthony Canale Police and Fire Training Academy in Egg Harbor Township. A record number of students were trained at these facilities. There were 825 students trained in the basic skills class and 95 students completed the experienced rider class for a total of 920. In addition, 13 individuals completed the State offered instructor preparation course that enabled them to become certified motorcycle education instructors.

Program Highlights

Following is a summary of the specific projects and activities implemented in 2003.

I. Alcohol and Other Drug Countermeasures

Standardized training courses in the detection, apprehension, processing, and prosecution of Driving While Intoxicated (DWI) offenders were provided to law enforcement officers. A total of 29 training courses were held at various locations throughout the state with 718 police officers trained in all aspects of DWI from apprehension to prosecution.

A Drink is a Drink is a Drink			
	Beer	Wine	Alcohol
			
Volume	12 oz.	5oz.	1 1/3
Percent Alcohol	4.5%	11%	40%
Amount Alcohol	.54 oz.	.55oz.	.53oz.

Three Drug Evaluation and Classification training programs were conducted. A total of 91 police officers completed the class and were certified as Drug Recognition Experts.

The responsibility to train breath test operators and to periodically inspect breath test instruments is assigned to the Division of State Police. The Alcohol/Drug Test Unit (A/DTU), within the Division of State Police, spearheads the continual process of training and re-certifying police officers throughout the State to recognize alcohol and/or drug indicators present in suspected offenders of the law. A total of 1,214 police officers were trained in the five day basic breath test operator course. Another 5,574 operators were re-certified in the breath test re-certification class.

The A/DTU has also been engaged in establishing an Alcotest 7110 Advanced Evidential Breath Tester Training and Implementation Program. This program consists of providing training to the law enforcement community following the conversion of the presently used breathalyzers to the Alcotest 7110 Advanced Evidential Breath Testers. The program implementing the use of the new instrument has been pilot tested in Pennsauken by the municipal police department. A state Superior Court judge has ruled that the new instrument to gauge intoxication is reliable and can be used in court. This decision allows the state to move forward with the implementation of the Alcotest.

The Division of Alcoholic Beverage Control continued to administer the Cops In Shops Program. The program allows undercover law enforcement officers to join forces with local retail establishments to deter the sale of alcohol to underage individuals and to stop adults from attempting to purchase alcohol for people under the legal age. Two initiatives were conducted during the year. The first was held in the Fall and represented municipalities which had a college/university within its borders, or a school in a neighboring town. The following 20 municipalities received funding: Absecon, Deptford, Eatontown, Egg Harbor Township, Galloway Township, Glassboro, Hackensack, Long Branch, Madison, Mahwah, Morris Township, New Providence, Ocean Township, Piscataway Township, Princeton Borough, Ramsey, Rutherford, South Bound Brook, South Orange Village, Summit, and Teaneck.

The Summer shore initiative was held during the summer months in the following municipalities: Absecon, Beach Haven, Belmar, Egg Harbor Township, Harveys Cedars, Lakehurst, Long Branch Township, Lower Township, Margate, Manchester, North Wildwood, Ocean Township (Monmouth County), Ocean Township (Ocean County), Pt. Pleasant Beach, Pt. Pleasant Boro, Sea Isle City, Seaside Park, Ship Bottom, South Belmar, Stafford Township and Wildwood.

The 20 towns in the Fall initiative produced a total of 145 arrests while the Summer initiative resulted in 317 arrests. A total of 683 separate charges were lodged against those arrested. Of the 683 offenses charged, 331 were for violations by an adult purchasing for an underage. The other 352 offenses were discovered due to an initial arrest or investigation involving the attempted purchase of alcoholic beverages by or for those underage.

Apprehending underage drinkers and those that serve alcohol to them was the goal of law enforcement officials in Cape May County. Attorney General Peter Harvey and Director Roberto Rodriguez, at a press conference in July, presented the Acting Prosecutor of Cape May County with a grant to fund overtime costs of participating officers. Teams consisting of local police officers, investigators from the County Prosecutors Office and investigators from the Division of Alcoholic Beverage Control worked undercover in bars and restaurants to identify underage people who order or consume alcoholic beverages as well as those who serve the underage person.

