

Comprehensive Strategic Highway Safety Plan

DRIVING DOWN DEATHS

ON NEW JERSEY'S ROADWAYS

Prepared by:
New Jersey's Safety Management Task Force

Submitted by:
The New Jersey Department of Transportation

September 2007

ACKNOWLEDGEMENTS

Many partners from the public and private sector contributed to the development of “*Driving Down Deaths on New Jersey’s Roadways*”, *New Jersey’s Comprehensive Strategic Highway Safety Plan*. Organizations that were instrumental in the creation of this document are listed below. In order to accomplish the goal of reducing roadway fatalities, safety needs to be at the forefront of state issues. Additional information can be obtained from the Rutgers University Transportation Safety Resource Center (TSRC) at <http://tsrc.rutgers.edu> under Initiatives.

American Automobile Association (AAA)	New Jersey Department of Criminal Justice (NJDCJ)
Bicycle Coalition of Greater Philadelphia	New Jersey Department of Education
Brain Injury Association of NJ	New Jersey Department of Health and Senior Services
Burlington County Engineering Dept.	New Jersey Department of Transportation
Delaware Valley Regional Planning Commission (DVRPC)	✓ Bicycle & Pedestrian Programs
Driver School Association	✓ Bureau of Legislative Analysis
Federal Highway Administration - New Jersey Division (FHWA-NJ)	✓ Bureau of Safety Programs
Federal Motor Carrier Safety Administration (FMCSA)	✓ Bureau of Policy
Insurance Council of New Jersey	✓ Capital Program Development
Jersey Shore Medical Center	✓ Capital Projects
Mercer County Traffic Engineering	✓ Deputy Commissioners’ Office
Municipal Governmental Agencies	✓ Information Technology
✓ East Windsor Police Department	✓ Operations
✓ Medford Township Police Department	✓ Railroad Engineering and Safety
National Highway Traffic Safety Administration (NHTSA)	✓ Research and Sponsored Programs
New Jersey Committee for East Coast Greenway Alliance	✓ Traffic Engineering & Investigations
	✓ Traffic Signals & Safety Engineering
	✓ Transportation Data Development
	✓ Utilities
	New Jersey Division of Highway Traffic Safety (DHTS)
	New Jersey Foundation for Aging
	New Jersey Motor Vehicle Commission (MVC)
	New Jersey Police Traffic Officers Association (NJPTOA)
	New Jersey State Chiefs of Police Association
	New Jersey State Police (NJSP)

New Jersey State Safety Council

New Jersey State Senator Robert Smith
(Representative)

New Jersey Transit

New Jersey Turnpike Authority (NJTA)

North Jersey Transportation Planning
Authority (NJTPA)

Ocean County Traffic Engineering

Private Sector Representatives

- ✓ Arora and Associates
- ✓ Greenman Pedersen, Inc.
- ✓ Parsons Brinckerhoff
- ✓ Stebbins Safety Services, Inc.
- ✓ Urban Engineers
- ✓ Maser Consulting

Robert Wood Johnson, Dept. of Surgery

Rutgers University

- ✓ Center for Advanced Infrastructure
and Transportation (CAIT)
- ✓ Community Policing Unit
- ✓ Police Department

Rutgers University

- ✓ Local Technical Assistance Program
(LTAP)
- ✓ Police Technical Assistance Program
(PTAP)
- ✓ Transportation Safety Resource
Center (TSRC)
- ✓ Voorhees Transportation Center

South Jersey Transportation Planning
Organization (SJTPO)

- ✓ South Jersey Traffic Safety Alliance

Transportation Management Associations
(TMAs)

- ✓ Cross County Connection
- ✓ Greater Mercer TMA
- ✓ Hudson TMA
- ✓ Hunterdon Area Rural Transit
(HART)
- ✓ Keep Middlesex Moving (KMM)
- ✓ Meadowlink
- ✓ Ridewise of Raritan Valley
- ✓ TransOptions
- ✓ Transit Plus

University of Medicine and Dentistry of New
Jersey (UMDNJ)

EXECUTIVE SUMMARY

Approximately 750 people lose their lives every year on New Jersey's roadways with thousands more injured. In order to address this problem, transportation professionals throughout the state came together and collectively produced the Comprehensive Strategic Highway Safety Plan (CSHSP) in an effort to identify strategies and actions for reducing deaths and injuries on New Jersey's roadways.

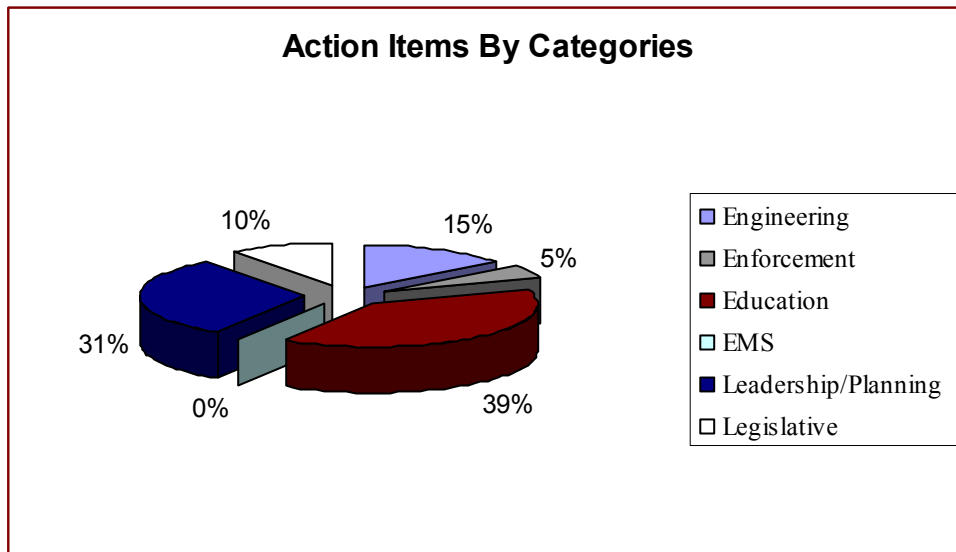
The New Jersey Safety Management Task Force (SMTF) led the development of this plan with support from Rutgers University Transportation Safety Resource Center (TSRC). The SMTF Core Group utilized the American Association of State Highway Transportation Officials (AASHTO) Strategic Highway Safety Plan as a model in the development of New Jersey's CSHSP. Based on a detailed analysis of New Jersey's crash records database and a survey of the SMTF members, the Core Group identified eight key Emphasis Areas (EA) with supporting strategies and actions.

The eight Emphasis Areas are as follows:

- ✓ Minimize Roadway Departure Crashes
- ✓ Improve Design/Operation of Intersections
- ✓ Curb Aggressive Driving
- ✓ Reduce Impaired Driving
- ✓ Reduce Young Driver Crashes
- ✓ Sustain Safe Senior Mobility
- ✓ Increase Driver Safety Awareness
- ✓ Reduce Pedestrian, Bicycle, Rail, and Vehicular Conflicts

Team leaders and members were selected for each EA based on their knowledge and expertise in that field. Over 140 transportation and safety professionals participated in two strategic planning sessions for each area which yielded 136 strategies and actions for consideration and/or implementation.

Education (39%) and Leadership/Planning (31%) were identified as the key solutions for reducing crashes in most of the EA's. Interestingly, Engineering (15%) and Legislative action (10%) were less frequently identified, along with Enforcement Solutions (5%). Lastly, no Emergency Medical Service (EMS) action items were described as solutions for reducing roadway fatalities. Although no EMS representatives were involved in the development of the CSHSP, actions are being taken to address and incorporate EMS strategies related to roadway safety.



Outside of funding, which was identified as an issue in every EA, some of the key strategies and actions included:

- ✓ Development of comprehensive educational programs for drivers, pedestrians, and bicyclists;
- ✓ Mandatory drivers' education programs in high school curriculums;
- ✓ Raising awareness of driver safety through media campaigns;
- ✓ Design, develop, and implement a transportation system that accommodates all users

This document represents the collective knowledge of the transportation safety community in New Jersey. It can be used in the development of safety programs aimed at saving lives and reducing crashes and injuries on New Jersey's roadways. It is a living document that represents a "best case scenario" for improving safety, and will be updated on a regular basis to ensure that the strategies and actions:

1. Have been implemented or debated as to whether implementation is realistic
2. Are the right solutions to the problem
3. Have, in fact, been cost effective
4. Are up to date with the latest technology
5. Have reduced the number of crashes and resulting injuries and deaths
6. Determine the need to add or delete emphasis areas

TABLE OF CONTENTS

<u>ACKNOWLEDGEMENTS</u>	i
<u>EXECUTIVE SUMMARY</u>	iii
<u>INTRODUCTION</u>	1
<u>TRANSPORTATION SAFETY IN NEW JERSEY</u>	3
Demographics of New Jersey	3
How Does NJ Compare?	3
Contributing Factors	7
Economic Impact	8
Safety First in New Jersey	8
<u>SAFETY STARTS WITH CRASH DATA</u>	10
<u>STATE OF PRACTICE</u>	11
<u>SAFETY MANAGEMENT TASK FORCE</u>	13
<u>CHALLENGES/EMERGING ISSUES</u>	15
<u>NEW JERSEY’S COMPREHENSIVE STRATEGIC HIGHWAY SAFETY PLAN</u>	18
Targeted Emphasis Areas	18
Seat Belt Usage	19
Emphasis Area 1: Minimize Roadway Departure Crashes	21
Emphasis Area 2: Improve Design/Operation of Intersections	28
Emphasis Area 3: Curb Aggressive Driving	35
Emphasis Area 4: Reduce Impaired Driving	43
Emphasis Area 5: Reduce Young Driver Crashes	51
Emphasis Area 6: Sustain Safe Senior Mobility	59
Emphasis Area 7: Increase Driver Safety Awareness	66
Emphasis Area 8: Reduce Pedestrian, Bicycle, Rail & Vehicular Conflicts	72
<u>ESTABLISHED EMPHASIS AREAS PROGRAMS</u>	85
<u>SAFETY IN PLANNING</u>	93
<u>EVALUATION</u>	97
<u>NEXT STEPS</u>	98
<u>REFERENCES</u>	99
<u>APPENDICES</u>	100

INTRODUCTION

In the late 1990's, the American Association of State Highway Transportation Officials (AASHTO) realized that a well-planned, coordinated approach to improving roadway safety was needed that involved all the elements of traffic safety. As a result, AASHTO led the development of the Strategic Highway Safety Plan. The AASHTO Plan is organized around six key elements, each encompassing multiple strategies for reducing fatalities, injuries and related costs at the national level. In August of 2005, President Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which placed additional and significant emphasis on transportation safety. SAFETEA-LU requires each State Department of Transportation to develop its own Strategic Highway Safety Plan (SHSP) in order to best utilize federal highway safety improvement program funds. As such, the New Jersey Safety Management Task Force has proposed the following report and subsequent recommendations. The New Jersey Department of Transportation is committed to continuing their work regarding safety improvements through the consideration and potential implementation of these recommendations as feasible.

Each year, approximately 750 people lose their lives on New Jersey's roadways as a result of motor vehicle crashes. In an effort to systematically address this global health issue and national safety concern, New Jersey is developing a statewide Comprehensive Strategic Highway Safety Plan (CSHSP, "The Plan"), which will support the AASHTO initiative, as well as meet the new federal requirements. The purpose of the CSHSP is to identify the State's key safety needs and guide investment decisions to achieve significant reductions in transportation fatalities and serious injuries on all public roads throughout New Jersey.

The CSHSP is a statewide-coordinated safety plan that provides a comprehensive framework, specific goals and objectives for reducing transportation fatalities and serious injuries on all public roads. The CSHSP is a data driven, four- to five-year comprehensive plan that addresses engineering, education, enforcement, and emergency medical services (EMS). The mission, vision and goal of New Jersey's CSHSP are highlighted below and set the framework for safety initiatives in New Jersey.

HIGHWAY SAFETY COMMITMENT FOR NEW JERSEY

Mission

Our mission is to develop, promote, and implement education, enforcement and engineering strategies for reducing the frequency and severity of vehicle and pedestrian crashes on New Jersey's transportation system.

Vision

We envision the safest surface transportation system that will ensure the health and well-being of all users.

Goal

Continually reduce the frequency and severity of crashes statewide.

TRANSPORTATION SAFETY IN NEW JERSEY

Demographics of New Jersey

According to the 2000 US Census, there are over 8,700,000 people residing on 7,417 square miles of land, which gives New Jersey the honor of being the most densely populated state in the nation. New Jersey is a very diverse state; 13.6% of the population is African-American, 13.3% Hispanic, 5.7% Asian, and 66% Caucasian, with the remaining 1.4% classified as “Other”. The number of young persons and senior citizens residing in the state are similar to the national averages of 25% and 13% respectively.

There are approximately 5.8 million licensed drivers that operate over 7.2 million registered vehicles in New Jersey¹. In 2004, there were 72.678 billion vehicle miles traveled (VMT), an increase of 1.42 billion over 2003. Vehicle miles traveled has experienced an average yearly increase of 1.26 billion over the last ten years.

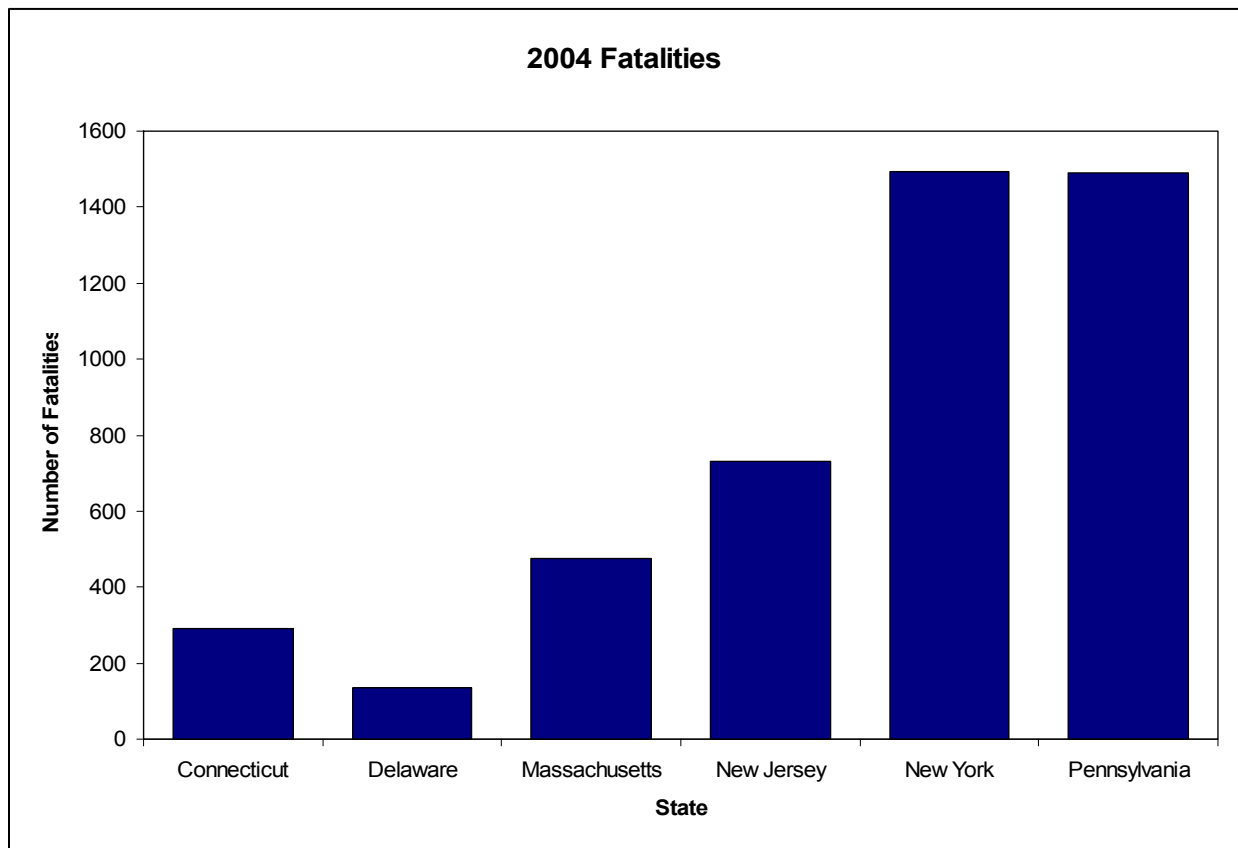
The US Census identifies the average travel time for New Jersey workers (16 years old +) as 30 minutes, which is the third longest commute time nationally. The percentage of workers who drive alone is 73%, with carpools making up only 10.6%. On the other hand, 9.6% of the population depends on public transportation, 3.1% walked to work, 2.7% worked at home, and 0.9% used other means to get to work (motorcycle, bicycle, other).

How Does NJ Compare?

In order to identify strategies and actions needed to create a safer travel environment in New Jersey, it is important to understand the magnitude of the problem and to see where our state fits in with the rest of the nation.

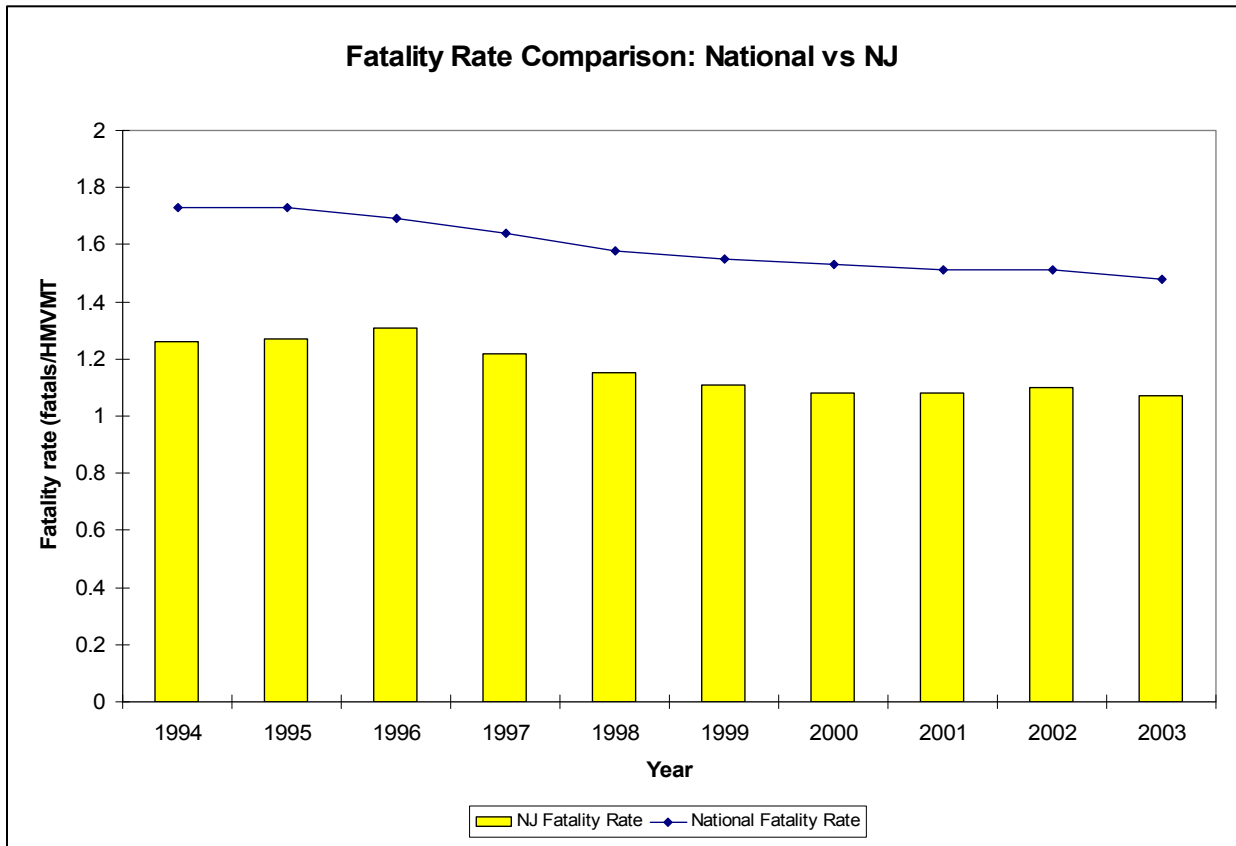
Each year about 750 fatalities occur on NJ’s roadways. The smaller, adjacent states such as Connecticut, Delaware and Massachusetts experience less fatalities than NJ while the larger adjacent states such as New York and Pennsylvania experience almost twice the number of fatalities as New Jersey, as illustrated in the chart below.

¹ NJ Transportation Facts

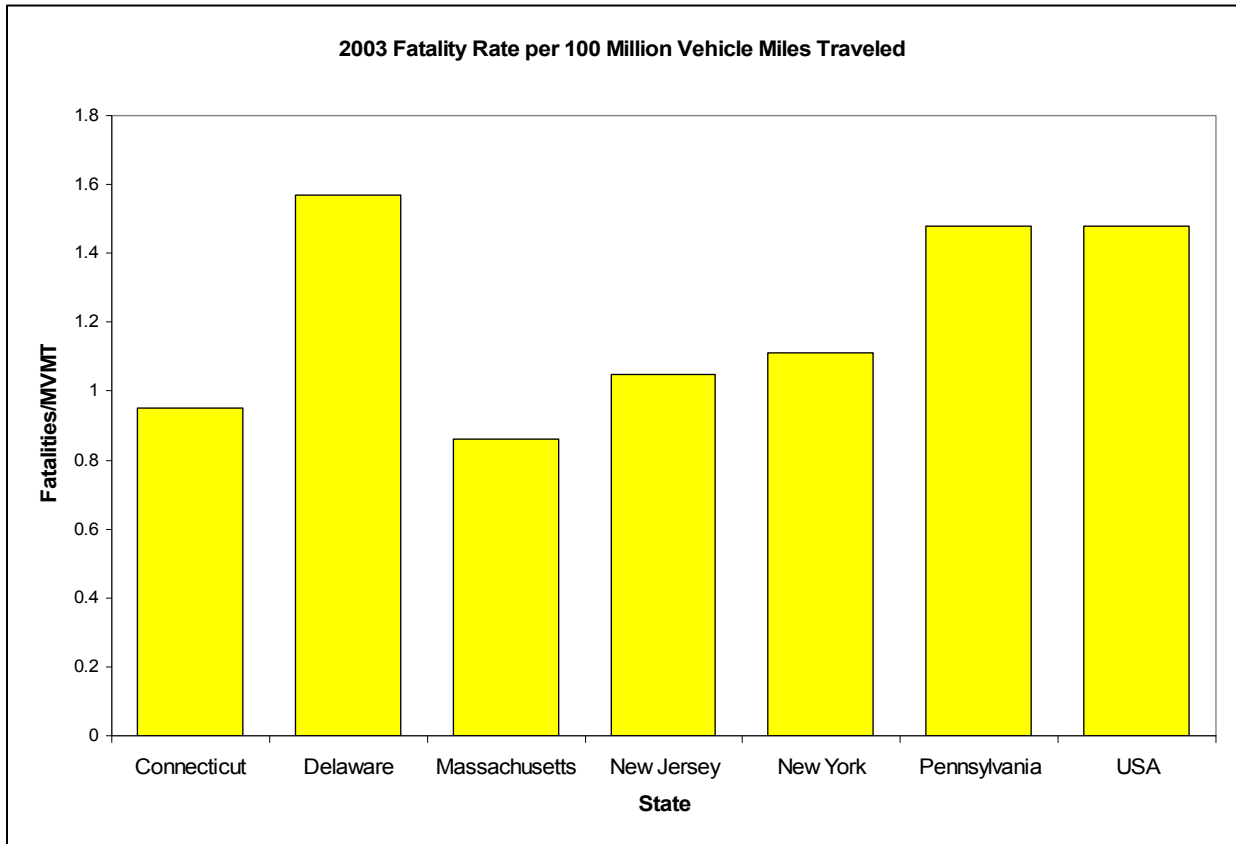


In addition to looking at the number of deaths per year, it is also useful to look at the “fatality rate” when defining the transportation safety problem. The rate is based on the number of deaths per 100 million vehicle miles traveled (VMT). It is interesting to note that while VMT increases at approximately 2% per year, the fatality rate stays relatively the same.

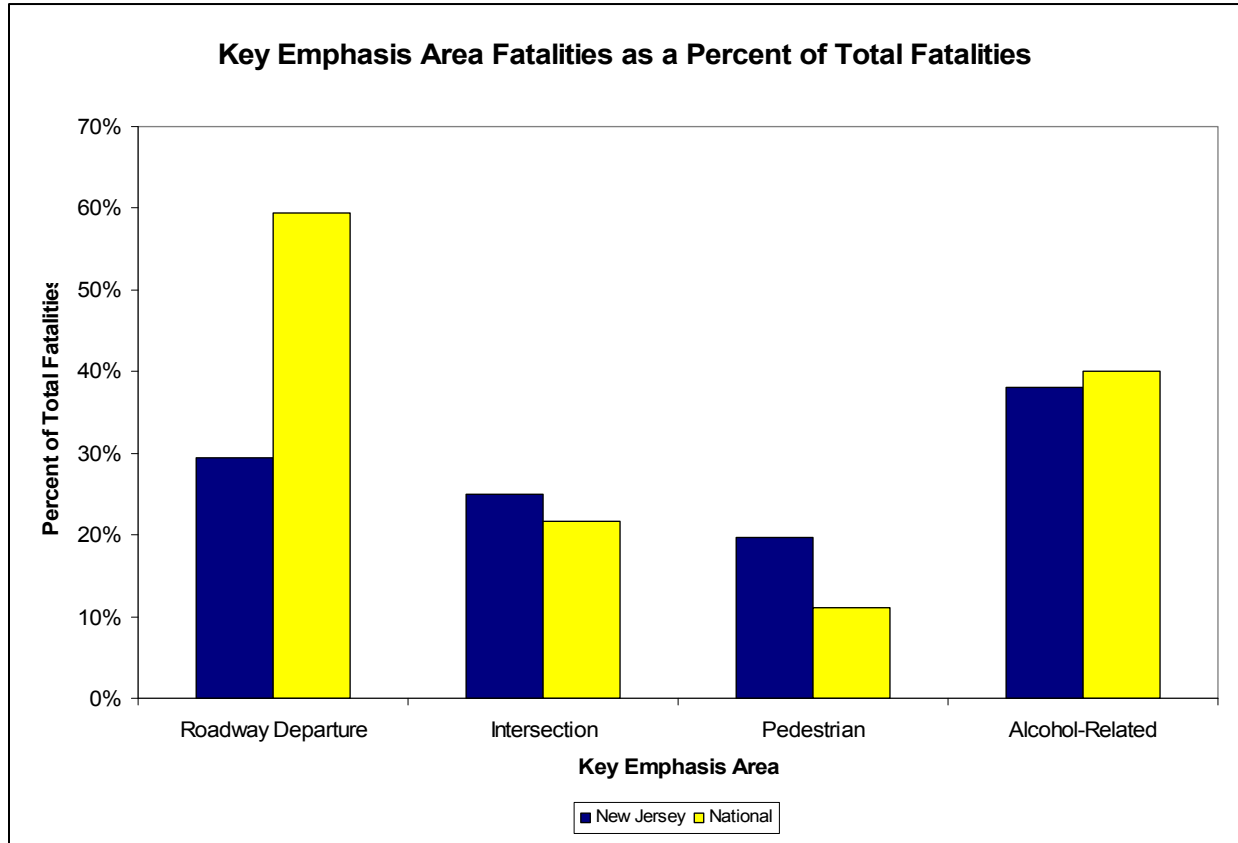
The New Jersey fatality rate has been steadily decreasing as shown in the chart below and has consistently been below the national average. It is also interesting to note that that the New Jersey fatality rate closely follows the national trend. According to the National Highway Traffic Safety Administration (NHTSA), the fatality rate nationally is 1.48, while New Jersey's is 1.07.



The chart below provides a comparison of New Jersey's fatality rate versus that of adjacent states. While New Jersey has a lower fatality rate as compared to Pennsylvania, New York and Delaware, the number of people killed as a result of a motor vehicle crash per 100 million vehicle miles traveled (MVMT) is greater when compared to Massachusetts and Connecticut.



Other statistics currently available from NHTSA as they relate to some of the key Emphasis Areas of the CSHSP are found below.



As illustrated, more fatalities occur at intersections in New Jersey as compared to the national average. Similarly, more pedestrian fatalities occur in New Jersey as compared to the national average. On the other hand, New Jersey experiences significantly less roadway departure and fewer alcohol-related crashes than the national average.

Contributing Factors

Although New Jersey ranks below the national average in the rate of fatalities, it is still important to continue to find ways to lower the number of lives lost each year. Several agencies and organizations have developed, implemented, and funded programs that have resulted in the saving of lives on New Jersey roadways, such as “Click It or Ticket It” and “You Drink, You Drive, You Lose” from New Jersey Division of Highway Traffic Safety (NJDHHS).

New Jersey is fortunate to have a Primary Seat Belt Law. This has enabled law enforcement to target their energies on ensuring that motorists and passengers are buckled at all times in their

vehicle. We believe that this emphasis has significantly contributed to the upward trend of seatbelt usage in New Jersey (2005 – 86%, 2006 – 90%).

Additionally, stronger laws have been passed that can be directly related to lives saved, such as the 0.08 Blood Alcohol Limit, and the Graduated Drivers License (GDL) for new drivers. New Jersey has also doubled penalties for many moving violations in construction zones, safe corridors, and 65mph zones, as well as increased penalties for Driving Under the Influence (DUI) and Driving While Intoxicated (DWI).

Factors that are not easily measured but have assuredly influenced crashes, injuries, and deaths nationwide include an increase in standard vehicle safety features on automobiles, such as seat belts, air bags, and anti-lock brakes. In addition, vehicle manufacturers are also experimenting with crash avoidance systems, stronger production materials, and “drowsy-driver” systems.

Improvements in roadway infrastructure have been made as well. A philosophical shift has been made as it relates to the types of barriers used to protect against cross-over median and roadway departure accidents – as a state we are considering alternatives to concrete barriers such as beam guide rail and cable-barrier systems. It has been recognized that roadway departure crashes are significant and, therefore, the installation of shoulder rumble strips has made an impact in keeping drivers alert. Further, New Jersey is looking to install centerline rumble strips as a means to help avoid head-on collisions. Finally, break-away sign posts and signal poles have been designed to fall away from vehicles once they have been hit.

While there have been a significant number of safety improvements in engineering, education, legislation, and enforcement, additional programs are needed to further decrease the annual number of fatalities in New Jersey.

Economic Impact

NHSTA has estimated that the current economic cost of motor vehicle crashes nationally is \$230.568 billion (2000) while in New Jersey the cost is \$9.336 billion (2000). This represents a cost of approximately \$1100 for each person in New Jersey. These costs can be the result of lost productivity, congestion, vehicle and health insurance, legal, emergency services, and property damage, to name just a few. These numbers do not take into account the emotional toll on families, friends, and co-workers when someone is involved in a crash or death.

Safety First in New Jersey

Like many other states, transportation safety is supported by various federal and state agencies. State agencies like the Federal Highway Administration (FHWA) – New Jersey Division, National Highway Traffic Safety Administration, New Jersey Department of Transportation, Metropolitan Planning Organizations, New Jersey Division of Highway Traffic Safety, Federal

Motor Carrier Safety Administration - NJ Division, the New Jersey Motor Vehicle Commission, and the New Jersey State Police all contribute to statewide safety initiatives and programs.

- ✓ FHWA-NJ provides funding and technical support to the NJDOT and NJSP to oversee the interstate, intrastate, and state roadway systems.
- ✓ A minimum of 40% of the NJDHTS annual budget through NHTSA is allocated for local transportation safety initiatives that have facilitated the growth of several county-based Offices of Highway Safety and Safety Committees.
- ✓ County and municipal agencies monitor their own local transportation safety needs, often with funding for enforcement activities from NJDHTS, while NJDOT support is used for county and municipal aid programs.
- ✓ New Jersey Motor Vehicle Commission (MVC) works closely with other state agencies (NJDOT, NJDHTS, NJSP) on driver licensing and safety issues.
- ✓ Emergency Medical Service units, both volunteer and state regulated agencies, have also been sharing their data with the NJDOT and MVC.

In addition to the government organizations mentioned above, special interest safety groups have evolved on the state and local levels. Many of these successful programs began as *ad-hoc* committees, while others were created to address roadway safety needs. Regardless of origin or size, all have contributed to the array of safety programs across New Jersey.

SAFETY STARTS WITH CRASH DATA

A key initiative sponsored by NJDOT is the Statewide Traffic Records Coordinating Committee (STRCC). The mission of this partnership is to facilitate New Jersey's transition to a new comprehensive, statewide, traffic records system that integrates all traffic-related data in the areas of engineering, enforcement, education, and emergency medical services. The goal of the STRCC is to provide timely, accurate, and complete traffic records that are accessible to all end users for the development of successful safety programs.

The STRCC has developed a Statewide Traffic Records Strategic Plan that identifies strategies and actions of the New Jersey's STRCC. The action plan, which includes a more detailed list of these initiatives, is included in the appendix.

A highlight of some of the initiatives that are being pursued through NHTSA's State Safety Information System Improvement Grants (SAFETEA-LU Section 408) is provided below:

1. Expansion of Pilot Emergency Medical Services Electronic Patient Care Reporting System
2. EMS Electronic Patient Care Reporting System for EMS Volunteers Co-location of Fatal Data Units
3. Integration of EMS and Crash Records Data
4. GPS Unit acquisition for Police Departments
5. Vehicle Identification Number (VIN) Validation Program
6. Blood Alcohol Count (BAC) Export Program

Like this document, the Traffic Records Strategic Plan is a dynamic document that will be updated as needed to reflect current and completed initiatives.

STATE OF PRACTICE

In the early 1990's, significant gains in highway safety appeared stalled. Experts declared that the "low hanging fruit" had been picked and that more innovative strategies would be needed to address the growing safety issues. As a result, AASHTO led the development of the Strategic Highway Safety Plan². The Plan is organized around six key elements, each encompassing multiple strategies for reducing fatalities, injuries and related costs at the national level, in a manner acceptable to a significant majority of the public. These six elements include Drivers, Special Users, Vehicles, Highways, Emergency Medical Services and Management. The underlying goals for each of these core elements are summarized below.

AASHTO Emphasis Areas	
<p><i>Drivers</i></p> <ul style="list-style-type: none"> • Instituting Graduated Licensing for Young Drivers • Ensuring Drivers are Fully Licensed and Competent • Sustaining Proficiency in Older Drivers • Curbing Aggressive Driving • Reducing Impaired Driving • Keeping Drivers Alert • Increasing Driver Safety Awareness • Increasing Seatbelt Usage and Improving Airbag Awareness <p><i>Special Users</i></p> <ul style="list-style-type: none"> • Making Walking and Street Crossing Safer • Ensuring Safer Bicycle Travel <p><i>Vehicles</i></p> <ul style="list-style-type: none"> • Improving Motorcycle Safety and Increasing Motorcycle Awareness • Making Truck Travel Safer • Increasing Safety Enhancements in Vehicles 	<p><i>Highways</i></p> <ul style="list-style-type: none"> • Reducing Vehicle Train Crashes • Keeping Vehicles on the Roadway • Minimizing the consequences of Leaving the Road • Improving the Design and Operation of Highway Intersection • Reducing Head-on and Across Median Crashes • Designing Safer Work Zones <p><i>Emergency Medical Services</i></p> <ul style="list-style-type: none"> • Enhancing Emergency Medical Capabilities to Increase Survivability <p><i>Management</i></p> <ul style="list-style-type: none"> • Improving Information and Decision Support Systems • Creating More Effective Processes and Safety Management Systems

Each of these goals consists of a set of recommended strategies to be implemented to improve the safety of drivers, special users, vehicles and highways. AASHTO, the various federal agencies: the Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), Federal Motor Carrier Safety Administration (FMCSA) and the Governors Highway Safety Association (GHSA) have adopted a goal to reduce motor vehicle fatalities by 9,000, which is a rate of 1.0 fatality per 100 million vehicles miles traveled (VMT's)

² <http://safety.transportation.org>

by 2008. To accomplish this goal, these agencies are encouraging states to develop strategic highway safety plans that identify strategies to achieve this goal.

An additional tool developed by AASHTO to assist states is the Self-Assessment Tool (Appendix J) designed to assist agencies involved with highway safety in judging how they might better focus or direct their safety activities. Using this tool, agencies can determine the extent to which they have implemented the Strategic Highway Safety Plan (SHSP) published by AASHTO and identify what further steps can be taken.

The SHSP was developed by a multi-disciplinary group of highway and safety professionals and public officials who believed that fatalities on the nation's highways could be significantly reduced over the next few years by refocusing attention on some key, high-payoff areas (22 EA's). The SHSP and its supporting documents comprise strategies for all agencies involved in research, engineering, education, enforcement, emergency services, adjudication and legislation. The strategies that relate to the eight (8) EA's in this plan have been compiled in Appendix J in detail. The strategies have been rated into whether there is no activity or program related to the strategy (Level 1) to a comprehensive program underway (Level 4). This tool provided valuable insight as to whether the strategies and actions developed in this plan were comparable to those developed on a national level.

SAFETY MANAGEMENT TASK FORCE

The NJDOT Safety Management Task Force (SMTF) has been in existence for several years. Its mission is to oversee the NJDOT Safety Management System, recommend safety programs for implementation, bring forth emerging safety issues, and recommend safety-related policy or legislative changes. The SMTF is a multidisciplinary, multi-agency team consisting of forty members from the transportation and safety community in New Jersey.

In 2003, Jack Lettiere, former Commissioner of NJDOT, volunteered NJDOT to take on the development of a Comprehensive State Highway Safety Plan (CSHSP) and directed the SMTF to take the lead. The Team was briefed on the AASHTO Strategic Plan process and the 22 Key EA's. A small Core Group, consisting of volunteers from the SMTF, was formed to develop the Plan. Rutgers University Transportation Safety Research Center (TSRC) was enlisted to be a member of the Core Group and provide support on Plan development.

The Core Group did an extensive analysis of crash data from 2001-2003 to determine the number and percentages of crashes and fatalities for each Emphasis Area. These Areas were then ranked from highest to lowest. In addition, the SMTF members were surveyed to identify the state's perceived safety needs. Based on a combination of this information, the Group then recommended eight (8) areas of focus for the New Jersey Plan. The Group believed that these Areas were of particular importance for the traveling population of New Jersey; the Areas were in need of additional attention and/or education; and, however, long-range, these Areas represented the best opportunity to achieve the goal of reducing crashes and deaths on our roadways. The remaining Areas are still part of the plan, with existing programs identified where applicable, but the focus is on the targeted eight (8) EA's. The selected Areas are listed below:

- Minimize Roadway Departure Crashes
- Improve Design/Operation of Intersections
- Curb Aggressive Driving
- Reduce Impaired Driving
- Reduce Young Driver Crashes
- Sustain Safe Senior Mobility
- Increase Driver Safety Awareness
- Reduce Pedestrian, Bicycle, Rail, and Vehicular Conflicts

A "Task Team" was formed for each EA and Team Leaders were recruited. Each Team Leader then selected team members for their areas. Over 140 members participated in the eight (8) EA's, representing over 50 agencies and organizations. The Teams consisted of many safety experts from law enforcement, engineering, bicycle and pedestrian groups, AAA, Transit, Rutgers University, Health and Senior Services, NJ State Safety Council, Office of Highway Traffic Safety, the medical and insurance industries, Transportation Management Associations, and Metropolitan Planning Organizations.

Each Team participated in 2 half-day strategic planning sessions where mission, vision, and goal statements were developed for each Area, and strategies and corresponding actions identified.

The results of these sessions formed the basis for the strategies and actions of the CSHSP.

CHALLENGES/EMERGING ISSUES

It became apparent after the first few EA strategic planning sessions were conducted that several issues/challenges were recurring in each of the Area sessions. While strategies and/or actions may be proposed for these issues, the SMTF recognized that they may not be as easily implemented as those in the other Areas. Below is an outline of issues that are of significant importance to the success of Plan:

Challenge: Secure funding to implement recommendations of the CSHSP to improve safety.

All of the strategies and actions outlined in this Plan require some amount of funding for development and implementation. During the process of developing this Plan, the NJDOT was faced with the prospect of having no Transportation Trust Fund (TTF) as a dedicated source of funding. As one of Governor Corzine's first initiatives, the TTF was refinanced for the next several years, without raising the fuel tax. While the TTF will be available for roadway safety programs over the next few years, there remains the need to have a dedicated self-sustaining funding source for many years.

Safety funding at the county and local levels are inconsistent across the state. While the NJDOT provides County and Municipal Aid, rising costs at the local level requires roadway safety improvements to compete with all the other pressing infrastructure needs within the locality.

The need to find alternative funding sources is paramount to the successful implementation of the strategies and actions outlined in this Plan. This entails not only funding from the NJDOT, but other state, county, and local agencies and organizations, as well as the private sector.

Challenge: Sustaining Existing and Developing New Partnerships

While an outstanding number of agencies, organizations, and individuals committed to safety participated in the EA strategic planning sessions, there were several groups that were noticeably absent from the table. Two such agencies included the Department of Education and Emergency Medical Services.

Many of the strategies and actions that were recommended by the Task Teams involved education in one form or another. Changes to the driver's manual, licensing requirements, driver's education classes, media outreach and law enforcement training were identified. While the curriculum representatives of the Department of Education were not an active partner in the development of the Plan, its success will require their participation and commitment to ensure that the necessary changes in existing driver education programs are made. The SMTF will need to ensure that this group is at the table moving forward with implementation.

In New Jersey, Emergency Medical Services (EMS) is administered by both volunteers and career professionals from public agencies. The career professionals are regulated by the New Jersey Department of Health and Senior Services' Office of Emergency Medical Services (OEMS) which oversees the responsibility of carrying out the provisions of the Health Care Facilities Planning Act (N.J.S.A. 26:2H-1). This law was enacted to ensure that all related health care services offered in New Jersey are of the highest quality including any pre-hospital care provided by paramedical and ambulance services. The Department of Health and Senior Services has also adopted regulations (N.J.A.C. 8:40A-11) that govern the training and certification of the Emergency Medical Technicians (EMTs), who staff paramedical and ambulance services. The OEMS does not regulate volunteer first aid, rescue, or ambulance squads, which are independently operated.

Traditionally, limited interaction has taken place between emergency medical and transportation safety professionals in New Jersey. As a result, they were not a participant in the strategic planning sessions for the development of the CSHSP. However, EMS is a vital component in the response to crashes. The more efficient the response, the more likely that lives can be saved; and the more quickly that an incident can be removed from the roadway, the more likely that secondary crashes can be prevented.

Again, the SMTF must ensure that the EMS community is brought to the table to understand their role in making New Jersey's roads safer.

Challenge: Marketing Safety

With over 42,000 deaths nationally and approximately 750 deaths in New Jersey annually, we must continue to reinforce the importance of this issue to the public and our elected representatives. Many of the discussions revolved around methods for communicating with the public regarding the significance of the issue of safety. Some questions brought to the table were:

- How do we get the public to acknowledge that this is a problem?
- How do we get drivers to change their poor driving behavior?
- How do we get drivers and passengers to use their seat belts?

The problem has been the lack of coordinated marketing efforts, the little communication relating to safety issues that has been brought to the public's attention has been choppy and without a clear message. However, one of the most successful safety campaigns that has demonstrated results is the "Seat Belts Save Lives" campaign. The strategy of marketing/educating young children has been the most successful. Seat belt usage has been at an all-time high (90%) in New Jersey. Young children are the watchdogs for this campaign. Few parents can get into a vehicle without their child telling them to "buckle up". This type of long-

term campaign needs to be applied to other areas of driving behavior such as speeding and aggressive driving.

The challenge for the SMTF will be in developing the correct long-term marketing strategies.

Challenge: Obtaining Private Sector Involvement

The involvement of the private sector in the implementation of the CSHSP was discussed in the context of both developing new partnerships and in securing funding. The private sector industries such as vehicle manufacturers, traffic control device manufacturers, and infrastructure contractors have a significant interest in transportation safety and can play a vital role in the implementation of many strategies and actions developed herein. They can also fill the gap in the funding areas where the public sector is falling short. The questions raised by the Task Teams included “How do we get the private sector to join the effort?” and, “Why would they want to, especially if they are going to be asked to provide some monetary support?” To that end, it is incumbent upon the SMTF to show the need for a unified partnership with the many interested parties, and to demonstrate the benefits to everyone for reducing crashes and deaths on New Jersey’s roadways.

NEW JERSEY’S COMPREHENSIVE STRATEGIC HIGHWAY SAFETY PLAN

The purpose of New Jersey’s CSHSP is to implement a partnership approach for reducing the number of fatal and disabling injuries on New Jersey roadways. The Plan seeks to outline a “best case scenario” look at options for reaching the ultimate goal of reducing the number of crashes and deaths on our state highway system. These strategies and actions within engineering, education, enforcement, legislation, leadership and planning provide the greatest potential for reducing the number of crashes and deaths on New Jersey’s roadways. It is envisioned that this Plan is more of a “menu” than a “recipe”. As we move forward, we anticipate that some of these strategies will be implemented, some will need to be further researched and developed, and some may not be practical or plausible when viewed in a context greater than the very specific goal that the SMTF was tasked with.

Further, the Plan does not describe all strategies being addressed in the State, nor does it examine every type of crash problem. To fully realize this goal, the Plan requires the partnership of many agencies, organizations, and individuals. This responsibility lies with all partner agencies; the collective good done in cooperation by all of them will realize the greatest benefit for everyone.

Targeted Emphasis Areas

As per the recommendation of the SMTF Core Group, eight comprehensive Emphasis Areas have been selected for inclusion in the NJ’s Plan. Data used for this analysis has been obtained from the NJDOT and FARS systems.

The eight (8) EA’s were categorized into the AASHTO key element areas previously described and are outlined below:

SAFETY EMPHASIS AREAS

I. Highways

- Emphasis Area 1: Minimize Roadway Departure Crashes
- Emphasis Area 2: Improve Design/Operations of Intersections

II. Drivers

- Emphasis Area 3: Curb Aggressive Driving
- Emphasis Area 4: Reduce Impaired Driving
- Emphasis Area 5: Reduce Young Driver Crashes
- Emphasis Area 6: Sustain Safe Senior Mobility
- Emphasis Area 7: Driver Safety Awareness

III. Special Users

- Emphasis Area 8: Reduce Pedestrian, Bicycle, Rail, and Vehicular Conflicts

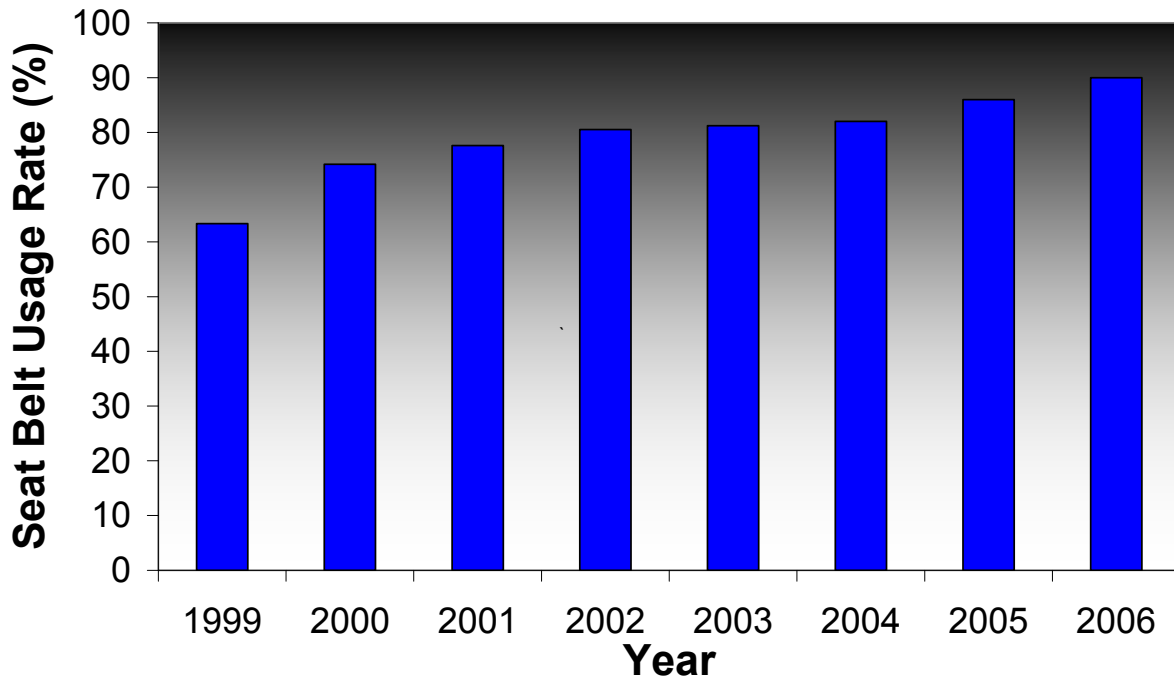
Each of these emphasis areas were reviewed in the context of engineering, enforcement, education, and legislative/public policy domains. A series of strategies and action items were developed as solutions yielding the greatest potential to reduce crashes.