Alcohol related fatalities have remained relatively stable in New Jersey in recent years. However, the Division feels that vigilant efforts must be ongoing to educate motorists about the dangers of impaired driving. To that end, the Division undertook a concerted impaired driving campaign, to coincide with the national “You Drink and Drive...You Lose” mobilization. The Division awarded grants to ten New Jersey counties. The grants funded sobriety checkpoints and roving impaired driving patrols by municipal and county police agencies during the mobilization period. The enforcement activities were augmented by a public information campaign, which included airing of “You Drink and Drive...You Lose” radio spots on radio stations throughout the state.



There were 74 checkpoint programs and 152 roving patrols conducted during the campaign. The 4,219 hours of overtime worked resulted in 24,191 vehicles were stopped at a checkpoint and 2,583 summonses issued.

An event held on December 19, 2002, focused on impaired driving as part of the national “You Drink and Drive...You Lose” mobilization which combined high visibility enforcement with community education. The event was held at the Puerto Rican Association for Community Organization in Jersey City. The message of the event focused on educating the Hispanic community that DWI is a serious offense and safety issue.



The Division of State Police also provided roving patrol enforcement programs with DWI surcharge funds. These enforcement initiatives produced a total of 1,692 DWI arrests as well as 13,956 seat belt summonses.



The Alcohol and Drug Education Program (ADEP) has been fully implemented at the College of New Jersey. The primary goal is to provide educational support services to the campus community and to create an atmosphere in which alcohol use is not the central focus of all social events. The program stresses the creation of an awareness of choice, personal responsibility and the understanding of consequences in deciding to use alcohol and/or other drugs.

The Peer Institute was held on June 20-22 and over 80 students and advisors participated in the event. The event was sponsored by the Division of Highway Traffic Safety. The following colleges and universities attended the Institute: New York University, Arcadia University, Alvernia College, Rutgers University, Richard Stockton College, New Jersey City University, Kean University, Moravian College, Manor College and LaSalle University.

The Rutgers Comprehensive Alcohol and Traffic Education and Enforcement (R-CAT) Program was conducted. The program consisted of law enforcement and education initiatives. Several DWI two-man patrols randomly traveled through the campus to provide police presence and spot “drinking and driving” violations. The teams did patrol areas where arrests routinely occurred, inclusive of the fraternity neighborhood and on the New Brunswick Campus. Sixty-two designated patrols were available during peak periods of the school year and a total of 67 arrests were made. Two DWI checkpoint programs were also held during April and June. A total of 2,334 vehicles stopped adjacent to the campus in New Brunswick. Two DWI arrests were made and several other motor vehicle violations were issued.

The education component was also implemented to reduce alcohol and traffic safety related incidents on the Rutgers University campus by conducting awareness workshops for the students, disseminating informational brochures in the campus community and through the distribution of

alcohol and drug abuse awareness information on a specialized website for those who desired to privately access this information. The educational programs were conducted on all five campuses by community police officers. Topics included drug and alcohol abuse awareness, making informed choices, dispelling binge drinking myths and other alcohol abuse related information. A videotape on Alcohol Abuse Awareness was also developed by members of the Rutgers University Police Department. This multimedia presentation was used during many of the training sessions that the University Police Department hosted for the campus community and the general public.

The R-CAT Web Page continues to provide general information about the laws on driving while intoxicated, open container ordinances, penalties for convictions and available resources for those who are seeking help with abuse problems on campus. The web site attracted over 1,200 visitors. The popularity of the web site hopefully means that students are becoming aware of the consequences of not acting appropriately on campus. A drug and alcohol awareness fact book was produced in both English and Spanish and was used for distribution by the Rutgers University Police Department.

II. *Police Traffic Services*

Fatal Crash Units were operational in the following counties: Camden, Cape May, Essex, Hunterdon, Morris, Passaic, Salem, Sussex and Warren Counties. Importance was placed on the need to create clear policies and procedures when dealing with serious injury and death-by-auto investigations. The program has provided for the purchase of computer hardware and software programs which have proven to be indispensable tools for timely and accurate reconstruction of fatal and serious injury crashes.



The program was also responsible for building a corps of fatal and serious crash investigators by funding training for police personnel in basic and advanced crash reconstruction. There continues to be favorable responses from the public as well as the municipalities about the formation of the Fatal Crash Units.

Police personnel attended various training courses directly related to highway traffic safety and crash investigation. Formal training in crash investigation, vehicle dynamics and crash reconstruction was provided throughout the year.

The basic or at-scene course, which instructs officers on the proper techniques for recognizing and properly recording damages as a result of collisions on roadways, was attended by 325 police officers. The Crash Investigation II course placed an emphasis on vehicle damage analysis and vehicle behavior during collisions. This course was attended by 325 police officers as well. The third course, vehicle dynamics, attended by 175 police officers, provided attendees with advanced math as it applies to collisions and vehicular behavior. Three Traffic Crash Reconstruction classes were held at the following police academies: Bergen, Ocean and Somerset. A total of 171 police officers attended the course. An additional 47 police officers completed training in motorcycle crash investigation courses as well as pedestrian and bicycle crash investigation courses.

The Division of Highway Traffic Safety, in partnership with the New Jersey Department of Transportation, New Jersey Turnpike Authority and the New Jersey Highway Authority announced the “Take Five...Stay Alive!” safe driving educational campaign on November 26, 2002. The campaign, launched at the outset of the heavily traveled Thanksgiving holiday weekend, was designed to promote key traffic safety issues such as: avoiding driver distractions, budgeting extra driving time and buckling up on every trip.



The “Safety First” initiative authorized the New Jersey Department of Transportation to designate “Safe Corridors” in New Jersey. The Commissioner of Transportation was authorized to designate segments of state highways as “Safe Corridors” based upon crash rates, fatalities, traffic volume and other highway traffic safety criteria. Fines were doubled for motor vehicle violations, such as speeding and reckless driving, committed within the corridors. Half of all “Safe Corridor” fines collected are deposited in a new Highway Safety

Fund. To be used exclusively for highway safety projects and programs, funds will be made available to State Police and municipal police departments for education, enforcement and related measures that foster highway safety.

Local, county and state law enforcement agencies launched an unprecedented year-round commitment to enhancing safety on the roads. The event held at Mercer County Waterfront Park occurred at the start of the “101 Critical Days of Summer” period between Memorial Day and Labor Day and included an announcement of several upcoming cooperative traffic safety campaigns.



The Division of Highway Traffic Safety, along with representatives from the Division of State Police, Department of Transportation and the Highway Authority held a pre-holiday weekend press conference on July 3, 2003 at the Molly Pitcher Service Area of the New Jersey Turnpike to unveil a series of new measures to enhance safety for holiday travelers.

III. *Occupant Protection*

An unprecedented number of local police departments participated in the Division’s May, 2003 “Click It or Ticket” seat belt mobilization. Two-hundred sixty eight police agencies in New Jersey conducted targeted enforcement of the state primary seat belt law during the two week

enforcement mobilization. Sixty-nine of the participating departments received grant funding from the Division for their enforcement efforts. The other departments participated at their own expense. In all, more than 22,900 seat belt summonses were issued to motorists who were not buckled up.

In addition to the enforcement component, the State utilized \$500,000 in additional funding to conduct a “Click It or Ticket” radio advertising campaign. During a four-week period, which included the two-week enforcement mobilization, the Division was able to air 2,745 sixty-second radio spots on 54 radio stations in New Jersey, New York City and Philadelphia. The spots were produced in both English and Spanish.

Dr. Jeffrey Runge, Administrator of the National Highway Traffic Safety Administration, Colonel Fuentes, Superintendent of State Police and other heads of police from New York, Connecticut and the New York City Police Department, joined together at a press conference in May at the Empire State Building to announce plans for the “Click It or Ticket” safety belt campaign. Following the press conference, targeted seat belt enforcement programs were conducted in Elizabeth and Jersey City as well as at other locations in the Tri-State area.

Seat belt usage surveys conducted following the May mobilization demonstrated that the program was a success. The seat belt usage rate in New Jersey rose to an all time high of 81.2 percent.

The Division demonstrated its commitment to child passenger safety by hosting a Child Passenger Safety Technician Conference in September. The event brought together more than 400 child passenger safety advocates from New Jersey, New York, Puerto Rico, Pennsylvania, Delaware and Connecticut. Conference highlights included workshops and expert speakers on issues such as transporting children with special needs, balancing education and enforcement, enhancing child passenger safety within inner city populations and hosting a successful child seat check event.



Funding was provided to the Sheriff's Office in Burlington, Camden, Cumberland, Monmouth and Union counties. In addition, 27 municipal police departments received funds to conduct child safety seat checkpoints and educational programs and provide materials to reduce the misuse, non-use and misinformation in the area of child passenger safety and seat belt use. Over 400 child safety seat checkpoints were conducted and approximately 50 educational programs were presented to representatives at hospitals, parent-teacher meetings, and civic events.