Seatbelt Usage

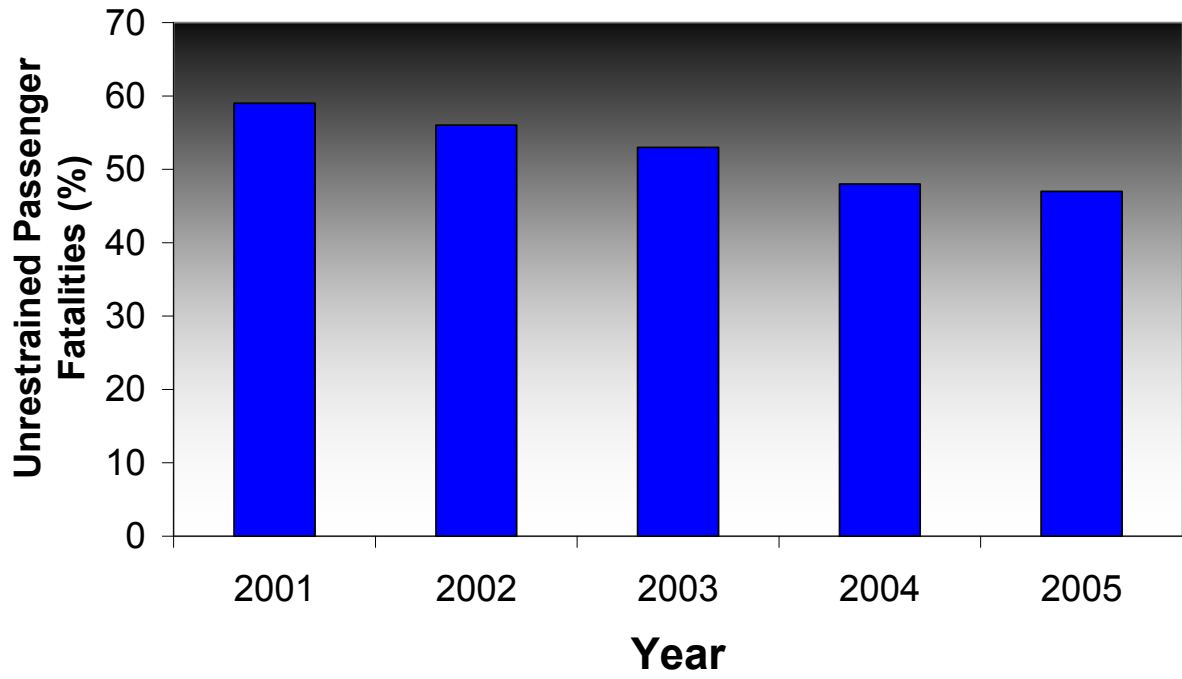
Seatbelts are a proven method for reducing the severity of injuries and saving lives. New Jersey's Division of Highway Traffic Safety provides yearly funding to law enforcement to promote seat belt usage. Increasing seatbelt usage strategies and actions can be found throughout the EA's, as the goal is to not only reduce fatalities and injuries, but to also minimize the severity of the crash.

Seatbelt usage has steadily increased in New Jersey and the nation, with usage at 90% in New Jersey in 2006, and the nation at 75% in 2002. While these figures are encouraging, there remains a disturbing fact: in New Jersey, in almost half of all the fatalities, occupants were not wearing a seatbelt. The Division of Highway Traffic Safety Department of Law and Public Safety, dedicates over \$2 million per year to implement the national "Click It or Ticket" Campaign in coordination with both state and local law enforcement in New Jersey to help draw awareness and enforcement of seat belt use. In addition, seatbelt use is a national priority focus area for NHTSA.

New Jersey Seat Belt Usage Rate



Unrestrained Passenger Fatalities



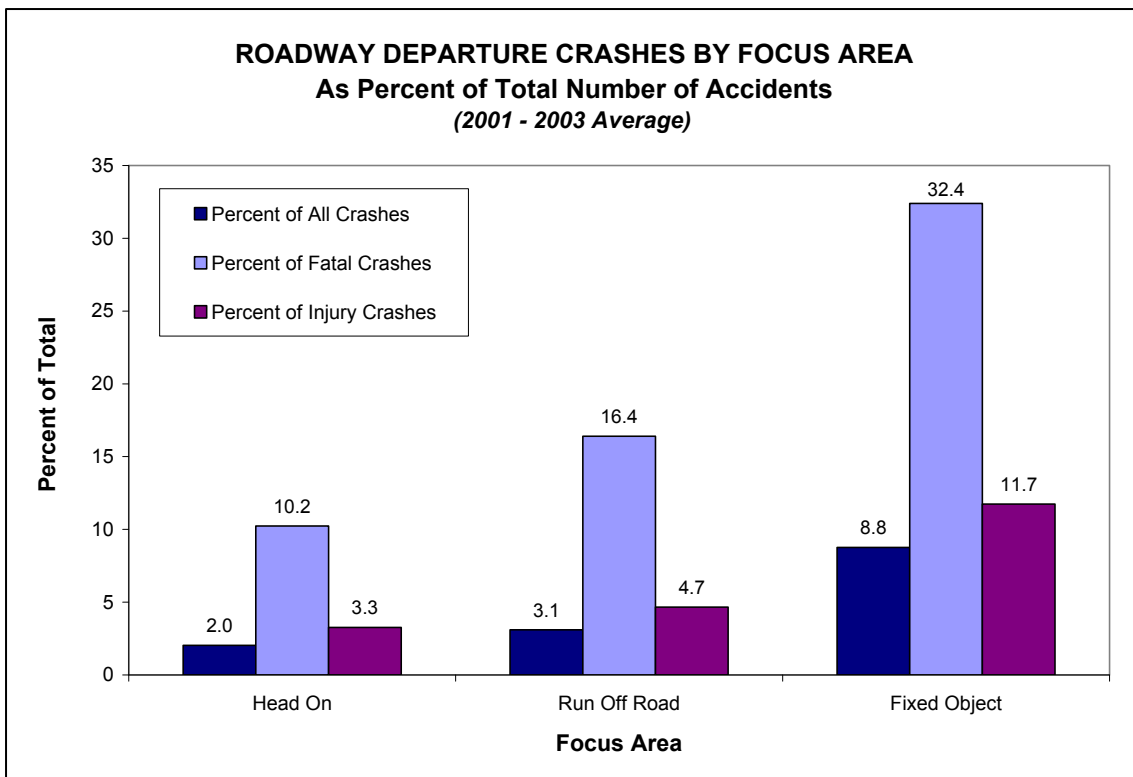
Emphasis Area 1: Minimize Roadway Departure Crashes

Goal:
Prevent and minimize roadway departure crashes.

Background

Roadway departure crashes encompass “run off the road”, “head on” and “fixed object” crashes. The objective of this Emphasis Area is to reduce these types of crashes, and in the event that a vehicle does depart the roadway, minimize the consequences. As a result, this focus area has three objectives:

- Keep Vehicles on the Roadway
- Reduce Head-on Crashes
- Minimize the Consequences of Leaving the Roadway



Source: NJ Crash Records Database
Data represents *crashes* NOT *persons*
Data is not mutually exclusive

Programs Currently Employed

- ✓ **Statewide Median Cross Over Barrier Program:** Installation of barriers along interstate highway medians to prevent collisions between vehicles traveling in opposite directions. *(Lead Agency: NJDOT)*
- ✓ **Raised Pavement Markers:** Over 500 miles of raised pavement reflectors are being installed to improve visibility. *(NJDOT)*
- ✓ **Wet Weather Skid Crash Reduction Program:** Integration of the crash database and the pavement database to identify sites where excessive crashes have occurred due to wet weather skidding problems and implementation of new skid resistant pavement surfaces at those locations. *(NJDOT)*
- ✓ **Fixed Object Program:** Identification and analysis of locations where crashes have occurred in which a fixed object has been repeatedly struck and the implementation of measures to remove, relocate, or protect fixed objects. *(NJDOT)*

Challenges

Public acceptance of safety improvements has varied in the past. Therefore, opportunities exist for State agencies to educate local governments on the values of programs that support the reduction of roadway departures. One solution may be to schedule informational and mentoring programs for “grass roots” committees on local transportation safety needs. Here, the role of the Metropolitan Planning Organizations (MPOs) is invaluable; through their broad-based membership, they could provide assistance to locals in the process of procuring federal aid.

Strategies

The following are the strategies and respective actions identified as necessary to minimize roadway departure crashes on New Jersey’s roadways.

Strategy 1:

Develop, communicate, and implement a comprehensive educational program on the prevention and reduction of roadway departure crashes.

Action 1. Survey other states and evaluate current best practices for educating utility companies on safety issues specifically related to safer placement of utility installations.

Action 2. Establish a safety dialog with utilities and other agencies, i.e. the Board of Public Utilities (BPU), and the State Historic Preservation Office (SHPO) Coastal Area Facilities Review Act (CAFRA) within the New Jersey Department of Environmental Protection (DEP), on prevention and reduction of roadway departure crashes.

Action 3. Educate the public on the dangers and causes (e.g. speeding, out of control vehicles, impaired driving, and cell phone use) of roadway departure crashes through media campaigns.

Action 4. Educate state, county, and local transportation professionals on the principles of the Roadside Design Guide.

Action 5. Work with defensive driving programs to include roadway departure crashes in the curriculum.

Action 6. Conduct study of roadway departure crashes, during a three-year period, in order to determine trends in the cause of these incidents.

Action 7. Educate and solicit support from local communities on the benefits of safety improvements that prevent and minimize consequences of roadway departure crashes.

Strategy 2:

Identify and implement engineering solutions to prevent and minimize roadway departure crashes.

Action 1. Develop a manual of countermeasures and their effectiveness in preventing roadway departure crashes.

Action 2. Develop and implement engineering alternatives to keep motorists on the road and in their lane. The following are some examples of these:

- ✓ Rumble Strips, wider lanes, lines/edge lines (increase to 6 or 8 inch from the current 4 inch)
- ✓ NJDOT Long Life Pavement Marking and Raised Pavement Marker (RPM) installation on all State roads using a three-year rotation schedule
- ✓ NJDOT Revised Rumble Strip Standard Design Guidelines
- ✓ NJDOT Median Crossover Protection Program
- ✓ Use of Centerline Rumble Strips–Engineering Standards Compliance
- ✓ Use of Fluorescent Prismatic Sheeting materials for signs
- ✓ Use of RPM’s on rural roads without street lighting
- ✓ Skid Crash Reduction Program

Action 3. Implement engineering alternatives to minimize the consequences of roadway departure crashes.

- ✓ “Clear Zones”
- ✓ NJDOT Fixed Object Program
- ✓ NJDOT Median Crossover Protection Program
- ✓ Right of Way (ROW) limitations for the Clear Zone
- ✓ Remove obstructions and relocate utilities outside of the clear zone

Action 4. Investigate the possibility of the State requiring Hold Harmless Agreements for utility poles within the public right of way such that utility companies would hold the state, county or municipality free from liability or damage for utility pole crashes.

**Minimize Roadway Departure Crashes
Implementation Table**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
Strategy 1: Develop, communicate and implement a comprehensive educational program on the prevention and reduction of roadway departure crashes.										
S1A1: Survey other states and evaluate current best practices for educating utility companies on safety issues specifically related to safer placement of utility installations.	Proactive	Utility-Related Crashes Survey complete	NJDOT (Research)	L	X				X	
S1A2: Establish a safety dialogue with utilities, and other agencies, i.e. BPU, SHPO, CAFRA, DEP, on prevention and reduction of roadway departure crashes.	Proactive	Utility-Related Crashes # agencies on board	NJDOT FHWA	L	X			X		
S1A3: Educate the public on the dangers and causes (e.g. speeding, out of control vehicles, impaired driving, and cell phone use) of roadway departure crashes through media campaigns.	Proactive	Roadway Departure Crashes	IDSA	M		X		X		
S1A4: Educate state, county and local transportation professionals on the principles of the Roadside Design Guide.	Proactive	# of organizations using Design Guide # trainings offered	NJDOT FHWA	L		X		X		
S1A5: Work with defensive driving programs to include roadway departure crashes in the curriculum.	Proactive	Roadway Departure Crashes # programs incorporating roadway departure into defensive driving	NJMVC	L		X		X		

**Minimize Roadway Departure Crashes
Implementation Table**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
		program								
S1A6: Conduct study of roadway departure crashes, during a three year period, in order to determine trends in the cause of these incidents.	Reactive	Completed Study	NJDOT	L	X				X	
S1A7: Educate and solicit support from local communities on the benefits of safety improvements that prevent and minimize consequences of roadway departure crashes.	Proactive	# of Communities educated	NJDOT MPOs TSRC	L	X			X		
Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure crashes.										
S2A1: Develop a manual of countermeasures and their effectiveness in preventing roadway departure crashes.	Reactive	Completed Manual	NJDOT FHWA	L		X		X		
S2A2: Implement engineering alternatives to keep motorists on the road and in their lane.	Reactive	Single Vehicle Run Off Road Crashes	NJDOT	M		X			X	
S2A3: Implement engineering alternatives to minimize the consequences of roadway departure crashes.	Reactive	Severity of Fixed Object Crashes	NJDOT	M		X			X	
S2A4: Investigate the possibility of the State requiring Hold Harmless agreements for utility poles within the public right of way such that	Proactive	Agreements in place	AG	L		X		X		

**Minimize Roadway Departure Crashes
Implementation Table**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
utility companies would hold the state, county or municipality free from liability or damage for utility pole crashes.										

Relative Cost: Low < \$100k; Moderate \$100k to \$500K; Moderate to High \$500k to \$2mil; High > \$2mil

Timeline: Short < 1 year; Medium 1 to 2 years; Long > 2 years

Program: N = New; E = Existing

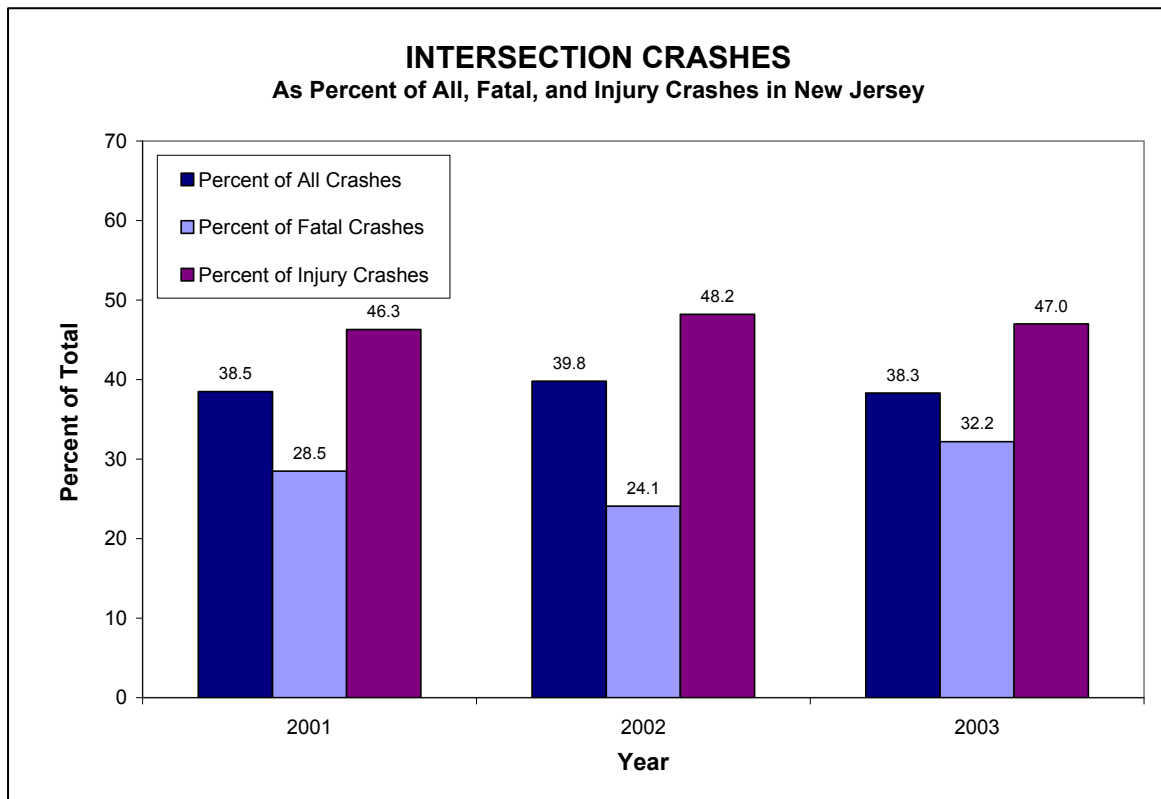
Emphasis Area 2: Improve Design/Operation of Intersections

Goal:

Annually reduce intersection crash frequencies and severities across all roadway systems in New Jersey.

Background

Approximately 37% of all fatal crashes and 45 % of injury crashes occur at intersections. Further, approximately 46% of crashes on State and Municipal roadways are at intersections, while 55% of county roadway crashes occur at intersections. Signalized intersection crashes account for 22% of the crashes on Municipal roadways, 37% on County roadways, and 43% on the State system. Potentially one in five signalized intersection crashes on State roadways are right-angle crashes - the very crash type that nearly all of our signals were put in to reduce/prevent in the first place. Lastly, intersection crashes are 20% more likely to result in injury than those between intersections.



Source: NJ Crash Records Database
Data represents *crashes* NOT *persons*
Data is not mutually exclusive

Programs Currently Employed

- ✓ **Intersection Improvement Program:** Identification of intersections that have exhibited an above average frequency of crashes, and the analysis, field review, and recommendations for improvements.
- ✓ **Left-Turn Crash Program:** Identification of intersections that have exhibited an above average frequency of crashes, and the analysis, field review, and recommendations for improvements.
- ✓ **Right Angle Crash Program:** Identification of intersections that have exhibited an above average frequency of crashes, and the analysis, field review, and recommendations for improvements.
- ✓ **Safety Impact Team (SIT):** New Jersey became the first state in the nation to partner with the FHWA to develop a Safety Impact Team in 2003 to conduct a safety analysis and identify recommendations for “Safe Corridors”. Representatives from the NJDOT, NJ TRANSIT, AAA, FHWA, Federal Motor Carrier Administration, NHTSA, and local law enforcement agencies reviewed several areas designated as high crash locations with the intent to identify engineering, education, and enforcement safety solutions for the area.

Challenges

New Jersey roadways continue to become more congested due to increased commercial and residential development. The roadway systems also support a rising population of older, less-reactive and younger, inexperienced drivers. We are not keeping pace with accommodating this surge in demand due to demographic changes through the upgrade of signal facilities.

Furthermore, many of New Jersey’s highest crash frequency and severity locations are along congested arterials, but lane additions to improve capacity is becoming increasingly difficult due to environmental and cost concerns, therefore, more creative alternatives to maintain safe and efficient traffic flows are needed. Some issues have been identified below:

- ✓ The Manual on Uniform Traffic Control Devices (MUTCD) guidelines for design and operation of traffic signals are minimal and are generally structured around avoiding conflicting movement operations. Adequate guidance is not provided on selection of phasing, based on unique or complex intersection layouts, and timing plans. Designers should consult the enhanced guidelines and recommendations given in the Institute of Transportation Engineers (ITE’s) Traffic Signal Design Handbook.
- ✓ There exists a wide range of signal designs and control methods being employed throughout the State, resulting in the potential for driver expectancy issues and resulting errors due to inconsistency of traffic signal control.

- ✓ Most unsignalized locations with Manual on Uniform Traffic Control Devices (MUTCD) “warrant-satisfying” crash experience go unnoticed or unidentified until they are brought to the attention of municipal, county or State engineers by the local police.
- ✓ Nationally, New Jersey has one of the strongest Access Codes; however, the Code is applied only to State roadways, therefore, a need exists to improve the access code for local roadways.
- ✓ Many differences exist between signalized and unsignalized intersections.
 - Access Code requirements are different for signalized intersections and for unsignalized intersections for state highways.
 - Advance warning signs are needed for intersections, particularly unsignalized intersections.

Strategies

The following are the strategies and respective actions identified as necessary to improve the design and operation of intersections on New Jersey’s roadways.

Strategy 1:

Develop and/or enhance methodologies and establish standardization for problem identification, prioritization, and evaluation.

Action 1 Evaluate existing methodologies for identifying and selecting problem intersections.

Action 2. Establish a multi-agency panel to develop a New Jersey specific Intersection Manual (e.g. methodology and prioritization process.)

Action 3. Promote the manual as a best practice.

Action 4. Improve website version of crash records database for use by engineering and planning professionals who have specific job functions related to improving traffic safety.

Action 5. Implement engineering countermeasures at problem locations.

**Strategy 2:
Develop and implement New Jersey Best Practices for Intersection Safety.**

Action 1. Organize a forum for transportation professionals to develop guidelines that outline various tools and/or practices for making intersections safer.

Action 2. Implement and promote guidelines.

Action 3. Conduct an evaluation of guidelines.

**Strategy 3:
Educate the public on Intersection Safety issues.**

Action 1. Promote utilization of existing resources to educate professionals.

Action 2. Expand Intersection Safety in Drivers' Manual and Driver Education follow up programs.

Action 3. Educate decision makers and the public about the need for and benefits of improved Intersection Safety.

Action 4. Establish a clearinghouse of educational opportunities (e.g. TRB) on Intersection Safety.

Action 5. Develop a marketing plan for Intersection Safety to include a New Jersey Safety Fact Book and Frequently Asked Questions publications for appropriate audiences.

**Strategy 4
Enhance compliance and promotion of increased enforcement at Intersections.**

Action 1. Identify, evaluate, and implement current technologies for enforcement.

Action 2. Educate law enforcement on the importance of Intersection Safety Enforcement.