IV. *Pedestrian and Bicycle Safety*



Nineteen comprehensive pedestrian safety grants were awarded during the year. These comprehensive grants funded pedestrian safety efforts relating to enforcement and education. The enforcement component paid for overtime so that police officers could patrol targeted high pedestrian crash locations to issue summonses to motor vehicle violators who's action put pedestrians at risk. The educational component provided funding to purchase pedestrian safety educational materials for delivery to high risk segments of the pedestrian population including children, the elderly and non-English speaking residents. These comprehensive pedestrian safety grants have helped to increase awareness of pedestrian safety.

A comprehensive Walk Safely Children's educational curriculum and video has been produced. The program will target children in grades K-4. The program will be distributed primarily through the New Jersey School Nurses Association. A palm card as well as a poster will also be made available. Approximately 400 copies of the kit will be distributed in the new year.

A statewide educational campaign designed to promote bicycle helmet use by cyclists continued to be carried out in partnership with the Brain Injury Association of New Jersey. The Brain Injury Association developed and carried out the helmet program called the Brainy Bunch. The Brainy Bunch program now has a presence in 13 New Jersey counties: Camden, Passaic, Bergen, Hudson, Morris, Essex, Middlesex, Union, Ocean, Monmouth, Mercer, Somerset and Hunterdon. Six billboards were displayed for the first time from April 14 - July 15. The billboards featured a photo of the Governor and First Lady and were displayed in the following counties: Burlington, Essex, Middlesex, Monmouth, Morris and Passaic. The Association partnered with major hospitals as well as local cycling shops to distribute Brainy Bunch materials. The program was also supported by an interactive website that was developed, as well as extensive outreach through the media. In addition, a radio public service announcement was produced in both English and Spanish and distributed through the Division's contract with the New Jersey Broadcasters Association.

V. *Community Traffic Safety Programs*

Community Traffic Safety Programs were implemented in the following seven counties: Atlantic, Bergen, Camden, Cumberland, Morris, Ocean and Union. Funds were provided to support counties in their efforts to develop and implement programs to inform and educate the public of the dangers associated with traffic in their areas. Programs were administered through an established unit 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.



Highlights of the public information and education program included the ongoing partnership with the New Jersey Broadcasters Association. A DHTS contract with the Broadcasters Association once again allowed the highway safety message to reach millions of New Jersey residents

through radio public service announcements. In addition, various messages were also aired by Shadow/Metro Traffic. Topics that were addressed included bicycle helmet use, work zone safety, school bus safety, Take Five Stay Alive campaign, Hero Campaign (Designated Driver Campaign), driver fatigue, child passenger safety, drinking and driving and cell phones. For the period October 2002 through September 2003, the Division received a total of 23,764 spots (average of 1,980 per month) with a value of \$1,410,459, for an investment of \$155,000. The return on the investment is approximately 9:1.

The “Safety Cruiser” was successful in providing information to the citizens of the state and was displayed at various events throughout the year. The traffic safety bus was used in cooperation with the Community Policing Unit of the Division of State Police. The bus provided citizens with access to information and materials on all areas of traffic safety. The bus is equipped with radar and breathalyzer equipment, video and driver simulator equipment, child car seats and other materials.



The cruiser was present at 25 events during the year. Approximately 4,000 individuals took the opportunity to tour and experience the various traffic safety equipment located on the bus.



A primary goal of the Division was to educate all residents of the state about traffic safety. To that end, the Division undertook an innovative program to begin bringing important traffic safety information to the State’s diverse population. The goal of the new outreach program was simple: To educate and encourage leaders of the diverse community to work with the Division in reducing property damage, injuries and fatalities and to ensure that the traffic safety message gets to every community in the state. Overall, the Division distributed approximately 80,000 pieces of literature on traffic safety programs.

A series of meetings were held with leadership of three key diverse populations: African-Americans, Hispanics and Asian-Indians. The meetings were held to introduce community leaders to the Division and its programs and to discuss traffic safety issues facing the diverse communities. To culminate the outreach efforts, a Traffic Safety Summit was convened in June, 2003 to bring all of the leaders together for an open dialogue with traffic safety officials, the law enforcement community and other public officials. As a result of this initiative, strategic partnerships have been formed with the leadership of the diverse communities that will form the basis for targeted traffic safety programs at the local level in the months ahead.