**Improve Design/Operation of Intersections
Implementation Chart**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
Strategy 1: Develop and/or enhance methodologies and establish standardization for problem identification, prioritization, and evaluation.										
S1A1: Evaluate existing methodologies for identifying and selecting intersections.	Proactive	Completed evaluation	NJDOT	L	X			X		
S1A2: Establish a multi-agency panel to develop a New Jersey specific Intersection Manual (e.g. methodology and prioritization process.).	Proactive	Completed Manual	NJDOT	L		X		X		
S1A3: Promote the manual as a best practice.	Proactive	Use of Manual # Trainings on Manual	NJDOT TSRC	L		X		X		
S1A4: Improve website version of crash records database for use by engineering and planning professionals who have specific job functions related to improving traffic safety.	Proactive	User Feedback # hits	NJDOT OIT	M		X			X	
S1A5: Implementation of engineering countermeasures at problem locations.	Proactive	# of Crashes	NJDOT	M		X			X	
Strategy 2: Develop and implement New Jersey best practices for Intersection Safety.										
S2A1: Organize a forum for transportation professionals to develop guidelines that outline various tools and/or practices for making intersections safer.	Proactive	Forum Held	NJDOT TSRC	L	X			X		
S2A2: Implement and promote guidelines.	Proactive	Guidelines Developed	NJDOT	M		X		X		

**Improve Design/Operation of Intersections
Implementation Chart**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
		# Trainings held								
S2A3: Conduct an evaluation of guidelines.	Proactive	Use of Guidelines User feedback	NJDOT	L			X	X		
Strategy 3: Educate the public on Intersection Safety issues.										
S3A1: Promote utilization of existing resources to educate professionals.	Proactive	# promotions	NJDOT TSRC LTAP	L	X			X		
S3A2: Expand Intersection Safety in Drivers' Manual and Driver Education follow up programs.	Proactive	Manual Modified # Intersection Related Crashes	NJMVC NJDOE NJDOT	L	X				X	
S3A3: Educate decision makers and the public about the need for and benefits of improved Intersection Safety.	Proactive	# educated	NJDOT TSRC MPO's	L		X		X		
S3A4: Establish a clearinghouse of educational opportunities (e.g. TRB) on Intersection Safety.	Proactive	# of Requests for Info	TSRC LTAP	L	X			X		
S3A5: Develop a marketing plan for Intersection Safety to include a New Jersey Safety Fact Book and Frequently Asked Questions publications for appropriate audiences.	Proactive	Plan Developed & Implemented	NJDOT	L		X		X		
Strategy 4: Enhance compliance and promotion of increased enforcement at Intersections.										
S4A1: Identify, evaluate, and implement current technologies for	Reactive	Violation related Intersection	NJSP NJPTOA AG	MH		X		X		

**Improve Design/Operation of Intersections
Implementation Chart**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
enforcement.		Crashes								
S4A2: Educate law enforcement on the importance of Intersection Safety Enforcement.	Proactive	# Intersection related citations issued	NJDOT TSRC	M		X		X		

Relative Cost: Low < \$100k; Moderate \$100k to \$500K; Moderate to High \$500k to \$2mil; High > \$2mil

Timeline: Short < 1 year; Medium 1 to 2 years; Long > 2 years

Program: N = New; E = Existing

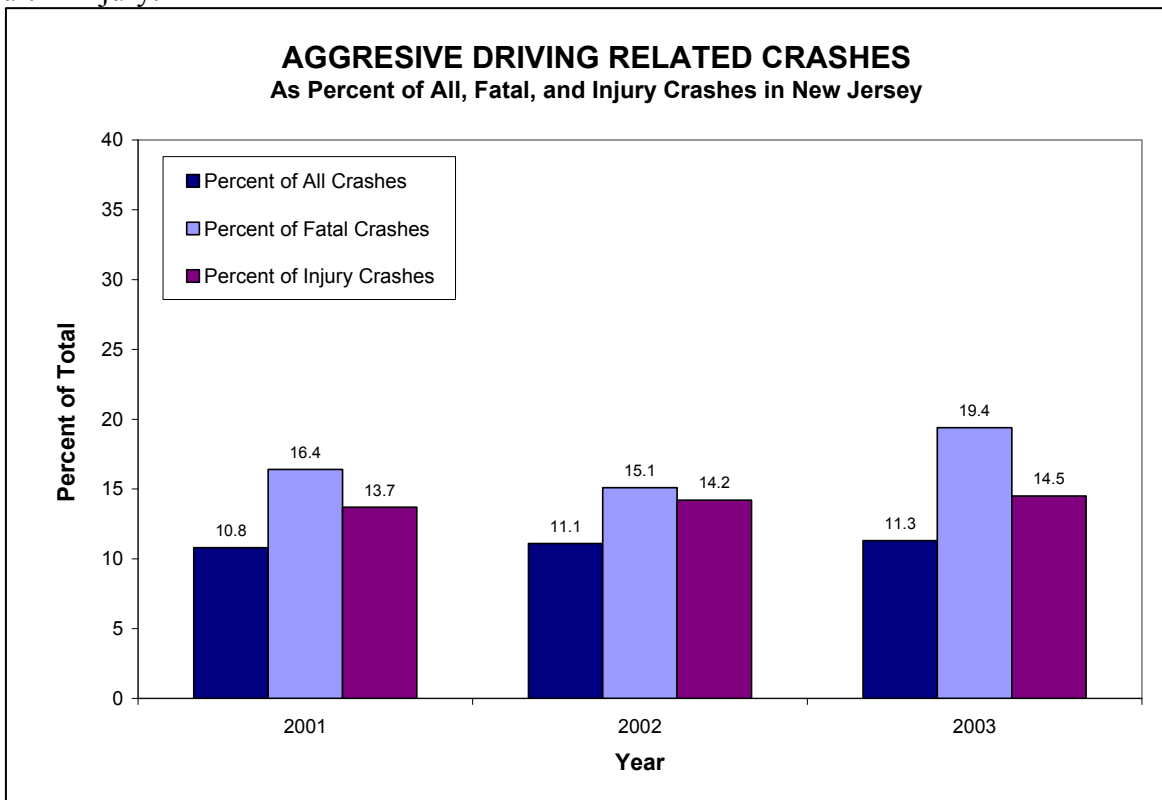
Emphasis Area 3: Curb Aggressive Driving

Goal:

Curb Aggressive Driving through engineering, enforcement, education, and legislative actions.

Background

Approximately 85% of all crashes are attributed to driver behavior; therefore, it is important for drivers to be knowledgeable about highway safety issues in their states. Crashes associated with aggressive driving can be attributed to the following contributing circumstances: unsafe speed, failure to obey the traffic control device, failure to yield right-of-way to vehicle or pedestrian, improper lane change, improper passing or following too closely. The most significant of these aggressive driving related actions with respect to the number of crashes that occur on New Jersey's roadways is failure to yield the right of way to a vehicle or pedestrian, followed by unsafe speed, or speeding. Approximately 65,000 crashes occur every year where aggressive driving related actions are cited as the contributing circumstance of the crash. Each year, between 150 and 190 of these crashes result in at least one fatality and more than 20,000 result in injury.



Source: NJ Crash Records Database
Data represents *crashes* NOT *persons*
Data is not mutually exclusive

As part of the Aggressive Driving Lead State Initiative an operational definition of Aggressive Driving was identified as follows:

“Aggressive Driving is a combination of deliberate actions and/or hostile behaviors by an individual who operates a motor vehicle so as to endanger other persons or property without regard for public safety.”

To that end, in 2004 and 2006, the New Jersey Legislature presented Senate Bill 827 and Assembly Bill 3145 in pursuit of creating a new motor vehicle violation offense for aggressive driving. These Bills target any combination of two or more behaviors of aggressive driving, or three or more of one act in succession. The following actions are identified with Aggressive Driving:

- ✓ Excessive speeding involving any single offense for a speed of 25 miles per hour or more above the speed limit
- ✓ Following a vehicle too closely
- ✓ Improper or erratic lane changes
- ✓ Improper overtaking or passing of another vehicle off the pavement or main-traveled portion of the roadway
- ✓ Failing to yield the right of way
- ✓ Violating official traffic control devices
- ✓ Audible verbal threats or insults, flashing of headlights, use of demeaning gestures or similar actions

According to the bill, second or subsequent offenses within 24 months or any offense involving serious bodily injury or death, the penalty shall result in either license suspension, fines, or both.

Programs Currently Employed

- ✓ **Aggressive Driving:** The NJDHTS staff has been working with police departments to implement several aggressive driving programs on high crash roadways.
- ✓ **Aggressive Driving (Awareness) Campaign:** NJDOT has funded installation of the “Safety First” Awareness Signs along the state highways to help reduce the number of incidents. Several messages, including “Buckle Up”, “Keep Your Distance”, “Keep Right Except to Pass”, have been effectively used to help curb aggressive driving in the state.
- ✓ **#77 Aggressive Driving Hotline:** A dedicated number to report aggressive drivers to the New Jersey State Police (NJSP) who attempt to locate and cite drivers who exhibit this behavior. (NJSP)

- ✓ **Aggressive Driving Lead State Initiative:** An Aggressive Driving Action Plan was developed with support from the MVC, NJSP, municipal police departments, County Prosecutors' Offices, and FHWA – NJ Division. The plan was submitted to the AASHTO Lead State group for review and acceptance. Most of the recommended strategies have been incorporated into this Plan.
- ✓ **Tri-State Speed Enforcement Campaign:** A multifaceted campaign using enhanced and visible enforcement; a comprehensive, bi-lingual communication effort; and use of innovative techniques and technologies to aid in reducing speed and speed related crashes in Northern New Jersey, Connecticut, and New York. (*NHTSA*)
- ✓ **New Jersey State Police (NJSP) Enhanced Enforcement at Strategic Locations and Along Safe Corridors.** NJDOT and NJSP are tracking results of increased police enforcement in designated areas. Data collected from issued warnings and summonses will be analyzed for this effort.

Challenges

Aggressive driving is a challenge in New Jersey due, in large part, to the high level of congestion experienced on a daily basis. To that end, congestion results in delay, this results in driver frustration, which results in aggressive driving. To tackle aggressive driving is to modify driver behavior, which is particularly challenging as many of us are set in our ways.

Strategies

The following are the strategies and respective actions identified as necessary to curb aggressive driving on New Jersey's roadways.

Strategy 1:

Develop a multifaceted educational program, including classroom training and a media campaign that raises awareness of Aggressive Driving.

Action 1. Develop and maintain information (data bases, statistics, and resources) to be used in educational programs for aggressive driving.

Action 2. Identify targeted age specific audiences (i.e. adult driver, high school, middle and elementary school) and develop programs (i.e. curriculum) that focus on aggressive driving behavior and actions.

Action 3. Evaluate and update Driver Education and Defensive Driving Programs as well as the point system to include an Aggressive Driving component.

Action 4. Develop media programs (difference between #77 and #911, what and how the Emergency Service Patrol can help) to educate groups of influence (parents, legislators, adults, mayors, churches, educators) on aggressive driving.

Action 5. Develop a media campaign (similar to “Click It or Ticket”) to address Aggressive Driving to be aired during established peak periods.

Strategy 2:

Develop and implement an effective enforcement program to address Aggressive Driving.

Action 1. Evaluate and improve the #77 Program by using the data to identify prominent aggressive driving locations.

Action 2. In consultation with law enforcement, evaluate and adjust current police policy related to Aggressive Driving.

Action 3. Utilize data to create a program that increases enforcement during peak periods.

Strategy 3:

Utilize effective engineering practices to curb Aggressive Driving.

Action 1. Identify and evaluate current engineering practices (signing, lane widths, signal timing, speed limits, and acceleration/deceleration) and their impact on aggressive driving.

Action 2. Evaluate appropriate technology to curb aggressive driving.

Action 3. Implement effective engineering practices to curb Aggressive Driving.

Strategy 4:

Promote legislative activities aimed at curbing Aggressive Driving

Action 1. Examine enhancement of current Title 39:4-96 to possibly include Aggressive Driving and consider a minimum five-point violation with no plea bargaining. This could be defined as two or more forms of aggressive driving engaged in simultaneously or in succession or three or more acts of any one form of aggressive driving. Those acts could include excessive speeding, following too closely, improper lane changes, improper passing, failing to yield the right of way or verbal threats or gestures.

Action 2. Initiate public policy to promote the use of new technologies (sensors, ramp metering, automated enforcement, video) to curb aggressive driving.

Action 3. Implement the Drivers License Agreement (DLA) to ensure that driver license records are available from all participating states. The DLA is intended to provide a single record for each driver that is shared among all states.

Curb Aggressive Driving Implementation Chart

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
Strategy 1: Develop a multifaceted educational program, including classroom training and a media campaign that raises awareness of Aggressive Driving.										
S1A1: Develop and maintain information (data bases, statistics, and resources) to be used in educational programs for aggressive driving.	Proactive	# resources available	TSRC	L	X			X		
S1A2: Identify targeted age specific audiences (i.e. adult driver, high school, middle and elementary school) and develop programs (i.e. curriculum) that focus on aggressive driving behavior and actions.	Proactive	Aggressive Driving Related Crashes	NHTSA NJDHTS NJSP	M	X			X		
S1A3: Evaluate and update Driver Education and Defensive Driving Programs as well as the point system to include an Aggressive Driving component.	Proactive	Aggressive Driving Related Crashes	NJMVC DOE	M		X			X	
S1A4: Develop media programs (difference between #77 vs. # 911, what and how ESP can help) to educate groups of influence (parents, legislators, adults, mayors, churches, educators) on aggressive driving.	Proactive	Aggressive Driving Related Crashes	NJDOT NJDHTS NJMVC AAA ICNJ	M	X			X		
S1A5: Develop a media campaign (similar to Click It or Ticket) to address Aggressive	Reactive	Aggressive Driving Related Crashes # aggressive	NJDHTS NJSP NJPTOA	M	X			X		

Curb Aggressive Driving Implementation Chart

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
Driving during established peak periods.		driving related citations								
Strategy 2: Develop and implement an effective enforcement program to address Aggressive Driving.										
S2A1: Evaluate and improve the #77 Program by using the data to identify prominent aggressive driving locations.	Proactive	Aggressive Driving Related Crashes & Citations # aggressive drivers caught using #77	NJSP	L	X				X	
S2A2: In consultation with law enforcement, evaluate and adjust current police enforcement actions on Aggressive Driving.	Reactive	Aggressive Driving Related Crashes & Citations	NJSP NJPTOA	L	X				X	
S2A3: Utilize data to create a program that increases enforcement during peak periods.	Reactive	Locations Identified Aggressive driving related citations	NJSP NJPTOA	MH	X			X		
Strategy 3: Utilize effective engineering practices to curb Aggressive Driving.										
S3A1: Identify and evaluate current engineering practices (such as signing, lane widths, signal timing, speed limits, and accel/decal) and their impact on Aggressive Driving.	Proactive	Completed Impact Study # Aggressive Driving Related Crashes	NJDOT Research	MH		X			X	
S3A2: Evaluate appropriate technology to curb Aggressive Driving.	Proactive	Technology Identified	NJDOT Research	MH		X			X	
S3A3: Implement effective engineering practices to curb Aggressive Driving.	Proactive	Aggressive Driving Related Crashes	NJDOT	MH		X			X	

Curb Aggressive Driving Implementation Chart

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
Strategy 4: Promote legislative activities aimed at curbing Aggressive Driving.										
S4A1: Examine enhancement of current law Title 39:4-96 to include Aggressive Driving and considering a minimum of a five-point violation with no plea bargaining.	Proactive	Statutory Change Made	NJSP NJPTOA NJSACOP	L		X			X	
S4A2: Initiate public policy to promote the use of new technologies (sensors, ramp metering, automated enforcement video) to curb aggressive driving.	Proactive	Technology in Place	NJSP NJSACOP	MH		X		X		
S4A3: Implement the Drivers License Agreement (DLA) ensure that drivers license records are available from all participating states. The DLA is intended to provide a single record for each driver that is shared among all states.	Proactive	Agreement in Place	MVC	M		X			X	

Relative Cost: Low < \$100k; Moderate \$100k to \$500K; Moderate to High \$500k to \$2mil; High > \$2mil

Timeline: Short < 1 year; Medium 1 to 2 years; Long > 2 years

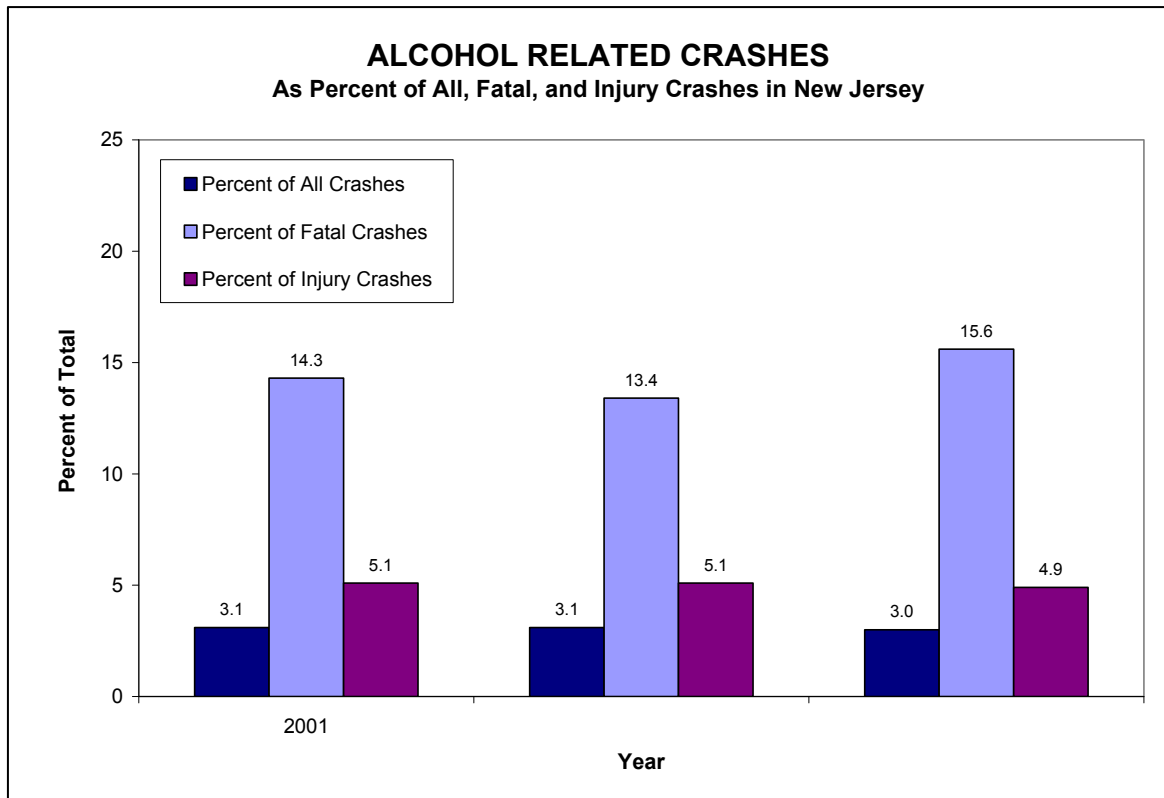
Program: N = New; E = Existing

Emphasis Area 4: Reduce Impaired Driving

Goal:
Implement education, enforcement, and legislative strategies that are intended to reduce Impaired Driving.

Background

Over 14% of all fatal and 5% of injury crashes that occurred between 2001 and 2003 were caused by impaired drivers. While this is below the national trend, there is still a great a risk of impaired drivers killing other motorists, as well as themselves.



Source: NJ Crash Records Database
Data represents *crashes* NOT *persons*
Data is not mutually exclusive

New Jersey has strict laws regarding the prosecution of drunk drivers for manslaughter in event of the death of passengers. However, Driving While Intoxicated (DWI) is a ticketed offense here and not a crime, as it is in most states. The Drunk Driving Enforcement Fund (DDEF) surcharge

fine of \$100 has been the same since 1984. This fund, which is administered by the New Jersey Division of Highway Traffic Safety, provides resources to the State Police and municipalities to support their DWI enforcement activities. To this end, it has been reported that the lack of sufficient overtime funding often prevents municipal police departments from working DWI patrols consistently.

Readily available Fatal Accident Records System (FARS) and Intoxicated Driver Resource Center (IDRC) data provides information to municipalities for enforcing DWI activities. Although the FARS data may be up to two years old, the NJSP releases preliminary information (IDRC data) for local use. Additionally, the National Drunk Driver Database provides local police with a listing of offenders that is used on patrols to serve as a deterrent to offenders.

Currently Employed Strategies

- ✓ **Drunk Driving Campaigns:** Enforcement and publicity programs have been conducted to apprehend drunk drivers in targeted areas where alcohol related fatalities are overrepresented. *(NJDHTS)*
- ✓ **Blood Alcohol Content (BAC) Legislation:** Research is being conducted on the effects of the recently enacted “.08” BAC legislation in order to determine the effectiveness of this law. *(NJDHTS)*
- ✓ **DWI Training:** Provides law enforcement officers with standardized training courses that will provide them with instruction in detection, apprehension, investigation, processing and prosecution of DWI offenders under the influence of alcohol and/or drugs. *(NJDHTS)*
- ✓ **Alcohol & Drug Testing Program:** Statewide conversion from photometric chemical breath testing instrument to the infrared/electrochemical breath testing instrument. The Alcohol (&) Drug Testing Unit at the NJSP provides training to members of the law enforcement community in alcohol, drugs and highway safety. *(NJDHTS)*
- ✓ **“Cops in Shops”:** A program and media campaign to provide enhanced enforcement in and around colleges and universities, and in tourist heavy Shore towns to curb underage drinking and enforce alcohol beverage statutes. *(NJDHTS)*
- ✓ **College Campus Programs:** A program that develops and conducts training programs for peer educators in an effort to curb drinking on college campuses and to reduce incidents of drinking and driving. *(NJDHTS)*
- ✓ **Rutgers Comprehensive Alcohol Traffic Education and Enforcement Program:** A program that allows campus police to mentor students on roadway safety topics such as

drinking and driving abuse and awareness. In addition, the program provides literature and awareness programs on alcohol and drug abuse and prevention. (NJDHHS)

Challenges

Enforcement and education are two major ways of reducing fatalities and crashes that have been caused by Impaired Drivers. Frequently social values interfere with enforcement, while media campaigns are not reaching their targeted audiences. A review of existing conditions in New Jersey produced many challenges associated with eradicating Impaired Driving and improving safety of the roadway system.

- ✓ Many drinking establishments have been working closely with local police to deter incidences of “Impaired Driving” but societal influences often interfere with the enforcement process.
- ✓ A major issue with DWI Enforcement is the lack of overtime funding for these specialized patrols. Many law enforcement agencies are faced with shortages of officers to perform this specialized task which is usually conducted during weekends, and in the late night hours in accordance with DDEF funding regulations.
- ✓ Since 1985, the Judiciary has established an arrest to disposition goal of 60 days and continually strives to meet that goal. Using a series of management reports, the judiciary tracks each DWI to ensure timely disposition. Twice a week, dispositions are sent to MVC for posting. However, the defendant maintains his/her ability to drive while the DWI case is pending.
- ✓ In the past, there have been limited positive marketing campaigns on eliminating “Impaired Driving.” Most use scare tactics, but proven success has been realized through a combined media/education campaign.
- ✓ Checkpoints are very successful countermeasures, but they require additional logistical enforcement, such as suitable safe locations for inspections, added staff, and equipment.
- ✓ Treatment should also be promoted as a solution.
- ✓ New technologies will soon be available on-line to replace the breathalyzer. For example, Alcotest 7110 is one of those technologies, under consideration. This new test is thought to be more accurate and could eventually strengthen court cases, but is currently under legal challenge and a decision has not been made yet as to whether this new test will be implemented..

Strategies

The following are the strategies and respective actions identified as necessary to reduce impaired driving on New Jersey's roadways.

Strategy 1:

Increase public awareness of Impaired Driving through educational media campaigns.

Action 1. In consultation the New Jersey Department of Education, develop and implement alcohol and drug education programs in schools.

Action 2. Increase promotion of media/enforcement coordinated campaigns, using print, radio, and television that promote the awareness and target the consequences of impaired driving.

Action 3. Educate the enforcement community on national and state Best Practices (e.g. Checkpoint procedures, new and advanced technologies, procedures, etc.

Strategy 2:

Increase and sustain enforcement activities for all police agencies in New Jersey.

Action 1. Implement standardized checkpoint policy and procedures.

Action 2. Cooperative enforcement of compliance checks for retail, bars and package goods.

Action 3. Develop and implement field training for roving patrols on post Standardized Field Sobriety Testing/Horizontal Gaze Nystagmus (SFST/HGN) train-the-trainer course.

Strategy 3:

Update, strengthen, and implement legislation pertaining to impaired driving.

Action 1. Increase Drunk Driving Enforcement Fund (DDEF) allocation to increase enforcement activities.

Action 2. Revise Title 18A to give independent enforcement powers for drinking and driving to campus police and fund enforcement.

Action 3. Work with the Judiciary to examine opportunities to further expedite DWI hearings, including, but not limited to, the creation of a DWI Court.

Action 4. After review of the recently enacted “.08 BAC” Law; study the potential effects of further lowering the B.A.C. level for DWI (i.e. “.05.”)

Action 5. Implement Beer Keg Registration. This would require purchasers to provide their name, address, phone, or driver's license number along with the seller having each keg uniquely tagged for identification. In the event of underage drinking and/or crashes occur, both seller and purchaser can be identified and could be subject to punishment.

Action 6. Champion the development of a National Database of Drunk Driving Offenders, to identify repeat offenders from other states.

Reduce Impaired Driving Implementation Charts

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
Strategy 1: Increase public awareness of Impaired Driving through educational media campaigns.										
S1A1: In consultation with the NJ Dept of Education, develop and implement alcohol and drug education programs in schools.	Proactive	# of Students Through Program	DOE	M		X			X	
S1A2: Increase promotion of media/enforcement coordinated campaigns, using print, radio, and television that promote the awareness and target the consequences of impaired driving.	Proactive	# DUI violations	NJDHTS NJSP NJPTOA	L	X				X	
S1A3: Educate the enforcement community on best national and state Best Practices (e.g. Checkpoint procedures, new and advanced technologies, procedures, etc.)	Proactive	# of Law Enforcement Exposed	NHTSA FHWA NJ NJDHTS NJDOT NJPTOA	L		X			X	
Strategy 2: Increase and sustain enforcement activities for all police agencies in New Jersey.										
S2A1: Implement standardized checkpoint policy and procedures.	Proactive	# of Checkpoints	NJDHTS NJSP NJPTOA	L		X		X		
S2A2: Cooperative enforcement of compliance checks for retail, bars and package goods.	Proactive	# of Checks	NJDHTS NJSP NJTPOA	L	X				X	
S2A3: Develop and implement field training for	Proactive	# of Law Enforcement	NJDHTS NJSP	L	X			X		

Reduce Impaired Driving Implementation Charts

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
roving patrols on post Standardized Field Sobriety Testing/Horizontal Gaze Nystagmus (SFST/HGN) train-the-trainer course.		Trained	NJTPOA							
Strategy 3: Update, strengthen, and implement legislation pertaining to impaired driving.										
S3A1: Increase Drunk Driving Enforcement Fund (DDEF) allocation to increase enforcement activities.	Proactive	# of \$ Spent on Activities Legislative change Implemented	NJDHTS Legislature	L		X			X	
S3A2: Revise Title 18A to give independent enforcement powers for drinking and driving to campus police and fund enforcement.	Proactive	Legislative Change Implemented	Legislature	L		X			X	
S3A3: Action 3. Work with the Judiciary to examine opportunities to further expedite DWI hearings, including, but not limited to, the creation of a DWI.	Proactive	Reduction in time to disposition	NJAOC	MH			X	X		
S3A4: After review of the recently enacted “.08 BAC” Law, study the potential effects of further lowering the B.A.C. level for DWI (i.e.”.05”).	Proactive	Legislative Change Implemented	Legislature	L			X		X	
S3A5: Implement Keg Registration. This would require purchasers to	Proactive	Legislative Change Implemented	Legislature	L		X		X		

Reduce Impaired Driving Implementation Charts

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
provide their name, address, phone, or driver's license number along with the seller having each keg uniquely tagged for identification. In the event of underage drinking and/or crashes occur, both seller and purchaser can be identified and could be subject to punishment.										
S3A6: Champion the development of a National Database of Drunk Driving Offenders, to identify repeat offenders from other states.	Proactive	Database Developed & Implemented	NHTSA NJDHHS	MH			X	X		

Relative Cost: Low < \$100k; Moderate \$100k to \$500K; Moderate to High \$500k to \$2mil; High > \$2mil

Timeline: Short < 1 year; Medium 1 to 2 years; Long > 2 years

Program: N = New; E = Existing

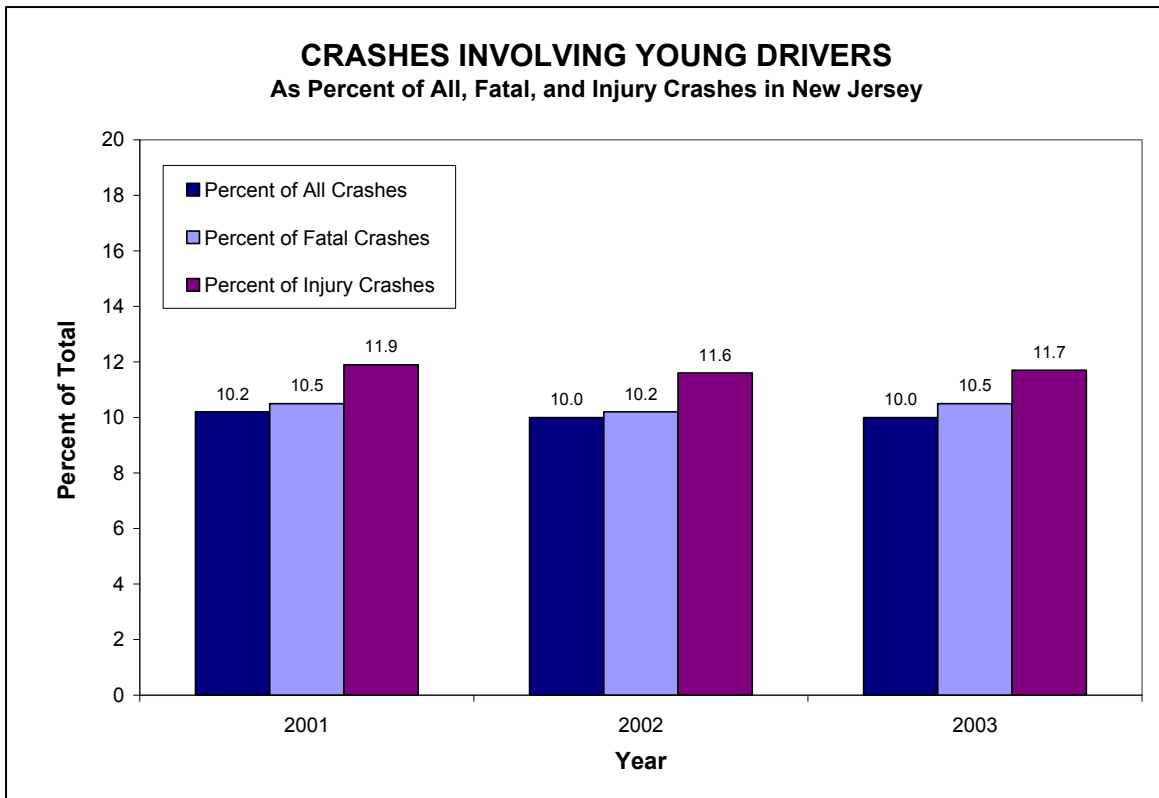
Emphasis Area 5: Reduce Young Driver Crashes

Goal:

To promote education, parental involvement, enforcement strategies, and legal initiatives that support the reduction and severity of crashes involving young drivers.

Background

Newly licensed drivers with less than a year of driving experience have the highest crash rate of any driver group and are more likely to engage in risky behaviors, such as speeding and tailgating, and are the least able to cope with hazardous situations. Traffic crashes are the number one cause of death for people aged 0 to 35. Young drivers between the age of 15 and 24 are five times more likely to be involved in a crash and young drivers are disproportionately represented in alcohol related crashes. Nationally 47% of teens killed between 16 and 24 are involved in an alcohol related collision.



Source: NJ Crash Records Database
Data represents *crashes* NOT *persons*
Data is not mutually exclusive

The Graduated Drivers License (GDL) went into effect in New Jersey on January 1, 2001 requiring those who wish to obtain a driver's license in New Jersey do so under the new system. The age at which learners' permit and provisional licenses are obtained is 16 and 17 years of age. It has been proven that when driving privileges are phased in gradually, the new driver's behavior improves significantly. When the GDL went into effect in Florida (1996), 454 fewer 15- and 16 year-old drivers were killed or seriously injured compared to the year before. In a Union County Police Department study, similar results have been found in California, Maryland, Oregon, Michigan, and other states with the graduated licensing system (Union County, 2005.) In New Jersey, there has been a decrease in the rate of fatalities and crashes for young drivers after the inception of the GDL. However, this trend may be negatively affected by several other factors (e.g. driver training, parental support, and leniency of the courts) that are required for continued success in reducing crashes among this population.

Programs Currently Employed

- ✓ **Teen Driving Commission:** Headed by the New Jersey Division of Highway Traffic Safety (DHTS), the recently created Commission will evaluate the current state of teen drivers in New Jersey. The Commission includes members from the safety community, educators, law enforcement, parents, and young drivers with a goal of identifying strategies and actions to reduce teen driving crashes and deaths.
- ✓ **Classroom Instruction on Safe Car-Truck Interaction:** With the support of the New Jersey Department of Education, classroom instructors will be required to incorporate the importance of safe car-truck roadway interaction into their programs. A draft curriculum is in development to assist instructors.
- ✓ **Enhanced Safety Materials in the Written Drivers Test and Manual:** New drivers are now being educated on proper car-truck interaction, blind spot recognition, and safe stopping distances to ensure they share the road safely. Eight new questions have been added to the (written) Drivers Test that deals with safe car-truck interaction. Additional safety actions include NJDOT Bicycle and Pedestrian Program representatives working with the Motor Vehicle Commission to include bicycle and pedestrian safety information in both the Driver's Manual and the Drivers' Test.

Challenges

Currently, there is no mandatory Drivers Education Program in New Jersey. Therefore, a dialog needs to be created between the safety industry and the New Jersey Department of Education, in order to enhance the existing Drivers Education programs. In addition, there are several issues that need to be addressed in order to enhance the success of this program.

- ✓ Provisional drivers can plead to lesser summonses (Unsafe Operation) enabling them to avoid the remedial program.
 - ✓ Social norms may increase the risk of drinking and driving among teens.
 - ✓ Educational needs for this EA include addressing the absence of a comprehensive curriculum.
 - ✓ Title 39 needs to be assessed for changes that would support the GDL program (ie. 1 year suspension for alcohol impairment).
-

Strategies

The following are the strategies and respective actions identified as necessary to Reduce Young Driver Crashes on New Jersey's roadways.

Strategy 1:

Develop and implement a comprehensive educational program that will reduce crashes of young drivers.

Action 1. Develop, institute, and enforce mandatory education for the Graduated Drivers License (GDL) and driving schools on operational, psychological, and physical aspects of driving.

Action 2. **a)** Educate parents to provide guidance, instruction, and consequences to their children (e.g. Revise and disseminate "A Parent's Guide to Traffic Safety")

b) Support the work of law enforcement, and the Motor Vehicle Commission on reducing crashes involving young drivers. This work could include a review of current practices where a plea agreement allows for a reduced charge and the individual avoid points and thus further gaps in existing laws are exploited to avoid a more serious sanction.

Action 3. Educate elected and appointed officials through the distribution of the Motor Vehicle Commission and New Jersey Division of Highway Traffic Safety Annual Report to the Legislature on the effectiveness of the GDL Program. Also, educate the general public on proven successes of the program.

Action 4. Develop a media campaign for the general public to highlight the provisions of the GDL, provide real data on teen driving, and promote good driving behavior.

- Action 5.** **a)** Evaluate other state’s new driver training to improve the New Jersey program
- b)** Develop enhanced Core Curriculum Standards to support GDL training in consultation with the New Jersey Department of Education.

Strategy 2:

Evaluate regulatory, administrative, and legislative initiatives to reduce crashes in the young drivers’ group.

Action 1. Identify existing deficiencies in Title 39 (GDL).

Action 2. Prepare a report with action items for the Governor and Commissioners of the New Jersey Department of Transportation and Motor Vehicle Commission, along with the Director of New Jersey Division of Highway Traffic Safety.

Action 3. Immediately develop a Memorandum of Understanding (MOU) among all stakeholders charged with upholding the provisions of Title 39 (law enforcement, courts, elected officials) in an effort to bring attention to these issues and hold parties accountable for their actions.

Strategy 3:

Establish zero tolerance of GDL and provisional license violations

Action 1. Integrate databases to alert police and courts on offenses of GDL and provisional drivers.

Action 2. Through the recently created Teen Driving Commission, consider amending Title 39 with regard to establishing and enforcing a mandatory zero tolerance law for a single offense which would put the driver into a remedial driver education program with a no plea bargain clause.

Reduce Young Driver Crashes Implementation Charts

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
Strategy 1: Develop and implement a comprehensive educational program that will reduce crashes of young drivers.										
S1A1: Develop, institute, and enforce mandatory education for the Graduated Drivers License (GDL) and driving schools on operational, psychological, and physical aspects of driving.	Proactive	# of Students Through Program Young Driver Related Crashes	NJMVC	H			X		X	
S1A2(a): Educate parents to provide guidance, instruction, and consequences to their children (e.g. Revise and disseminate "A Parent's Guide to Traffic Safety.")	Proactive	# of Parents Exposed to Program	NJMVC NJDHTS	M	X				X	
S1A2(b): Support the work of law enforcement, and Motor Vehicle Commission on reducing crashes involving young drivers. This work could include a review of current practices where a plea agreement allows for a reduced charge and the individual avoid points and thus further gaps in existing laws are exploited to avoid a more serious sanction.	Proactive	Young Driver Related Crashes	All	L	X				X	
S1A3: Educate elected and appointed officials through the distribution of	Proactive	# of People Exposed to Program	NJMVC NJDHTS	L	X				X	

Reduce Young Driver Crashes Implementation Charts

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
the Motor Vehicle Commission and New Jersey Division of Highway Traffic Safety Annual Report to the Legislature on the effectiveness of the GDL Program. Also, educate the general public on proven successes of the program.										
S1A4: Develop a media campaign for the general public to highlight the provisions of the GDL, provide real data on teen driving, and promote good driving behavior.	Proactive	Campaign Deployed	NJMVC NJDHTS	L	X			X		
S1A5(a): Evaluate other state's new driver training to improve the New Jersey program.	Proactive	Evaluation Completed	NJDOT (Research) NJMVC	L	X				X	
S1A5(b): Develop enhanced Core Curriculum Standards to support GDL training in consultation with the NJ Department of Education.	Proactive	Curriculum in Use	NJMVC NJDOE	M		X			X	
Strategy 2: Evaluate regulatory, administrative, and legislative initiatives to reduce crashes in the young drivers' group.										
S2A1: Identify existing deficiencies in Title 39 (GDL).	Proactive	Review Complete	NJMVC	L	X				X	
S2A2: Prepare a report with action items for the Governor and Commissioners of the	Proactive	Report Completed	NJMVC	L		X		X		

**Reduce Young Driver Crashes
Implementation Charts**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
New Jersey Department of Transportation and Motor Vehicle Commission, along with the Director of New Jersey Division of Highway Traffic Safety.										
S2A3: Immediately develop a Memorandum of Understanding among all stakeholders charged with upholding the provisions of Title 39 (law enforcement, courts, elected officials) in an effort to bring attention to these issues and hold parties accountable for their actions.	Proactive	MOU Signed	NJMVC	L	X			X		
Strategy 3: Establish zero tolerance of GDL and provisional license violations.										
S3A1: Integrate data bases to alert police and courts on offenses of GDL and provisional drivers.	Reactive	Database Integration Completed	NJMVC NJAOC NJSP NJPTOA	MH			X	X		
S3A2: Through the recently created Teen Driving Commission, consider amending Title 39 with regard to establishing and enforcing a mandatory zero tolerance law for a single offense which would put the driver into a remedial	Proactive	Legislative Change Implemented	NJMVC NJAOC	L		X		X		

**Reduce Young Driver Crashes
Implementation Charts**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
driver education program with no plea bargain clause.										

Relative Cost: Low < \$100k; Moderate \$100k to \$500K; Moderate to High \$500k to \$2mil; High > \$2mil

Timeline: Short < 1 year; Medium 1 to 2 years; Long > 2 years

Program: N = New; E = Existing

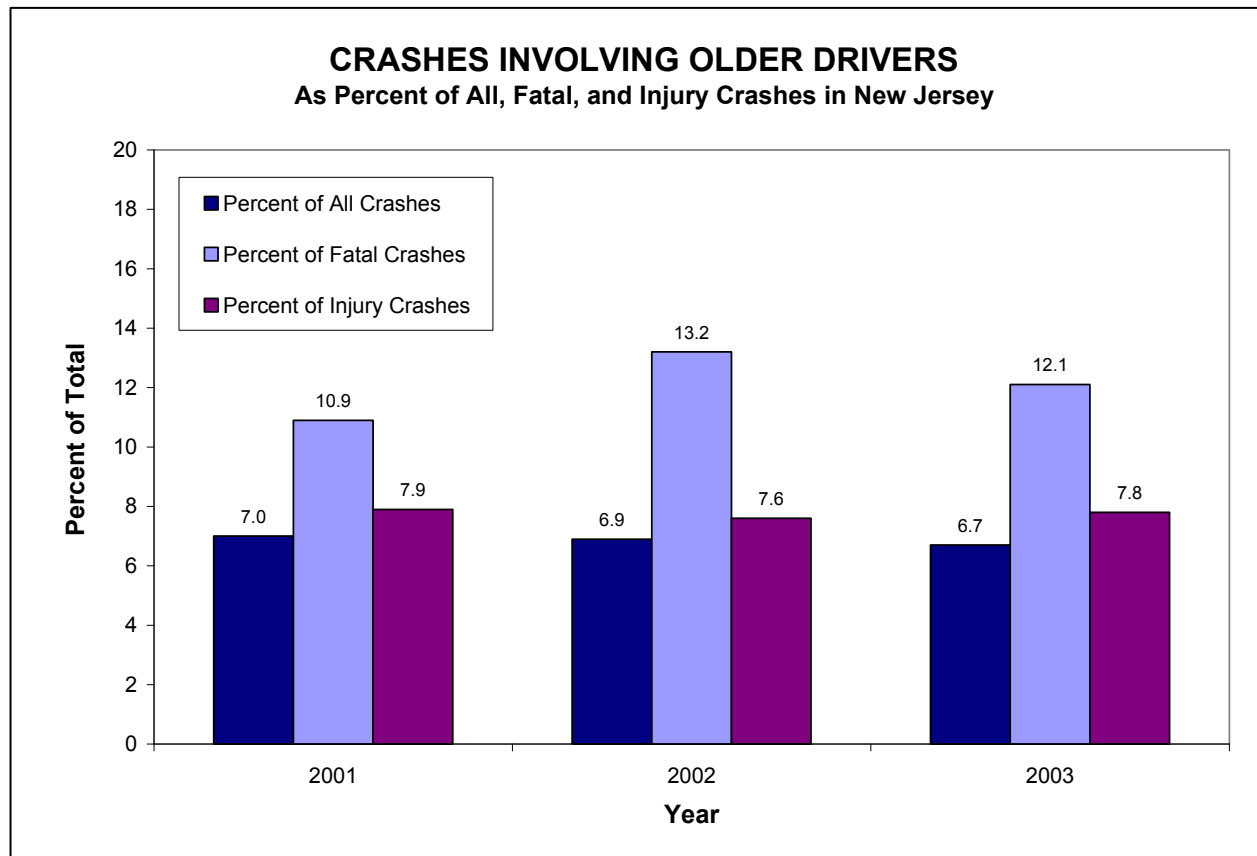
Emphasis Area 6: Sustain Safe Senior Mobility

Goal:

To develop a coordinated and integrated system that proactively supports, monitors, and maintains safe senior mobility.

Background

The number of older drivers will increase from 35 million in 2000 to 70 million by 2030. With one fifth of the driving population considered older drivers, the effects of aging will impact roadway safety. Approximately 15% of all fatalities involved older drivers. Most of these fatalities occur during the weekday, daytime hours (AASHTO, 2005.)



⇒ Source: NJ Crash Records Database
Data represents *crashes* NOT *persons*
Data is not mutually exclusive

The increase in crash rates among this group is frequently due to visual and cognitive impairment and reduced physical functioning of drivers. Visual deficiencies result in reduced acuity, contrast sensitivity, and increased aversion to glare recovery. There is also reduced sensitivity to size and motion, identification of safety threats, along with the capacity for visual attention. Cognitive impairment results in the inability to perceive safety hazards or monitor multiple sources of simultaneous information. Also, memory can be diminished as part of the aging process. Lastly, seniors are often affected by limited range of motion that reduces the ability to move the head and examine multiple directions when driving.

Similar to national trends, more crashes happen during daylight hours, in good weather, and on local roads as it has been noted that this population self-regulates their driving habits to optimize safety. During the period between 2001 and 2003, nearly ten percent of total crashes in New Jersey involved older drivers, while the highest number of these crashes occurred in Bergen County.. It is expected that this trend will increase as the population ages within the State.

Programs Currently Employed

- ✓ **Senior Safety Task Force:** The task force features representatives from the County, AAA, AARP-NJ, DOT, DHSS, and MVC. A Safety Impact Team (SIT) conducts an on-site audit of the identified location of crashes with a high senior population and the results are presented to the public at health and wellness fairs. The focus of this group is to identify and implement safety enhancements to improve senior mobility.

Challenges

Historically, there has been some resistance from interested parties in adopting restrictive licenses for older drivers. The problem is surely compounded by a lack of consistent and reliable public transportation in some areas. Some other related issues include the availability of assessment tests, alternative transportation modes for older drivers, and addressing stereotypes attributed to this population.

- ✓ Physicians and Ophthalmologists are reluctant to recommend that seniors surrender drivers' licenses. Physicians' reporting is also limited by liability concerns.
- ✓ A one-call central location is critical in order to find alternative means of transportation.
- ✓ Seniors may be reluctant to participate in testing at senior centers, where confidentiality laws do not apply, and fear is increased that their license will be revoked.
- ✓ Lack of available assessment tools exist for testing older drivers.
- ✓ The testing /retesting process for a driver's license is not palatable. A system needs to be created to first identify the at risk driver and then require testing, rather than retest everyone which would be costly and in some ways, punitive.

- ✓ Engineering improvements using the current design standards in the FHWA publication known as the “Green Book,” were compiled with 20 year-old drivers in mind and do not take into account the elderly driving and walking population. As such, it is necessary to evaluate and revise the standards to accommodate the growing elderly population.
- ✓ Senior Safety Initiative, sponsored by the NJDOT has not been expanded. After the 3 pilot locations were completed, no further action was taken nor was dedicated funding identified for this program. There is a mandate in SAFETEA-LU to develop and implement an Older Driver Program. This NJDOT initiative could fulfill that mandate.

Strategies

The following are the strategies and respective actions identified as necessary to sustain safe senior mobility throughout New Jersey.

Strategy 1:
Implement engineering solutions that address safe mobility of older drivers and pedestrians.

Action 1. Promote and train the engineering community on the universal understanding of the Older Driver Design Guidelines.

Action 2. Upgrade design standards to align with older drivers’ design guidelines.

Action 3. Expand the Senior Safety Initiative which identified locations with a high senior population and crashes, conducted a safety audit, and made improvements to those locations. This Initiative is in conjunction with the Department of Health and Senior Services, who promote health and safety programs to the senior population at these locations.

Action 4. Upgrade existing pavement markings and signs in accordance with Older Driver Design guidelines.

Strategy 2:
Develop a new comprehensive educational plan to address planning, assessment, referrals, program alternatives, legal, and law enforcement issues.

Action 1. Recruit representatives from and advocates for the Senior population in addition to organizations that provide senior services (e.g. AARP, AAA of NJ, NJDOHSS, MVC,

NJDHTS, the NJ Foundation on Aging, and the NJDOT Safety Impact Team) to participate in the transportation safety planning process.

Strategy 3:

Develop public transportation alternatives for older drivers in suburban and rural areas.