Other successes of the initiative included the active involvement and pledges of the following individuals and community leaders to promote the division’s mission and goal: Attorney General Peter Harvey; Seema Singh, Public Advocate Delegate; Secretary of State RegenaThomas; Shelly Mau; Advocate to the New Jersey Chinese Cultural Studies Foundation, Reverend Reginald Jackson, Executive Director of the Black Ministers Council of New Jersey; leaders from the Pakistani community and other leaders from the Hispanic, African American, Asian Pacific/East Indian and representatives from the business community.

VI. Roadway Safety

Traffic interns were hired during the Summer months in Sussex county to assist the county traffic engineer to video log all the county roads. The video log is a record of road signs, pavement marking road surface conditions, intersection traffic, traffic signals, sight distance, vegetation encroachment on roadways and other safety issues. The video log is valuable to committees when discussing site plans or sub-division reviews.

Various types of audible pedestrian signals were made available for testing purposes. The different technologies available for signaling visually impaired pedestrians have been installed and demonstrated to various organizations including: The Association of the Blind, The Seeing Eye Institute, The University of Wisconsin-Madison, various mobility specialists from other areas of the country, and other traffic engineers and engineering consulting firms. The signaling devices will be reviewed and a determination will be made on which device is most suitable in New Jersey.

The Roadway Safety Work Force Training and Resource project at Rutgers University effectively met the goal of a clearinghouse agency with the distribution of 8,754 technical resources to members of the transportation community. Work Zone Safety Kits and Flagging Kits were also disseminated to municipal road workers and law enforcement personnel. A total of 96 workshops were held during the period for 4,556 participants from the transportation community. The Utilities Industry attended the Intermediate Work Zone Safety Program and have tentatively scheduled the Advanced sessions for their employees in the Spring of 2004.

The Fourth Annual Work Zone Safety Conference was held on April 2-3. The goal of the conference was to raise awareness of the dangers that exist in highway work zones to both construction workers and the motoring public. Over 500 people attended the two-day conference.

In addition, the Division supported the State Police under the Governor's "Safety First" initiative and the use of digital highway safety signage (#77) to report aggressive drivers.



GOALS

This section sets forth the program goals and the current status of each short term goal identified in the FY 2003 Highway Safety Plan.

Goal 1 - Mileage Death Rate

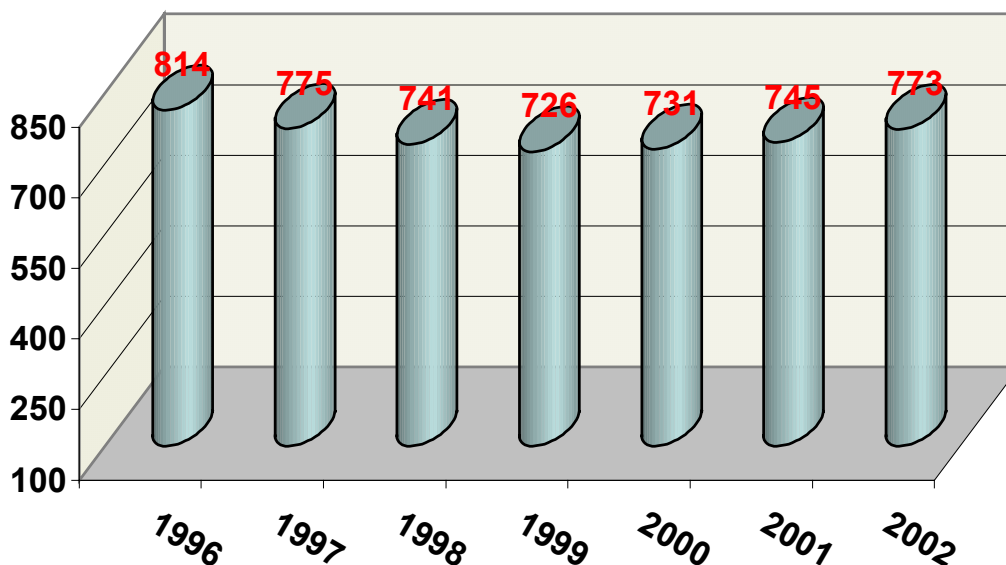
1. To reduce the fatality rate per 100 million vehicle miles traveled from 1.07 in 2001 to 1.05 in 2002.