Action 1. Identify existing state and local transportation services and alternatives (e.g. One Call System Clearinghouse) and promote/market existing resources.

Action 2. Expand and improve alternatives for the current system (e.g. absence of guidelines for developers to build multi-use facilities for seniors to access basic necessities and social opportunities).

Action 3. Address land use considerations when developing public transportation alternatives.

Strategy 4:

Develop a systematic approach to address at-risk drivers' overall roadway safety.

Action 1. a.) Identify and implement objective valid assessment tools to measure cognitive and physical driving abilities.

b.) Implement required testing through MVC (i.e. vision, cognitive, and physical).

Action 2. Develop an objective mechanism to identify at-risk-drivers through triggers (e.g. medical, MVC – crashes and citations, judges, and law enforcement).

**Sustain Safe Senior Mobility
Implementation Charts**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
Strategy 1: Implement engineering solutions that address safe mobility of older drivers and pedestrians.										
S1A1: Promote and train the engineering community on the universal understanding of Older Driver Design Guidelines.	Proactive	# of People Exposed to Guidelines	NJDOT FHWA	M		X			X	
S1A2: Upgrade design standards to align with older drivers' design guidelines.	Proactive	Senior Related Crashes Design Standards updated	NJDOT	M		X			X	
S1A3: Expand the Senior Safety Initiative which identified locations with a high senior population and crashes, conducted a safety audit and made improvements to those locations. This Initiative is in conjunction with the Department of Health and Senior Services, who promote health and safety programs to the senior population at these locations.	Reactive	Senior Related Crashes	NJDOT et al	MH		X			X	
S1A4: Upgrade existing pavement markings and signs in accordance with Older Driver Design Guidelines.	Proactive	Senior Related Crashes	NJDOT Counties	H			X		X	
Strategy 2: Develop a new comprehensive educational plan to address planning, assessment, referrals, program alternatives, legal, and law enforcement issues.										
S2A1: Recruit	Proactive	Senior	NJDOT	L	X				X	

**Sustain Safe Senior Mobility
Implementation Charts**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
representatives from the Senior population and organizations that provide senior services (e.g. AARP, AAA of NJ, NJDOHSS, MVC, NJDHTS, the NJ Foundation on Aging, and the NJDOT Safety Impact Team) to participate in the MPO transportation safety planning process.		Representation on all MPO Planning Committees	MPO's							
Strategy 3: Develop public transportation alternatives for older drivers in suburban and rural areas.										
S3A1: Identify existing state and local transportation services and alternatives (e.g. One Call System Clearinghouse) and promote/market existing resources.)	Proactive	# services offered	NJTransit/ TMA's [All]	L	X				X	
S3A2: Expand and improve alternatives for the current system (e.g. absence of guidelines for developers to build multi-use facilities for seniors to access basic necessities and social opportunities.)	Proactive	Ridership Increases	NJTransit NJ Chamber of Commerce	H			X		X	
S3A3: Address land use considerations when developing public transportation alternatives.	Proactive		NJTransit NJ Chamber of Commerce	M			X		X	
Strategy 4: Develop a systematic approach to address at-risk drivers' overall roadway safety.										
S4A1(a): Identify and	Proactive	Programs	NJDHSS	MH			X		X	

**Sustain Safe Senior Mobility
Implementation Charts**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
implement objective valid assessment tools to measure cognitive and physical driving abilities.		Implemented	AAA							
S4A1(b): Implement required testing through MVC (i.e. vision, cognitive, and physical.)	Proactive	Program Implemented	NJMVC	MH		X			X	
S4A2: Develop an objective mechanism to identify at risk drivers through triggers (e.g. medical, MVC- crashes and citations, judges, and law enforcement).	Proactive	Mechanism Implemented	NJMVC	M			X		X	

Relative Cost: Low < \$100k; Moderate \$100k to \$500K; Moderate to High \$500k to \$2mil; High > \$2mil

Timeline: Short < 1 year; Medium 1 to 2 years; Long > 2 years

Program: N = New; E = Existing

Emphasis Area 7: Increase Driver Safety Awareness

Goal:
Increase driver awareness of safe driving, pedestrian, and bicycling practices.

Background

Approximately 85% of all reported crashes are attributed to driver behavior; therefore it is important for drivers to be knowledgeable about highway safety issues in their states. Driver awareness is an important issue because drivers may not realize they are part of the problem. In New Jersey, an “official” definition of driver safety awareness does not exist, which limits the measurement of success. Transportation safety professionals have come to realize that there is a problem, but it appears that the general public may not be aware of associated safety issues.

National guidance has provided examples of effective media campaigns (“Click it or Ticket” and “You Drink You Drive You Lose”) that served as background for discussion of this Emphasis Area.

Programs Currently Employed

- ✓ **Monthly Safety Campaign:** FHWA-NJ Division and several other transportation agencies cosponsored the Twelve Months of Safety Campaign that has been promoted statewide in conjunction with educational programs and public service activities.
- ✓ **Feature stories** on using child safety seats are being reported in bi-lingual Spanish/English newspapers in the tri-state area.
- ✓ **Local cable networks** are covering safety and enforcement campaigns on a regular basis.
- ✓ **Traffic safety news** is featured on Spanish language radio stations, while the service of a bilingual traffic safety specialist is available through the Regional Office. Also, public information materials are available in both English and Spanish.
- ✓ **La Salud Hispana, Inc.** partnered with NHTSA on publishing safety articles in their national health magazine and other media venues. Car seat checks were hosted by the New Jersey Division of Highway Traffic Safety during several regional community events that were held in New Jersey.
- ✓ **Community Education:** Through the Division of Highway Traffic Safety, the “Traffic Safety Cruiser” provides community traffic safety programs throughout the state for over

100,000 citizens. Educational materials and workshops are provided on the “bus” in high crash locations.

- ✓ **Enhance Safety Materials on the Written Drivers Test and Manual:** New drivers are now being educated on proper car-truck interaction, blind spot recognition, and safe stopping distances to ensure sharing the road safely. Eight new questions have been added to the (written) Drivers Test that deal with safe car-truck interaction. Additional safety actions include NJDOT Bicycle and Pedestrian Program representatives working with the Motor Vehicle Commission to include bicycle and pedestrian safety information in both the Driver’s Manual and the Drivers’ Test.

Challenges

- ✓ Many partnerships promote statewide travel safety, so there is a need to develop a formal dissemination process and network. The FHWA- NJ Division website is recommended as the location for dissemination of information.
- ✓ Transportation Management Associations (**TMA’s**) have traditionally not been partners with the safety community; however, they could be a valuable resource for promoting safety activities to a wide audience through the distribution and dissemination of safety information in local communities if asked to do so.
- ✓ It is important to address safety issues relative to “cultural competency” in order to promote an understanding of cultural needs and make sure material is in the appropriate language. Current materials and media are lacking in this area.
- ✓ It has been suggested that there is a disconnect that exists between roadway enforcement and enforcement in the courts. It is the experience of some, that tickets are typically downgraded during court, with drivers paying higher fines but receiving lesser or no point violations. This allows drivers who should be losing their licenses to retain them and continue with poor driving behavior.

Strategies

The following are the strategies and respective actions identified as necessary to increase driver safety awareness throughout New Jersey.

**Strategy 1:
Develop and implement a comprehensive Statewide Traffic Safety Campaign**

- Action 1.** Define campaign priorities.
- Action 2.** Enlist appropriate partners.
- Action 3.** Develop a campaign action plan

**Strategy 2:
Utilize partners to promote traffic safety campaigns**

- Action 1.** Identify a hierarchy of program implementation partners.
- Action 2.** Establish a transportation safety information exchange network (list serve) to share resources, communication mechanism, projects and progress database, best practices, and meetings/events.

**Strategy 3:
Educate the public about safe driving, pedestrian, and cycling practices**

- Action 1.** Compile a list of current safety programs and projects.
- Action 2.** Determine what additional programs and projects need to be developed.
- Action 3.** Develop and implement a PreK-12 transportation safety curriculum as needed.
- Action 4.** Develop and implement targeted educational programs on the following, as needed:

- ✓ Novice Drivers
- ✓ Older Drivers
- ✓ Aggressive Drivers
- ✓ Drunk Drivers
- ✓ Drowsy Drivers
- ✓ Pedestrians
- ✓ Bicyclists
- ✓ Motor Cyclists
- ✓ Truckers
- ✓ Child Passenger
- ✓ Public

Action 5. Develop and implement targeted media programs to educate the public.

Action 6. Conduct pre- and post- campaign surveys.

**Increase Driver Safety Awareness
Implementation Charts**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
Strategy 1: Develop and implement a comprehensive statewide Traffic Safety Campaign.										
S1A1: Define campaign priorities.	Proactive	Priorities Set	NJDOT NJSP DHTS	L	X			X		
S1A2: Enlist appropriate partners.	Proactive	Partners Committed	NJDOT NJSP DHTS	L	X				X	
S1A3: Develop a campaign action plan.	Proactive	Crash Reduction Action plan complete	NJDOT NJSP DHTS	L	X			X		
Strategy 2: Utilize partners to promote traffic safety campaigns.										
S2A1: Identify a hierarchy of program implementation partners.	Proactive	Partners Identified	NJDOT NJSP DHTS	L	X				X	
S2A2: Establish a transportation safety information exchange network (list serve) to share resources, communication mechanism, projects and progress database, best practices, and meetings/events.	Proactive	List Serve Implemented	TSRC	L	X			X		
Strategy 3: Educate the public about safe driving, pedestrian and cycling practices.										
S3A1: Compile a list of current safety programs and projects.	Proactive	List Completed	TSRC	L	X				X	
S3A2: Determine what additional programs and projects need to be developed.	Proactive	# additional programs		L	X			X		
S3A3: Develop and implement a PreK-12 transportation safety	Proactive	Curriculum Implemented	NJDOE	MH		X		X		

**Increase Driver Safety Awareness
Implementation Charts**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Timeline			Program		Status
					S	M	L	N	E	
curriculum as needed.										
S3A4: Develop and implement targeted educational programs.	Proactive	Programs Implemented		MH			X		X	
S3A5: Develop and implement targeted media programs to educate the public.	Proactive	Programs Implemented # crashes		M		X		X		
S3A6: Conduct pre and post campaign surveys.	Reactive	Surveys Completed		M	X			X		

Relative Cost: Low < \$100k; Moderate \$100k to \$500K; Moderate to High \$500k to \$2mil; High > \$2mil

Timeline: Short < 1 year; Medium 1 to 2 years; Long > 2 years

Program: N = New; E = Existing

Emphasis Area 8: Reduce Pedestrian, Bicycle, Rail & Vehicular Conflicts

Goal:

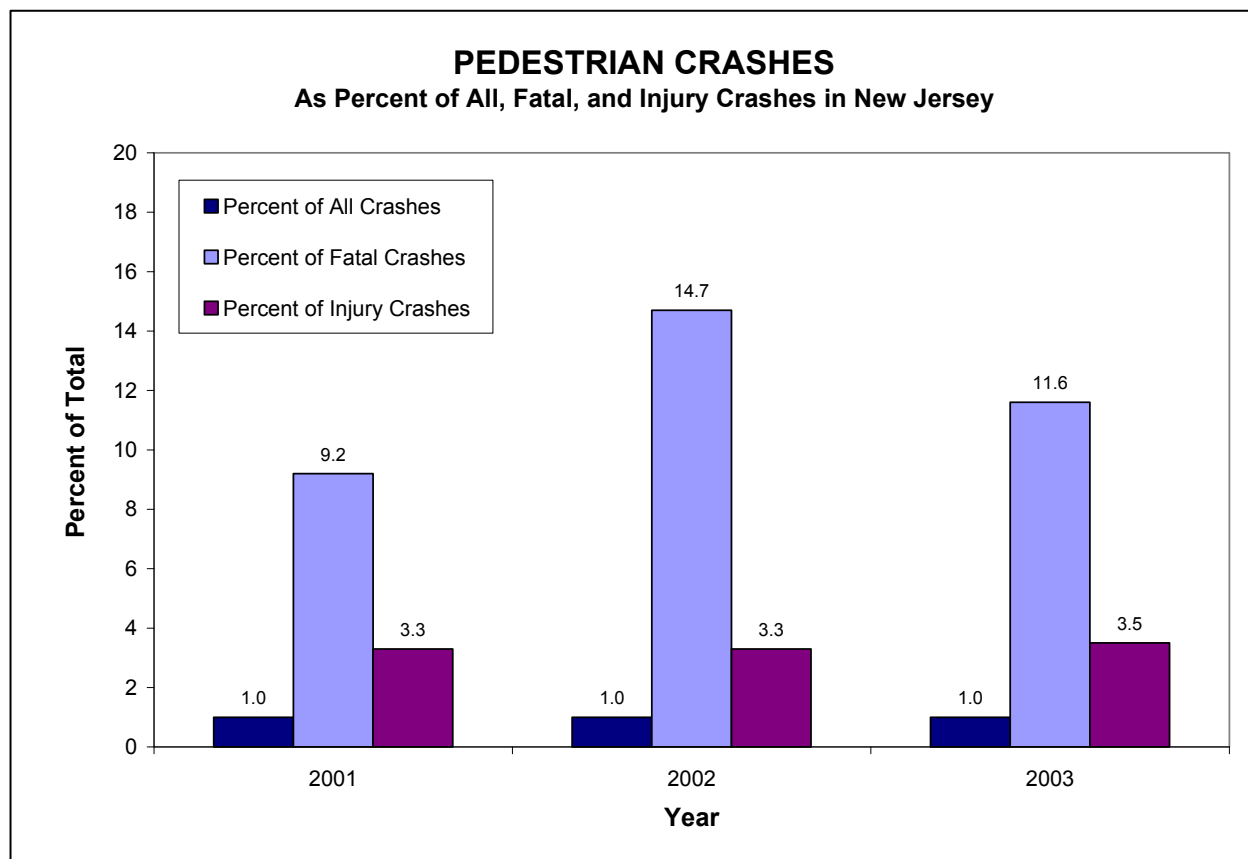
To raise awareness by promoting engineering, planning, education, and enforcement strategies and actions that reduce crashes involving pedestrians and bicyclists, as well as vehicles at rail grade crossings.

Background

Although AASHTO (2003) addressed each “Special Roadway Users” group independently, a different approach was taken in New Jersey with pedestrian, bicycle, and rail groups being combined to form a broader focus that addresses the interaction between these groups and vehicular conflicts. A brief description is provided for each group and the New Jersey perspective is collectively reviewed.

A. Pedestrian and Vehicular Conflicts

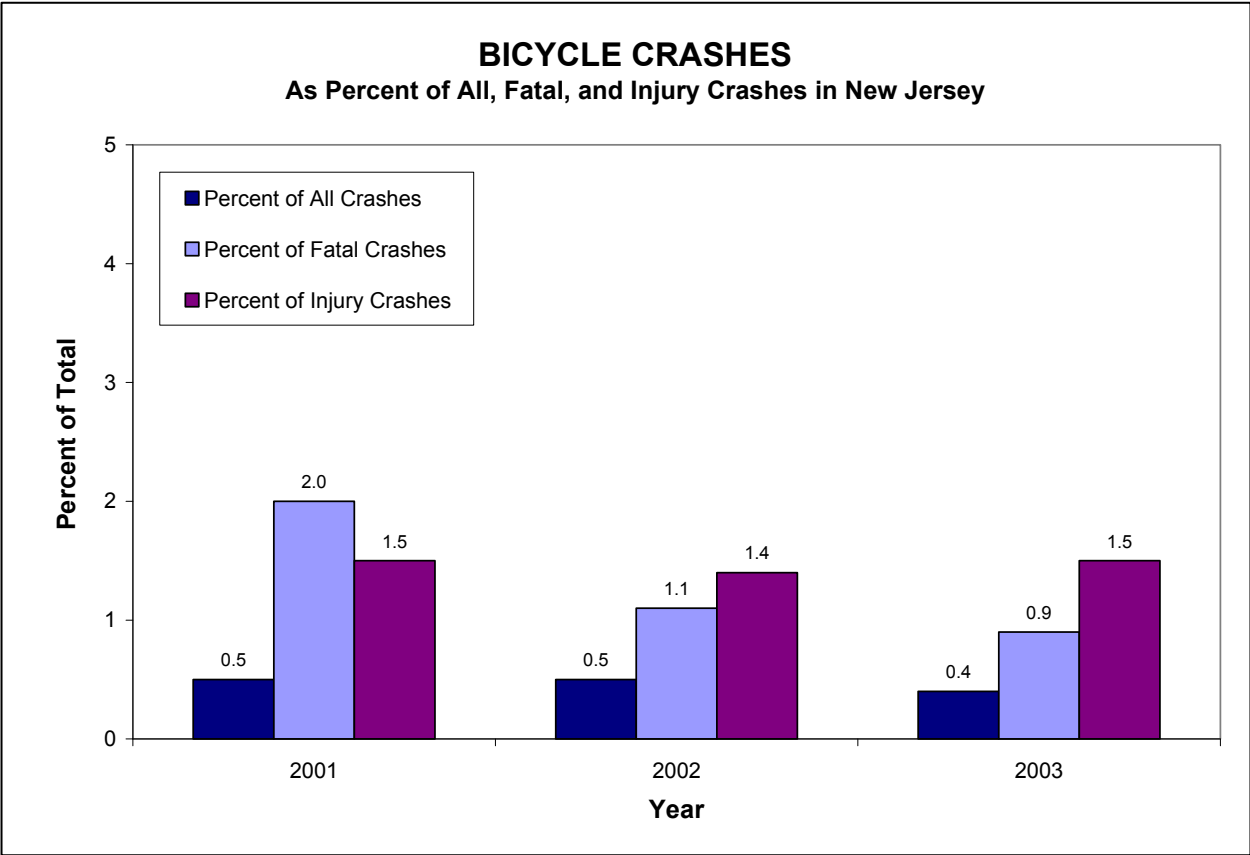
Nationally, pedestrian fatalities account for nearly 11 % of all motor vehicle fatalities each year. A significant amount of deaths are in urban areas, as the number of pedestrians is greatest in densely populated areas with pedestrians being killed in crosswalks, on sidewalks, in shoulders, mid-block, on medians, and on traffic islands. However, pedestrian fatalities are a problem statewide in New Jersey with 19% of all fatalities in 2003. State highways had the largest share of fatal pedestrian crashes with 38%, while county roads accounted for 27% and municipal roads accounted for 22%. Municipal roads had the largest number of pedestrian crashes, 46%, but these tended to be less severe, on average, due to slower speed roadways.



⇒ Source: NJ Crash Records Database
Data represents *crashes* NOT *persons*
Data is not mutually exclusive

B. Bicycle and Vehicular Conflicts

Nationally, 622 bicycle fatalities occurred in 2003. The most frequent cause of bicycle crashes include motorists' failure to yield the right of way, and improper crossing of the roadway or intersection by bicyclists. There is a need to raise awareness related making bicycling a safer activity. Most bicycling crashes do not result from collisions with motor vehicles; they usually involve falls or collisions with stationary objects, other cyclists and pedestrians. As noted in the National Cooperative Highway Research Program (NCHRP) 500 Report, there is a pressing need for states to adopt policies that better accommodate bicyclists on all public roads and encourage legislatures to fund bicycle facilities. Additional public education programs need to target all groups of bicyclists and drivers. It may also be helpful for police officers and judicial officials to be further educated on bicycle laws and safety including the promotion of increased bicycle helmet usage.



C. Rail and Vehicular Crashes

There were 324 highway-rail grade crossing fatalities throughout the country in 2003, which was nine percent lower than the previous year. Many grade crossing crashes are the result of drivers deliberately circumventing or otherwise purposely violating active railroad warning devices, such as flashing lights, bells, and crossing gates. An increasing number of grade crossing crashes are occurring as a direct result of traffic queuing over the rail tracks causing a vehicle to become “trapped” on the crossing when a train approaches. Fortunately, most of these crashes do not result in fatalities, but the number of these types of incidents is increasing mostly due to expanded development and vehicular traffic.

Programs Currently Employed

Much progress has been made as sections of New Jersey are developed or redeveloped and include good facilities for bicyclists and pedestrians. Many county roadways have been constructed with good shoulders for bicycling and walking. However, there is still a significant number of pedestrian and bicycle fatalities and injuries that occur on New Jersey roadways. Data is not available on the Rail and Vehicle crashes for this report, but a major concern exists relative to driver behavior and rail crossings.

- ✓ **Governor’s Pedestrian Safety Initiative:** In September 2006, Governor Corzine announced a \$74 million pedestrian safety program. This includes a Pedestrian Safe Corridor Program, Safe Routes to School, Pedestrian Capital Improvements, and a Safe Routes to Transit Program.
- ✓ **Bicycle Safety Program:** A series of comprehensive pedestrian and bicycle safety campaigns are being conducted, using enforcement and education programs in targeted municipalities. *(NJDHTS)*
- ✓ **Pedestrian Safety Campaigns:** DHTS will continue to support the development and implementation of pedestrian safety campaigns in cities that have a high incidence of pedestrian crashes, injuries and fatalities, focusing on the 10-24 year old age group and senior citizens. Media campaigns, including PSA’s and public information materials, as well as enforcement activities will also be conducted. *(NJDHTS)*
- ✓ **Bicycle Helmet Safety Awareness Campaign:** An interactive helmet safety website, as well as a community outreach and education campaign conducted by the Brain Injury Association of New Jersey. *(NJDHTS)*
- ✓ **Pedestrian Safety Program:** The top 80 multiple pedestrian crash intersections in New Jersey were identified based on total severity. *(NJDOT)*

The NJDOT has previously recognized the need for a strategic approach to improving pedestrian safety throughout the state and commissioned a “Strategic Assessment: Pedestrian Safety Management in NJ”. The report presents over 100 recommendations for systematically strengthening pedestrian safety management in NJ. Those recommendations, that are similar to those identified through the development of the SHSP, are highlighted below.

Strategies

The following are the strategies and respective actions identified as necessary to reduce pedestrian, bicycle, rail and vehicular conflicts on New Jersey’s roadways.

Strategy 1:

Educate and encourage all stakeholders on enforcement to reduce pedestrian, bicycle, rail, and vehicular conflicts

Action 1. Develop a municipal report card on enforcement of traffic ordinances and citations for pedestrian, bicycle, and rail conflicts with appropriate incentives (e.g. grant funding for improvements).

- a. Identify, revise, and promote changes in Title 39 that address and strengthen enforcement of pedestrian and bicyclist's right to use the roadway.

Action 2. Develop an annual data report for the public, specifically to indicate the magnitude of crash issues and the location of pedestrian, bicycle, rail, and vehicular conflicts.

Action 3. Incorporate pedestrian, bicycle, and rail issues into the appropriate driver education curriculum and have the drivers' test reviewed by field experts.

Action 4. Work with the judicial system on pedestrian, bicycle, and rail safety issues through field experience to define the problem and potential implications of these violations as further background for their deliberations.

Action 5. Publicize consistent message each month of the year (e.g. Twelve Months of Safety Calendar) on pedestrian, bicycle, and rail issues.

Action 6. Educate engineers on the availability of design resources for field use.

Action 7. Promote proactive enforcement of pedestrian, bicycle, rail negligence.

Action 8. Promote partnerships to advocate for pedestrian, bicycle and rail highway grade crossing safety.

Action 9. Advocate for active public outreach and education. These can include Safe Routes to School, Traffic Calming Initiatives, and "Road Diets" (a perceptual or physical roadway change to slow traffic).to increase awareness.

Strategy 2:

Design, develop, and implement a transportation system that accommodates all users

Action 1. Promote use of pedestrian, bicycle, and rail modeling tools at the planning level with technical proof of outcomes that include before/after analysis, best practices (county roads), media programs, and case studies.

Action 2. Implement traffic calming devices where appropriate and authorize traffic calming roundabouts.

Action 3. a.) Develop standards for bike parking facilities and implementation.

b.) Require that bike parking facilities reflect an adequate percentage of the overall vehicular parking requirement.

Action 4. Develop a MUTCD supplement and New Jersey Roadway Design Manual for Highway–Rail Grade Crossings.

Action 5. Evaluate the benefits of and apply as appropriate:

- ✓ Mid-block crosswalks
- ✓ Median refuge islands
- ✓ Sidewalks
- ✓ Lighting
- ✓ ADA facilities
- ✓ TOD- Transit Village
- ✓ Innovative pedestrian signals
- ✓ Dedicated bicycle facilities
- ✓ Bicycle compatible roadways
- ✓ Shoulders
- ✓ “Complete Streets” – routinely accommodating travel by ALL transportation modes.

Action 6. Develop and implement improved designs for pedestrian and bicycles at interchanges and jug handles.

Action 7. Improve pedestrian and bicycle user data.

Strategy 3:

Ensure that safety is addressed in policy, planning, and land use decisions.

Action 1. a.) Advocate for legislation that would require a circulation element in county and municipal master plans that addresses pedestrian, bicycle, transit, SRTS and other multimodal issues, etc.

b.) Advocate for revision of sections in the Municipal Land Use Code to address and accommodate pedestrian and bicycle friendly features.

Action 2. Explore sidewalk construction and maintenance practices and establish a funding policy for state, county and local government to fund sidewalks.

- Action 3.** Establish standards for pedestrian, bicycle, and rail issues in the NJ Access Code.
- Action 4.** Develop prioritization formula for funding pedestrian, bicycle, and rail safety projects.
- Action 5.** Coordination of regional sidewalk and trail network.
- Action 6.** **a.)** Investigate pedestrian, bicycle, and rail safety at major transit stations and along all bus routes, schools, and commercial zones.
- b.)** GIS recommendations for developing priority locations for safety improvements (e.g. crash pedestrian index, transit data.)
- Action 7.** Inspection and enforcement power over railroads and light rail systems is currently unclear and needs to be studied, strengthened, and mandated.
- Action 8.** Establish standards for pedestrian, bicyclist, and rail issues as part of the planning submission.
- Action 9.** Dedicate funding, enhance, and promote the State’s “Establish Operation Lifesaver Program”. The Program is a public education program to promote safety at railroad crossings and on railroad right of way.
- Action 10.** Reinforce the efforts of the coordinator for the Safe Routes to School Program in New Jersey.
-

Reduce Pedestrian, Bicycle Rail and Vehicular Conflicts Implementation Charts

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Priority	Timeline			Program		Status
						S	M	L	N	E	
Strategy 1: Educate and encourage all stakeholders on enforcement to reduce pedestrian, bicycle, rail and vehicular conflicts.											
S1A1: Develop a municipal report card on enforcement of traffic ordinances and citations for pedestrian, bicycle, and rail conflicts with appropriate incentives (e.g. grant funding for improvements).	Proactive	Report Card Completed	NJDOT NJAOC NJSP NJPTOA	MH				X	X		
S1A1(a): Identify, revise, and promote changes in Title 39 that address and strengthen enforcement of pedestrian and bicycle's right to use the roadway.	Proactive	Statute Revised # Citations issued	NJDOT NJAG	L				X		X	
S1A2: Develop an annual data report for the public, specifically to indicate the magnitude of crash issues and the location of pedestrian, bicycle, rail and vehicular conflicts.	Proactive	Report Completed	NJDOT	M			X		X		
S1A3: Incorporate pedestrian, bicycle and rail issues into the appropriate driver education curriculum and have the drivers test reviewed by field experts.	Proactive	Curriculum Revised	NJMVC	L			X			X	
S1A4: Work with the judicial system on pedestrian, bicycle and rail issues through field experience to define the problem and potential	Proactive	# of People Informed	NJDOT NJAOC	L		X			X		

**Reduce Pedestrian, Bicycle Rail and Vehicular Conflicts
Implementation Charts**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Priority	Timeline			Program		Status
						S	M	L	N	E	
implications of these violations as further background for their deliberations.											
S1A5(a): Publicize consistent message each month of the year (e.g. Twelve Months of Safety Calendar) on pedestrian, bicycle, and rail issues.	Proactive	Program Implemented		L		X			X		
S1A6: Educate engineers on the availability of design resources for field use.	Proactive	# of People Exposed to Resources	NJDOT	L		X				X	
S1A7: Promote proactive enforcement of pedestrian, bicycle and rail negligence.	Proactive	# of Citations & Ped, Bike, Rail Crashes	NJSP NJPTOA	L		X				X	
S1A8: Promote partnerships to advocate for pedestrian, bicycle, and rail highway grade crossing safety.	Proactive	# partnerships		L		X				X	
S1A9: Advocate for active public outreach and education. These can include Safe Routes to School, Traffic Calming Initiatives, and Road Diets (a perceptual or physical roadway change to slow traffic).	Proactive	# outreach activities		L		X				X	
Strategy 2: Design, develop and implement a transportation system that accommodates all users.											
S2A1: Promote use of pedestrian, bicycle and rail modeling tools at the	Proactive	# of Counties & Municipalities using Tools	NJDOT MPO's	M			X			X	

**Reduce Pedestrian, Bicycle Rail and Vehicular Conflicts
Implementation Charts**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Priority	Timeline			Program		Status
						S	M	L	N	E	
planning level with technical proof of outcomes that include before/after analysis, best practices (county roads), media programs, and case studies.											
S2A2: Implement traffic calming devices where appropriate and authorize traffic calming roundabouts.	Reactive	Ped, Bike, Rail Crashes	NJDOT	MH			X			X	
S2A3(a): Develop standards for bike parking facilities and implementation.	Proactive	Standards Completed # bike parking facilities	NJDOT	L			X		X		
S2A3(b): Require that bike parking facilities reflect an adequate percentage of the overall vehicular parking requirement.	Proactive	# ordinances reflect this requirement	NJDOT	M			X		X		
S2A4: Develop MUTCD supplement and NJ Roadway Design Manual for Rail Highway Grade Crossings.	Proactive	Supplement Completed	NJDOT	L				X	X		
S2A5: Evaluate the benefits of and apply as appropriate: mid-block crosswalks, median refuge islands, sidewalks, lighting, ADA facilities, TOD-Transit Village, Innovative pedestrian signals, dedicated bicycle	Proactive	# ped, bike, rail crashes	NJDOT	MH				X		X	

**Reduce Pedestrian, Bicycle Rail and Vehicular Conflicts
Implementation Charts**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Priority	Timeline			Program		Status
						S	M	L	N	E	
facilities, bicycle compatible roadways, shoulders, "Complete Streets"..											
S2A6: Develop and implement improved designs for pedestrians/bicycles at interchanges and jughandles.	Proactive	# ped, bike, crashes at interchanges and jughandles	NJDOT	MH				X		X	
S2A7: Improve pedestrian and bicycle user data.	Proactive	User data available	NJDOT MPOs	L		X				X	
Strategy 3: Ensure that safety is addressed in policy, planning and land use decisions.											
S3A1(a) Advocate for legislation that would require a circulation element in county and municipal master plans that addresses pedestrian, bicycle, transit, SRTS and other multimodal issues, etc.	Proactive	Legislative Change Implemented	MPOs NJ Legislature	M			X		X		
S2A1(b) Advocate for revision of sections in the Municipal Land Use Code to address and accommodate pedestrian and bicycle friendly features.	Proactive	Legislative Change Implemented		M				X	X		
S3A2: Explore sidewalk construction and maintenance practices and establish policy for state, county and local governments to fund sidewalks.	Proactive	Policy established	NJDOT Counties Municipalities	L		X				X	

**Reduce Pedestrian, Bicycle Rail and Vehicular Conflicts
Implementation Charts**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Priority	Timeline			Program		Status
						S	M	L	N	E	
S3A3: Establish standards for pedestrian, bicycle, and rail issues in NJ Access Code.	Proactive	Standards Completed	NJDOT	L		X				X	
S3A4: Develop prioritization formula for funding pedestrian, bicycle and rail safety projects.	Proactive	Funding Formula Completed	NJDOT	L		X			X		
S3A5: Coordination of regional sidewalk and trail network.	Proactive	% sidewalks/trails complete/linked	NJDOT MPOs	M			X			X	
S3A6(a): Investigate pedestrian, bicycle and rail safety at major transit stations and along all bus routes, schools and commercial zones.	Proactive	# bike/ped/rail crashes in these areas	NJDOT	M			X			X	
S3A6(b): GIS recommendations for developing priority locations for safety improvements (e.g. crash pedestrian index, transit data).	Proactive	Recommendations developed	NJDOT	M		X				X	
S3A7: Inspection and enforcement powers over railroads and light rail systems is unclear and needs to be studied, strengthened and mandated.	Proactive	Legislative change	NJDOT NJ Transit	M				X		X	
S3A8: Establish standards for pedestrian, bicyclist and rail issues as part of the planning submission.	Proactive	Standards Completed	NJDOT	L			X		X		

**Reduce Pedestrian, Bicycle Rail and Vehicular Conflicts
Implementation Charts**

Action	Approach	Performance Indicator	Lead Agency	Rel. Cost	Priority	Timeline			Program		Status
						S	M	L	N	E	
S3A9: Dedicate funding, enhance and promote the State's "Establish Operation Lifesaver Program". The Program is a public education program to promote safety at railroad crossings and on railroad right of way.	Proactive	Funding dedicated to OL; # students exposed to OL	NJDOT	M			X			X	
S3A10: Reinforce the efforts of the coordinator for the Safe Routes to School Program in NJ.		Coordinator in Place	NJDOT								Complete

Relative Cost: Low < \$100k; Moderate \$100k to \$500K; Moderate to High \$500k to \$2mil; High > \$2mil

Timeline: Short < 1 year; Medium 1 to 2 years; Long > 2 years

Program: N = New; E = Existing

ESTABLISHED EMPHASIS AREAS PROGRAMS

While the eight EA's discussed in the previous section will be the primary focus of New Jersey's efforts over the next 4-5 years, the remaining EA's still remain vital to the success of life saving strategies in New Jersey. As such, a brief description of the programs currently employed in the remaining emphasis areas is summarized below. It is important to monitor these programs in the event that additional support is required for the continuation of these many vital services.

Ensuring Drivers Are Fully Licensed and Competent

Background

In New Jersey each year there are approximately 6,000 crashes, 2,000 of which result in injury, where drivers were either unlicensed or their licenses were suspended or revoked. From 2001-2003, there were 35 fatal crashes that involved charges of an unlicensed driver or a driver with a suspended or revoked license.

Programs Currently Employed

Driving is a privilege, and laws are the means for protecting every driver. To that end, a majority of drivers comply with the law and are fully licensed and insured. However, there are a growing number of individuals who have had their driving privileges suspended or revoked by the Motor Vehicle Commission (MVC) or the courts. The MVC (2005) has identified several ways for an individual to lose driving privileges. These can include:

- ✓ Failure to appear in court to pay fines
- ✓ Physical or mental disqualification
- ✓ Drug or alcohol use
- ✓ Repeated traffic law violations
- ✓ Reckless driving (without regard for life or property)
- ✓ Vehicle abandonment on a public highway,
- ✓ Being at fault in a fatal crash
- ✓ Being uninsured
- ✓ Any Mistatement of Fact

Motorists accumulating between 12 and 14 points within two years receive a mailed Notice of Scheduled Suspension from the MVC. The following options are available to motorists:

- ✓ Participate in a driver improvement program,
- ✓ Request a hearing, or
- ✓ Surrender the license for the required period.

The driver is then on probation for one year after the license is restored. Other conditions for motorists with suspended licenses include paying a surcharge for a three year period on the following violations:

Violation	Surcharge
Unlicensed Driver	\$100
No Insurance – Moped	\$100
Driving while Suspended	\$250
No Liability Insurance on Motor Vehicle	\$250

These penalties have helped to deter many individuals from driving without a license, yet there are still an increasing number of unlicensed drivers on the roadway and a substantial number of these individuals are involved in roadway fatalities. In 2004, approximately nine percent of those drivers involved in fatal crashes did not hold a valid drivers' license, which is still far less than the national average of 12 percent. The MVC works closely with other state agencies to closely monitor the offenders and ensure that New Jersey roadways are safe for transportation users.

Keeping Drivers Alert

Background

The rate of fatal crashes during the evening hours (6:00 p.m. to 6:00 a.m.) is three times the rate of those that occur in the daytime. It has been reported by NHTSA (2005) that each year over 1,500 people die from falling asleep at the wheel and 1,500 more people are injured by drowsy drivers. Night drivers tend to become fatigued, lose their alertness, and there is an increased possibility of alcohol and drug use, which also alters judgment. In 2004, twenty-five (25) fatalities in New Jersey were caused by “drowsy” and “inattentive” drivers.

Currently Employed Programs

“Maggie’s Law” went into effect in 2003, which identifies this behavior as a crime. This law convicts a sleep deprived driver of criminal homicide, when causing a fatal crash after being awake for more than 24 hours. According to AAA (2005), persons without sleep for 24 hours are about as impaired as having .10 percent blood alcohol content (BAC) in their systems. Young males under 25 years of age, shift workers, and truck drivers are most likely to be affected by this condition.

Increasing Seat Belt Usage and Improve Air Bag Effectiveness

Background

A major goal of the NJDHTS is to reduce the number of unrestrained vehicle occupant fatalities. In May 2000, the New Jersey Seat Belt Law was upgraded from a secondary to a primary offense. This change in the law allows officers to stop vehicles for observed seat belt violations. After seven years as being a primary law, the NDHTS has reported that seat belt usage increased to 90 percent compliance in the State in 2006

Currently Employed Programs

The NJDHTS sponsors a national “Click It or Ticket” Campaign, which was held throughout the month of June 2007 in New Jersey. The program included both a statewide municipal enforcement effort and a radio media component, along with special emphasis being placed in areas that had documented low usage rates. NJDHTS also adopted many additional strategies to reach the remaining violators that include the following:

- ✓ Schedule meetings with law enforcement agencies with below average seat belt usage rates
- ✓ Develop publications to support seat belt programs
- ✓ Develop an occupant protection media plan
- ✓ Implement a statewide enforcement and education program
- ✓ Perform child safety seat clinics in county and local jurisdictions
- ✓ Update the annual seat belt survey
- ✓ Sponsor Child Passenger Safety Technician Training Programs

Compared to the national average of 60%, 70% of New Jersey drivers wore restraints at the time of their involvement in a fatality.

Currently Employed Strategies

- ✓ **Media & Enforcement Campaign:** A successful “Click it or Ticket” media and enforcement campaign was held in May 2007 with help from the NJ Broadcasters Association that reached audiences in the metropolitan areas where there is limited compliance with the law. *(NJDHTS)*
- ✓ **Child Passenger Safety Education:** Child safety seat clinics are conducted throughout county and municipal jurisdictions. *(NJDHTS)*
- ✓ **Day Care Centers:** A public education program, targeting Latino communities, encouraging Day Care Centers to provide training on the need and importance of using restraint systems and instructions have been provided on how to correctly install a car seat. *(NJDHTS)*

Improving Motorcycle Safety and Increasing Motorcycle Awareness

Background

Although fewer than 3% of registered vehicles are motorcycles, they account for nearly 9% of roadway fatalities. Further, AASHTO notes that the number of alcohol-related motorcycle fatalities needs to be reduced through awareness and targeted enforcement. In 2003 fatalities reached 3,661, of which 1,505 were alcohol-related (41%). Similarly, motorcycles are involved in nearly 10% of New Jersey roadway fatalities, which mirrors the national average of 9%.

Currently Employed Programs

Motorcycle training continues to be a priority for the New Jersey Division of Highway Traffic Safety. Over 50 motorcycle fatalities occur each year in the State, but studies have shown that these statistics would increase dramatically if it were not for the New Jersey Helmet Law (P.L. 39:3-76.7):

“No person shall operate or ride upon a motorcycle unless he wears a securely fitted protective helmet of a size proper for that person and of a type approved by the federal DOT. Such a helmet must be equipped with either a neck or chin strap and be retro-reflective on both sides.”

NJDHTS continues to champion motorcycle educational programs with funds provided through NHTSA. Training is offered on basic knowledge and skills required to safely operate a motorcycle. Approximately 7,000 motorcycle drivers successfully complete this program each year.

Making Truck Travel Safer

Background

Nationally, 12.2 % of roadway fatalities occurring in 2004 involved large trucks; which is similar to the New Jersey truck fatality rate of 10.8%. Poor driver performance is the major contributing factor of truck crashes, along with inadequate levels of truck awareness from other roadway users. Additionally, unsafe operational conditions relating to truck tires, brake systems, and steering systems contribute to these incidents. Finally, New Jersey's location contributes to the high volume of truck travel through the State as we are home to one of the largest seaports in the world, and are known for being a "freight corridor" between New York City and Philadelphia.

Currently Employed Strategies

In New Jersey, the Federal Motor Carrier Safety Administration (FMCSA) sponsors three major safety programs that include Compliance Reviews, Roadside Inspections, and Traffic Enforcement. Over half of the Compliance Reviews, conducted in 2004, resulted in trucks receiving a "satisfactory" rating, along with one third considered "conditional", and the remainder graded as "deficient" which is under the national level. During this period, a total of 31,645 trucks participated in Roadside Inspections and 12,441 traffic enforcement stops were conducted because trucks had been operating in an unsafe manner.

Commercial Drivers' License Training: Remedial safety programs have been developed for truck drivers with mandatory sessions required for Commercial Drivers' License (CDL) holders who have accumulated 12 or more points on their records. *(FMCSA)*

- ✓ **Motor Carrier Safety Identification and Information Systems** FMCSA provides safety data State and national crash statistics, current analysis results, and detailed motor carrier safety performance data to the industry and public. This data allows Federal and State enforcement officials to target inspections and investigations on higher risk carriers, vehicles, and drivers. *(FMCSA)*
- ✓ **New Entrant Safety Assurance Process** FMCSA ensures that new entrant motor carriers (carriers applying for a new USDOT number) are knowledgeable about applicable Federal motor carrier safety and hazardous materials regulations. There is an 18-month monitoring period for new applicants, which requires the carrier to pass a safety audit and maintain safe operations to receive permanent USDOT registration. New entrant motor carriers that fail to maintain adequate basic safety management controls may have their temporary USDOT registration revoked. *(FMCSA)*
- ✓ **Operation Safety Net:** NJDOT has partnered with the Federal Motor Carrier Safety Administration on a program for new motor carriers to undergo extensive training,

audits, and continued education in compliance with state regulations. Since the inception of this program, several thousand truckers have registered for the training and safety audits. *(FMCSA)*

- ✓ **Classroom Instruction on Safe Car-Truck Interaction:** With the cooperation of the New Jersey Department of Education, classroom instructors will be encouraged to incorporate the importance of safe car-truck roadway interaction into their programs.
- ✓ **Inspections at Every Truck Point Entry into New Jersey:** In 2003, the initiative began to improve safety by inspecting trucks for compliance with safe weights, equipment, and driving records of the operators. Within the next few years, a permanent or mobile truck inspection station will be available at entry points into the state. Electronic credential screening technology will become available for digital review of truck safety credentials. Also, the NJDOT will work with the NJSP to increase the performance of comprehensive safety inspections throughout the state.
- ✓ **Coordinated enforcement efforts to improve truck safety in 5 northern NJ counties overall and specifically those involving single unit trucks.** *(MCSAP)*
- ✓ **Hazardous Materials Inspections:** Development and implementation of targeted hazardous materials programs aimed at reducing the incidents of crashes and reducing security risks of hazardous materials. *(MCSAP)*
- ✓ **Aggressive Driving Enforcement:** The FMCSA in partnership with NJSP, MVC, and Port Authority Police Department have initiated an aggressive driver and risk based enforcement and educational outreach program to the Commercial Motor Vehicle (CMV) industry operating in Bergen, Essex, Passaic, Union, and Morris Counties in an attempt to reduce CMV crashes and incidents. *(MCSAP)*

Increasing Safety Enhancements in Vehicles

Although crash data was not available for support of this EA, important recommendations have been developed by AASHTO (2005) to help reduce roadway fatalities and crashes. Safety features have been upgraded to increase levels of safety for drivers and passengers. The anti-lock braking system (ABS) needs to be properly used for drivers to realize the benefits of the system, however, if it is not used properly may cause run-off-the road crashes. Carbon monoxide poisoning can be reduced through detection technology and motorcycles need to be included when utilizing ITS technology on roadways. Lastly, roadside features need to become compatible with vehicle design.

During the last year, here in New Jersey at Rowan University, engineering students have teamed with the Children's Hospital of Philadelphia to develop a better crash dummy that

represents a three-year old child. Students from the mechanical engineering department are working with TraumaLink on designing and building a dummy that has a flexing head and “life like” characteristics of a child in order better determine the effectiveness of vehicular restraints. Also, data analysis began on predicting injuries and improving safety of vehicular standards.

In addition, vehicle manufacturers are continually working to improve their vehicles through enhanced air bag installations, body and frame upgrades, in-vehicle technologies for warning drivers of hazards, and electronic stability control systems.

Designing Safer Work Zones

Background

In 2004, approximately two percent of all fatalities and injuries were related to Work Zone Safety crashes, which is slightly below the national average of three percent.

Currently Employed Programs

Since the mid-1990’s, the New Jersey Work Zone Safety Partnership has been actively pursuing the reduction of fatalities and crashes through the “3 E’s” (Education, Enforcement, and Engineering.) mainly on state owned roadways. The Partnership is currently focused on reducing crashes on county and local roadways through education and enforcement efforts. Contractors, the NJDOT, several counties and progressive local utility companies continue to require that their employees be trained as Traffic Control Coordinators, a program that is sponsored by the NJDHTS and Rutgers University.

In November 1998, the Partnership was officially recognized by Vice President Al Gore with the Hammer Award for Innovative Reinvention of Government. Also, Rutgers Local Technical Assistance Program (LTAP) and the New Jersey Division of Highway Traffic Safety (NJDHTS) received the 2001 National Highway Safety Award for the Work Zone Safety CD Training Program that was based on the TCC curriculum. In the September 2002 edition of “*Law Enforcement Technology*”, the New Jersey State Police Construction Unit was acknowledged for their role in the Partnership and for reducing work zone fatalities on state roadways. Currently, representatives from several state transportation and educational institutions have inquired about sponsoring a TCC program in states outside of New Jersey.

Background

Traditionally, limited interaction has taken place between emergency medical and transportation professional in New Jersey. Therefore, a major priority in safety management will be the inclusion of this group as partners/stakeholders in further planning activities. However, there has been great cooperation between representatives from the New Jersey Department of Health and Senior Services and the NJDOT in sharing of data. Additional background information is presented in this section to create a better understanding of the EMS role in supporting the reduction of crashes and fatalities on New Jersey roadways.

In New Jersey, Emergency Medical Services (EMS) is administered by both volunteers and career professionals from public agencies. The career professionals are regulated by the New Jersey Department of Health and Senior Services, Office of Emergency Medical Services (OEMS) which oversees the responsibility of carrying out the provisions of the Health Care Facilities Planning Act, N.J.S.A. 26:2H-1. This law was enacted to ensure that all related health care services offered in New Jersey are of the highest quality. Health care services include any pre-hospital care provided by paramedical and ambulance services. The Department of Health and Senior Services has also adopted regulations (N.J.A.C. 8:40A-11) that govern the training and certification of the Emergency Medical Technicians (EMTs), who staff paramedical and ambulance services. The OEMS does not regulate volunteer first aid, rescue, or ambulance squads, which are independently operated.

Currently Employed Programs

Recently, the New Jersey Emergency Medical Service Task Force was formed as a coordinated effort to respond to major emergencies and disasters. This unified system combines the State's many resources from volunteer and public agencies, such as ambulance services, hospital based life support units, and regional communications centers. The Task Force includes representatives from the NJ Department of Health and Senior Services, Office of Emergency Medical Services, the NJ Association of Paramedic Programs, the NJ State First Aid Council, the Medical Transportation Association, and the University of Medicine and Denistry of New Jersey (UMDNJ) University Hospital Level 1 Trauma Center. The long range goal is to implement the New Jersey EMS Task Force in each of the State's three regions (UMDNJ-Newark, Robert Wood Johnson University Hospital (RWJUH) New Brunswick, and UMDNJ-Camden).