ACCOMPLISHMENT

There were a total of 773 fatalities in calendar year 2002. The number of vehicle miles traveled in 2002 was 69.8 billion. The death rate, which is calculated using total fatalities and vehicle miles traveled, was 1.10 deaths per 100 million vehicle miles traveled in 2002. As of December 8, 2003, the number of fatalities reported for calendar year 2003 is 654. If the vehicle miles traveled increases at an anticipated rate of 1.9 percent, the fatality rate in 2003 would be estimated at 1.02 deaths per 100 million vehicle miles traveled based on 725 fatalities for the year.

DATA SOURCE: U.S. Department of Transportation, Fatal Analysis Reporting System, 2003.

NJ Fatalities



Goal 2 - Injuries From Crashes

1. To reduce the number of traffic crash injuries from an estimated 121,682 in 2001 to no more than 120,600 in 2002.

ACCOMPLISHMENT

There were a total of 71,834 traffic injuries in calendar year 2002. There is no data available for calendar year 2003 at this time.

DATA SOURCE: New Jersey Department of Transportation, Bureau of Data Development, 2002

Goal 3 - Alcohol and Other Drugs

1. To reduce the percentage of alcohol related fatalities from 44 percent in 2000 to 32 percent in 2003.

ACCOMPLISHMENT

Alcohol related fatalities in 2002 totaled 299. The percentage of alcohol related fatalities in 2002 were 39 percent of all fatalities. The data for 2003 is incomplete at this time. As the year end reports are finalized, the data will be summarized and forwarded for review.

DATA SOURCE: U.S. Department of Transportation, Fatal Analysis Reporting System, 2002

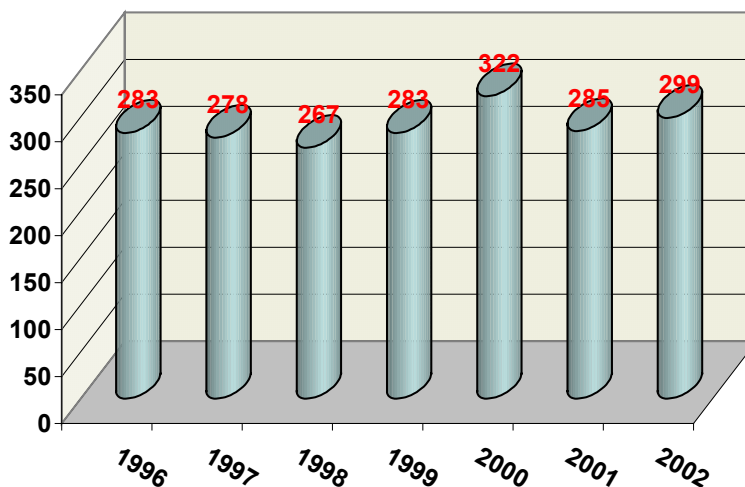
2. To reduce the number of alcohol related fatalities from 322 in 2000 to no more than 238 in 2003.

ACCOMPLISHMENT

There were 299 alcohol related fatalities in 2002. As previously mentioned, the 2003 data is not available at this time. As the final data report is compiled, a copy will be forwarded for review.

DATA SOURCE: U.S. Department of Transportation, Fatal Analysis Reporting System, 2002.

NJ Alcohol Related Fatalities



Goal 4 - Police Traffic Services

1. To provide funding to support eight county Fatal Crash Investigation Units in 2003.

ACCOMPLISHMENT

Nine Fatal Crash Units were operational in the following counties: Camden, Cape May, Essex, Hunterdon, Morris, Passaic, Salem, Sussex and Warren. These units have provided for a uniform and thorough investigation of serious collisions throughout their respective counties; allowed for an independent investigation of municipal related collisions; increased the quality of investigations; decreased the workload and costs of municipalities; and increased the knowledge of police officers and team members.

2. To decrease the incidence of preventable crashes through increased police presence and enforcement.

ACCOMPLISHMENT

More police departments participated in the “Click It or Ticket” Seat Belt Mobilization than any previous year. A total of 268 police departments participated in the two-week mobilization compared to 173 departments during the 2002 campaign. In addition, the “You Drink and Drive... You Lose” campaign provided grants to ten counties that allowed for participation by police departments in those counties to conduct sobriety checkpoint programs and roving patrols in an effort to apprehend impaired drivers.



3. To increase the number of law enforcement agencies participating in the aggressive driving program from 15 to 18 police departments.