SAFETY IN PLANNING

Background

During the past three years, Safety Conscious Planning (SCP) has been piloted as a statewide safety project for local implementation. In 2004, Meyer, the author of “Guidebook for Integrating Safety into Transportation Planning and Decision Making”, developed a process for integrating safety into established planning processes. It requires planners and safety leaders to adopt safety elements in the vision statement, goals, and performance measures used for accomplishing organizational goals. Data and safety analysis tools are to be used in conjunction with evaluation criteria. The intent of the SCP Model is to integrate safety into all aspects of the planning process.

The three Metropolitan Planning Organizations (MPOs) located in New Jersey, include the Delaware Valley Regional Planning Commission (DVRPC), North Jersey Transportation Planning Authority (NJTPA), and the South Jersey Transportation Planning Organization (SJTPO). They were established to provide coordinated planning for the growth and development of their regions. Their roles include assisting in the development of regional planning, capital funding of transportation projects, economic development, promotion of transportation improvements, adoption of long range plans, addressing land use concerns, and addressing environmental issues that include amendments to the Clean Air Act. The MPOs are an integral part of the SCP program by providing the link between state and local organizations and by providing the regional perspective on planning and safety initiatives.

During 2004, over 50% of the fatalities occurred on municipal and county roadways. The New Jersey local transportation infrastructure includes 566 municipal roadway systems as well as 21 county roadway networks. Municipal approaches to safety vary widely due to a lack of coordination and availability of resources (Rutgers, 2003). Local municipal aid is provided through NJDOT, along with additional safety funding for specialized projects. Also, NJDHTS has spent 40% of their annual budget on local safety programs. The NJDHTS local safety efforts usually addresses enforcement of human factor issues (e.g. seat belt usage, drunk driving, and aggressive driving), which are administered by local police agencies, while some larger municipalities have hired traffic engineers to administer their roadway safety initiatives.

Implementation

The SCP Model was adopted in New Jersey as a statewide safety partnership between the MPOs, the NJDOT, FHWA, and other state and local transportation safety professionals. A Safety Conscious Planning Working Group (SCPWG) was formed to guide the programs, identify potential partners, plan and coordinate safety forum activities, provide guidance on the future direction of SCP, and to offer feedback to the NJDOT and MPOs on SCP activities.

Activities of the SCPWG have included:

- Development of a survey to state, county, and local transportation agencies on the importance of safety in their organizations;
- State and regional forums held to inform participants of the importance of integrating safety early into their planning process;
- Dissemination of safety related materials and SCP materials to help local safety agencies to better understand the SCP process.

Activities of the SCPWG in the future will include:

- Establishment of a regional SCP network;
- Continued dissemination of safety information through various media;
- Annual campaigns and forums to update local agencies on best practices in safety.

In addition, each of New Jersey's MPOs have embraced safety in their planning process and have initiated various safety efforts to meet the FHWA safety planning requirements. A brief summary of these MPO initiatives is provided below.

North Jersey Transportation Planning Authority (NJTPA)

The NJTPA completed "The Development of Regional Safety Priorities" project to identify transportation safety needs and solutions in northern and central New Jersey. Regional Safety Priorities was a forward-looking, multi-modal effort to integrate safety considerations into all phases of transportation improvement planning and development, and to elevate safety to a high priority at all levels of decision-making.

The major tasks of the Regional Safety Priorities were to:

- Identify the most pressing safety needs of the region's travelers – transit riders, pedestrians, bicyclists, auto drivers and passengers, and truck operators;
- Explore engineering, enforcement, and educational countermeasures; and
- Develop a comprehensive set of recommended new safety initiatives for development into transportation improvements.

All this was done within the open, collaborative NJTPA planning forum. Broad public and inter-agency input was gathered through:

- A **Technical Advisory Committee**, made up of agencies and individuals representing the engineering, education, enforcement, and medical communities;
- A series of **focus groups** to explore travel safety in-depth; and

- A brief **on-line survey** to gather information on the region's most pressing safety needs.

Project findings were integrated into the 2005 Regional Transportation Plan update. In addition, reports were prepared for 23 separate priority locations within the region, presenting accident data, safety issues, and suggested improvements for each site. Many of these improvements require short-term and relatively low cost actions that counties and municipalities could initiate themselves or with limited financial assistance, such as adding appropriate signage, making improvements to existing signals, or striping crosswalks for pedestrians. NJTPA administers a Local Safety Program that makes funds available for implementation of these types of improvements. Three region-wide programmatic initiatives were also undertaken: Strategies for Addressing Deer-Vehicle Crashes, Strategies for Increasing Safe Mobility for Older Residents, and Safety Decision Support Systems.

Delaware Valley Regional Planning Commission (DVRPC)

In 2005, DVRPC initiated a new project, the Transportation Safety Program, which is expected to be one of DVRPC's continuing programs. The first phase of the project would enable staff to accomplish the following main objectives in order to prepare for more specific implementation of safety-focused program(s) in subsequent years:

1. Establish an interdisciplinary task force of appropriate professionals to offer guidance and direction (Regional Safety Task Force);
2. Perform statistical analysis of existing crash data to reveal the nature, extent, and trends of transportation-related injuries and fatalities in the region;
3. Encourage the enhancement of existing safety projects/programs;
4. Research and summarize other successful programs both nationally and locally; and
5. Develop a comprehensive safety action plan for the region.

DVRPC's Regional Safety Task Force is a multi-disciplinary conglomerate of safety professionals and stakeholders, whose main purpose is to promote safety in the region through the sharing and pooling of all types of information and resources. Its task is to build and maintain effective partnerships with the purpose of reducing the number of crashes and the resultant casualties in the region. The task force plays an integral role in guiding and directing the Commission's safety conscious planning program through the identification, development, prioritization and implementation of regional safety strategies. The focus is diverse, multi-disciplinary (engineering, education, enforcement, emergency services and funding) and multi-modal (automobile, transit, bicycle, pedestrian, freight).

The Task Force currently plays a central role in the development of the MPO's Regional Safety Action Plan by developing effective safety initiatives/programs with significant input from non-traditional partners as well as traditional planning partners. The Regional Safety Task Force members were organized into subcommittees to identify existing safety projects and

programs in the region, consider appropriate strategies, and develop innovative solutions based on 13 EA's identified as priority in DVRPC's region.

South Jersey Transportation Planning Organization (SJTPO)

SJTPO incorporates safety considerations into the planning process through two primary venues: the Road Safety Audit Program and the South Jersey Traffic Safety Alliance. SJTPO annually conducts RSAs to generate improvement recommendations for roadway segments demonstrating a history of, or potential for, a high incidence of motor vehicle crashes. Another initiative is the road safety scan where an investigation of programmatic safety needs in a rural portion of the SJTPO region will be conducted.

The South Jersey Traffic Safety Alliance was established in 1998 with the mission of improving highway safety in the SJTPO region. The Alliance brings together traffic safety professionals from the fields of law enforcement, education, fire, rescue, engineering and planning to develop region-wide traffic safety programs, share successful practices, exchange information and support capital projects. Key topics addressed by the Alliance and its partners include impaired driving, bicycle safety, illegal vehicles, pedestrian safety, railroads, school bus safety, occupant protection and work zone safety.

EVALUATION

New Jersey's Comprehensive Strategic Highway Safety Plan is a 4-5 year "living" document. Over the next 4-5 years all parties will work together to continue to evaluate, develop and implement the recommended strategies. At the end of that timeframe, a complete reworking of the plan will occur where new strategies will be identified. In the interim, the safety data for all 22 AASHTO EA's will be monitored annually to evaluate the overall success of the programs and to see if any other areas need to be addressed. After specific strategies, programs and projects are implemented for each EA covered in this plan, an evaluation will occur to determine the effectiveness of that strategy.

NEXT STEPS

Shared responsibility and partnerships are critical elements in reducing highway fatalities. Continued cooperation, communication, and coordination between key state, regional, and local agencies is critical to the success of safety in New Jersey. Lastly, it is imperative for safety advocates to continue to guide the implementation and deployment of the strategies and action items outlined in this plan.

The New Jersey Safety Management Task Force will serve as the lead organization in deployment of New Jersey's CSHSP. (See Chart.) A final assessment of this Plan shows the scope of work that will be collectively accomplished through the EA Teams and also the direction in which New Jersey can grow toward maintaining the safest roads in the country. This group will also advocate for regional and local safety planning. These local efforts also need to be data driven and organized as partnerships between representatives from the engineering, enforcement, education, and emergency medical services professions, as well as local policy makers and safety advocates.

As New Jersey's CSHSP was developed in consultation with our many safety partners, it is expected that the recommendations from the CSHSP will influence the priorities in the various plans throughout the state. These plans include, but are not limited to, the annual Motor Carrier Safety Assistance Program (MCSAP) Commercial Vehicle Safety Plan (CVSP) the State Section 402 Highway Safety Plan and Annual Performance Plan (HSP); and the Highway Safety Improvement Program (HSIP); and, most importantly, metropolitan and statewide long-range transportation plans. Once projects are identified and developed through the State's HSIP, it is imperative that they be programmed in the Statewide Transportation Improvement Program (STIP) with adequate funding. Through this process, priorities will be identified and annual action plans developed for each of the emphasis areas.

In addition, while the Department of Education and Emergency Medical Services were not participants in the original development of the CSHSP, it will be imperative to closely coordinate the activities of the CSHSP with these agencies. Outreach has begun with these groups and it is anticipated that they will play a vital role in the successful implementation of the CSHSP.

Finally, it is extremely important to conduct on-going outreach to keep all safety partners abreast of CSHSP activities. This could be accomplished through a quarterly newsletter or something similar. In addition, the SMTF will have to continually market NJ's CSHSP to ensure that the strategies and actions identified remain a priority for our safety partners over the years.

REFERENCES

- AASHTO, 2005. AASHTO strategic highway safety plan: A Comprehensive Plan to Substantial Reduce Vehicle-Related Fatalities and Injuries on the Nation's Highways.
- Conover, K., 2005. Proposed engineering solutions: Considerations for Enhanced Design and Operation of Signalized and Unsignalized Intersections.
- FHWA-NJ, 2005. FY 2005 unit performance plan.
- Foley, J., 2005. Impaired driving update, Volume IX, No.1, Winter 2004, p.p. 1-24.
- Foley, J., 2005. Impaired driving update, Volume IX, No.2, Spring 2005, p.p. 25-48.
- Hedlund, J. & Compton, R., 2005. Graduated driver licensing research in 2003 and beyond, Journal of Safety Research, Volume 35, No. 1, 2004, p.p. 5-11.
- MCRS, 2004. Missouri's Blueprint for Safer Roadways.
- MNDOT, 2005. Minnesota Comprehensive Highway Safety Plan.
- NJDOT, 2005. Aggressive Driving Lead State Initiative: New Jersey Strategic Action Plan.
- NJDHTS, 2005. Highway Safety Plan for FY 2005.
- NJMVC, 2005. New Jersey Driver Manual, p.p. 55-57.
- NJTPA, 2005. Strategies for Reducing Older Driver Vehicle Crashes.
- Rowan University, 2005. News and happenings. "Engineering Teams with CHOP to Study Car Accidents' Impact on Children." <http://www.rowan.edu/>.
- TRB, 2003. Integrated safety management process. NCHRP, Report 501. Washington D.C., National Cooperative Highway Research Program
- TRB, 2003. NCHRP Report 500, Volume 1: A guide for addressing aggressive-driving collisions.
- TRB, 2003. NCHRP Report 500, Volume 4: A guide for addressing head-on collisions.
- TRB, 2003. NCHRP Report 500, Volume 5: A guide for reducing unsignalized Intersection collisions.
- TRB, 2003. NCHRP Report 500, Volume 6: A guide for addressing run-off-road collisions.

TRB, 2003. NCHRP Report 500, Volume 9: A guide for reducing collisions involving older drivers.

TRB, 2003. NCHRP Report 500, Volume 10: A guide for reducing collisions involving pedestrians.

TRB, 2003. NCHRP Report 500, Volume 12: A guide for reducing collisions at signalized Intersection.

TRB, 2005. Self-assessment tool, strategic highway safety plan. Washington D.C, National Cooperative Highway Research Program. www.safety.transportation.org.

Yunk, K., 2005. Increase driver safety awareness: Emphasis Areas for New Jersey's Comprehensive Strategic Highway Safety Plan

Meyer, M., 2004. Guidebook for Integrating Safety into Transportation Planning and Decision Making.

Rutgers CAIT-LTAP, 2003. Safety conscious planning survey results. Safety Solutions.

Union County Police Department, 2005. Graduated drivers license.
<http://www.unioncountynj.org/police/gdl.htm>.

APPENDICES

A: NJ Traffic Records Strategic Action Plan

B: Minimize Roadway Departure Crashes

C: Improve Design/Operation of Intersections

D: Curb Aggressive Driving

E: Reduce Impaired Driving

F: Reduce Young Driver Crashes

G: Sustain Safe Senior Mobility

H: Increase Driver Safety Awareness

I: Reduce Pedestrian, Bicycle, Rail and Vehicular Conflicts

J: Overall CSHSP

K: List of Acronyms

APPENDIX A:
NJ'S TRAFFIC RECORDS STRATEGIC ACTION PLAN

Strategic Goal	Objective	Strategy	Responsibility	Timeline	Funding	Accomplishments
1. Timeliness	1.1 Improve process for submitting fatal crash reports.	1.1.1 Meet with County Prosecutor's Office to discuss release of fatal crash reports. (Currently, officers will not release since it is a criminal investigation)	STRCC NJTR-1/Police Training Subcommittee	Complete		
		1.1.2 Attend County Prosecutor's meeting to address this issue.	NJDOT-Bureau of Safety Programs	Complete		
		1.1.3 Identify what information on the NJTR-1 is needed by different agencies prior to completion of fatal crash investigation (i.e. face sheet of NJTR-1)	STRCC NJTR-1/Police Training Subcommittee	Complete		
		1.1.4 Modify Police Manual to include all updated details on submission of fatal crash reports.	STRCC NJTR-1/Police Training Subcommittee	Complete		
		1.1.5 Pursue legislative changes (where necessary) to address changes to process for submitting fatal crash reports.	STRCC NJTR-1/Police Training Subcommittee	9/09		
		1.1.6 Include new process in refresher training course for Police Departments.	STRCC NJTR-1/Police Training	Complete		

Strategic Goal	Objective	Strategy	Responsibility	Timeline	Funding	Accomplishments
			Subcommittee			
	1.2 Reduce time from when crashes occur to receipt of crash data	1.2.1 Conduct quarterly query of crash records database and provide outreach to those police department's who are not submitting crash reports in a timely fashion.	NJDOT-Bureau of Safety Programs/ Rutgers University PTAP	Ongoing		
		1.2.2 Develop some type of incentive/disincentive to ensure timely submission of crash reports.	STRCC NJTR-1/Police Training Subcommittee	Ongoing		
		1.2.3 Target those police departments that are behind in submitting crash reports through open dialogue to better understand the problem.	NJDOT – Bureau of Safety Programs	Ongoing		
	1.3 Implement or enhance electronic collection of data at the scene	1.3.1 Determine if and what software should be developed so that all police departments can electronically capture data. For the time being it was decided that local police departments could use whatever software they wanted to. However, if it is intended that all police reports will submit crash reports electronically at one point in the future, than it may be necessary to develop a FREE software for local police departments.	NJDOT-Bureau of Safety Programs	10/07		

Strategic Goal	Objective	Strategy	Responsibility	Timeline	Funding	Accomplishments
		<p>1.3.2 If it is determined that NJDOT is going to support a third party product such as TraCS as solution for local police departments who do not have the resources to acquire or enhance their records management systems, than it will be necessary to identify responsible party for software management. Administration and management will need to be conducted at both the state and local levels if this is a route to be taken.</p>	<p>NJDOT – Bureau of Safety Programs</p>	<p>7/08</p>		
		<p>1.3.3 Provide software training for local police departments. This is dependent not only on the decision of the state to provide this type of software but also if it does what type of software to be used.</p>	<p>Rutgers University</p>	<p>11/08</p>		
	<p>1.4 Implement Electronic Data Transfer from local police departments to State Police to NJDOT.</p>	<p>1.4.1 Develop “back end” to transfer crash reports from State Police to DOT with documented platform that outlines what is needed to complete transmission. NJDOT/NJSP RMS Data Transfer and “Back End” Pilot using current NJTR1 Report data element references. Will facilitate the preparation of a final</p>	<p>STRCC Electronic Data Transfer Subcommittee</p>	<p>Complete</p>		

Strategic Goal	Objective	Strategy	Responsibility	Timeline	Funding	Accomplishments
		Interface Requirements document that will be provided to Local Agency Beta Testing sites – See 1.4.4.				
		1.4.2 Obtain inventory of police departments that currently utilize an electronic crash report.	Division of Highway Traffic Safety	Complete		
		<p>1.4.3 Determine what requirements should be developed so that all police departments can electronically transfer data.</p> <p>Software Requirements for PD's to transmit Accident Report data –</p> <ul style="list-style-type: none"> • IBM Websphere MQ (MQ Series) Middleware software • Records Management or similar application to provide the following – • Capture and Maintain MV Accident Report data from MV accidents investigated by that Agency's officers. <p>Capable of receiving and interpreting NJDOT CRASH Acknowledgments for follow-up action including – Transmission Status Logging, Re-Transmitting previously rejected Accident Report(s), and automatically re-transmitting “Un-Acknowledged” prior report transmissions.</p>	STRCC Electronic Data Transfer Subcommittee	Complete		
		1.4.4 Identify Needs for Local Agency Development and Conduct	STRCC Electronic Data Transfer Subcommittee	11/2007		

Strategic Goal	Objective	Strategy	Responsibility	Timeline	Funding	Accomplishments
		Pilot Testing Supporting Local Agency Beta Testing Efforts – <ul style="list-style-type: none"> • Compile and publish an Interface Requirements document that will include <ul style="list-style-type: none"> A. Data formatting and transmission standards B. NJDOT Data Validation requirements C. NJDOT Data Validation and Acknowledgement requirements D. Periodic Audit Reporting requirements • Coordinate Pilot Test Planning with designated Local Agencies. 				
	1.5 Embrace State Citation Reporting System	1.5.1 Needs to be undertaken.	TBD	TBD		
	1.6 Integrate driver, vehicle and roadway data.	1.6.1 Automate driver's license and registration.	Motor Vehicle Commission	2008		
		1.6.2 Data Integration Subcommittee to identify strategies upon completion of the data generators survey.	STRCC Data Integration Subcommittee	Phase 1 12/2007		

Strategic Goal	Objective	Strategy	Responsibility	Timeline	Funding	Accomplishments
2. Accuracy	2.1 Revise the NJTR-1	2.1.1 Compare NJTR-1 to MMUCC to determine compliance and identify those MMUCC elements that should be included on the NJTR-1.	STRCC NJTR-1/Police Training Subcommittee	Complete		
		2.1.2 Review the Police Training Manual to identify areas that can be enhanced to improve the reporting process	STRCC NJTR-1/Police Training Subcommittee	Complete		
		2.1.3 Outreach to local police departments regarding the importance for supervisory controls at the station level.	STRCC NJTR-1/Police Training Subcommittee	10/2008		
		2.1.4 Provide refresher trainer to police departments on modifications to training manual and also common mistakes. Various methods for presenting the training should be considered (e.g. website, cd's, video, etc.)	Rutgers University – PTAP	1/2008		
	2.2 Electronic Data Transfer	2.2.1 Employ electronic edits at the transmission level.	STRCC Electronic Data Transfer Subcommittee	12/2007		
		2.2.2 Determine how supervisory review will be accomplished at the local level with electronic crash reports. NJDOT Auditing – In parallel with	STRCC NJTR-1/Police Training Subcommittee	Complete		

Strategic Goal	Objective	Strategy	Responsibility	Timeline	Funding	Accomplishments
		communicating “Supervisor Review” requirements at the Local Agency considerations for external Agency compliance auditing by NJDOT should be considered. Refer to 2.1.3				
		2.2.3 Determine how the integrity of the crash records system will be maintained (i.e. original database and production database). Note: Possible Monthly Report submission from local agencies identifying the Agencies Transmission Records – Paper or Electronic	STRCC Electronic Data Transfer Subcommittee	Complete		
	2.3 Embrace State Citation Reporting System	2.3.1 Needs to be undertaken.	TBD	TBD		
	2.4 Integrate GIS/GPS into all traffic records applications	2.4.1 Coordinate with statewide GPS/GIS users group.	NJDOT-Bureau of Data Development	Ongoing		
		2.4.2 Explore different GIS/GPS opportunities (i.e. handheld device) Note: Ongoing with the data generators survey	STRCC Data Integration Subcommittee	Complete		
		2.4.3 Integrate GIS/GPS into field collection of data	STRCC Data Integration Subcommittee	TBD		
		2.4.4 Integrate GPS information into	STRCC Data	TBD		

Strategic Goal	Objective	Strategy	Responsibility	Timeline	Funding	Accomplishments
		the field collection device. Manually collect GPS information as part of the crash investigation. Utilize intelligent photography to provide GPS coordinates. Installation of GPS devices in police vehicles.	Integration Subcommittee			
	2.5 Integrate driver, vehicle and roadway data.	2.5.1 Digitize license and registration.	Motor Vehicle Commission	TBD		
		2.5.2 Data Integration subcommittee to identify strategies upon completion of the data generators survey.	STRCC Data Integration Subcommittee	TBD		
3. Completeness	3.1 Revise the NJTR-1	3.1.1 Compare NJTR-1 to MMUCC to determine compliance and identify those MMUCC elements that should be included on the NJTR-1.	STRCC NJTR-1/Police Training Subcommittee	Complete		
		3.1.2 Review linkage elements that would populate fields from coroners, EMS runs, school bus forms, etc.	STRCC Data Integration Subcommittee	TBD		
	3.2 Embrace state citations reporting system.	3.2.1 Needs to be undertaken.	TBD	TBD		
	3.3 Establish cooperation	3.3.1 Initiate a task force (could be only a couple of people) to address	Transportation Safety Resource	Complete		

Strategic Goal	Objective	Strategy	Responsibility	Timeline	Funding	Accomplishments
	with paid and volunteer emergency medical providers	this issue.	Center			
		3.3.2 Schedule a meeting with paid and volunteer emergency medical providers to establish a unified line of communication.	STRC C Core Group	Complete		
	3.4 Electronic Data Transfer	<p>3.4.1 Pursue legality of signature acceptance for judicial purposes.</p> <p>Note:</p> <ul style="list-style-type: none"> • NJ Attorney General opinion has been rendered indicating that Electronic Signatures can be employed for the NJSP Records Management System and associated Report processing. • Advised that NJDOT attorneys are reviewing Electronic Signatures and most will arrive at the same conclusion for electronically transmitted Accident Report data. <p>Assuming the above is the final determination – further PKI related discussions at this time would not be necessary.</p>	STRCC Electronic Data Transfer Subcommittee	Complete		

Strategic Goal	Objective	Strategy	Responsibility	Timeline	Funding	Accomplishments
4. Accessibility	4.1 Modify NJDOT Crash Records website to be more user friendly.	4.1.1 Identify vendor's that can offer both a canned and ad-hoc statistical analysis tool.	NJDOT-Bureau of Safety Programs & Transportation Safety Resource Center	TBD		
		4.1.2 Explore the implications HIPPA has on making this information available to the public.	NJDOT Bureau of Safety Programs	TBD		
		4.1.3 Develop user's guide to analyze data. This guide should be available electronically.	NJDOT Bureau of Safety Programs/ Rutgers University LTAP	Ongoing		
		4.1.4 Provide technical support.	NJDOT Bureau of Safety Programs/ Rutgers University LTAP	Ongoing		
		4.1.5 Provide training to local agencies for submitting applications for safety projects using federal funding.	Rutgers University – LTAP	4/08		

Strategic Goal	Objective	Strategy	Responsibility	Timeline	Funding	Accomplishments
	4.2 