ACCOMPLISHMENTS

Anticipated resources for this initiative were not available during the fiscal year, therefore, this effort was not implemented.

4. To provide training for 1,400 law enforcement officers in crash investigation and traffic safety specialty courses.

ACCOMPLISHMENTS

During the fiscal year a total of 996 law enforcement officers attended the crash investigation courses and specialty classes.

Goal 5 - Occupant Protection

1. To increase the seat belt use rate from 80.5 percent in 2002 to 83.5 percent in 2003.

ACCOMPLISHMENT

An observational survey of seat belt usage, undertaken in June revealed a usage rate of 81.2 percent. Although not meeting the anticipated goal, the 81.2 percent rate is the highest observed in New Jersey.

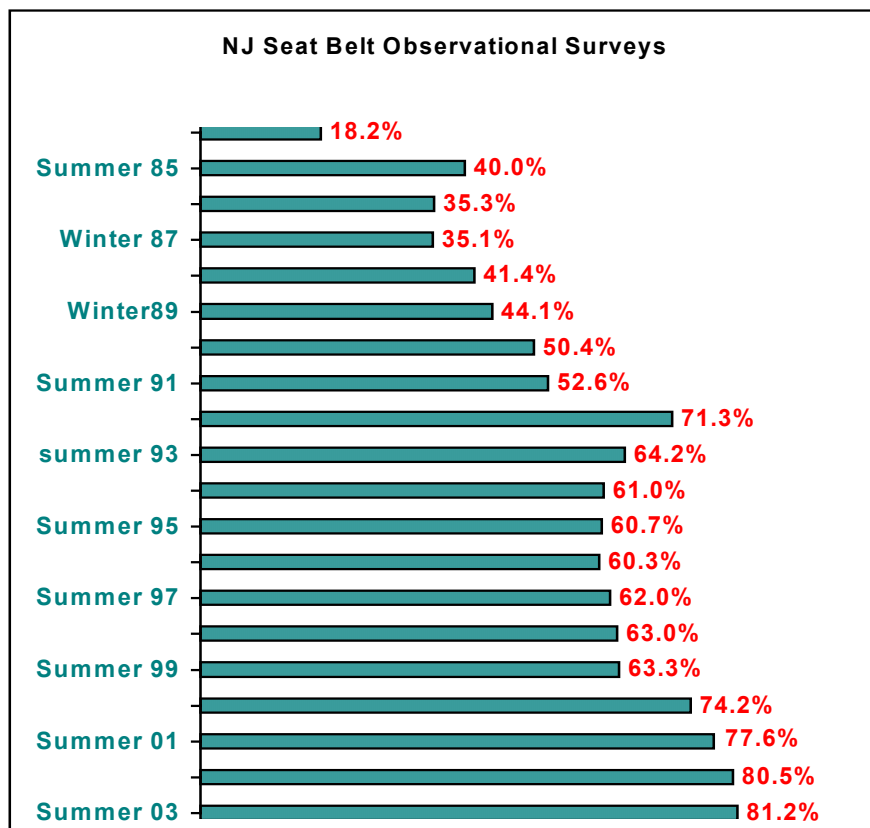
DATA SOURCE: New Jersey Division of Highway Traffic Safety, Seat Belt Survey, 2003

2. To reduce child occupant fatalities in the 0-5 age group by 2 percent in 2003.

ACCOMPLISHMENT

As of December 8, 2003 there were a total of 6 children killed in traffic crashes. This compares to 5 in 2002. Final data reports will be provided as they become available.

DATA SOURCE: U.S. Department of Transportation, Fatal Analysis Reporting System, 2003



Goal 6 - Pedestrian Fatalities and Bicycle Injuries

- To reduce the percentage of pedestrian fatalities from 17 percent in 2001 to 16 percent in 2003.

ACCOMPLISHMENT

As of December 8, 2003, there were a total of 146 pedestrian fatalities. Thus far, this total represents 22 percent of all fatalities for the year.

DATA SOURCE: U.S. Department of Transportation, Fatal Analysis Reporting System, 2003.

- To reduce the number of bicycle injuries from 2,475 in 2000 to less than 2,000 in 2003.

ACCOMPLISHMENT

Bicycle injuries in calendar year 2002 totaled 2,279. Figures for 2003 are not available at this time, but will be forwarded at a later date as the data report is finalized.

DATA SOURCE: U.S. Department of Transportation, Bureau of Data Development, 2002.

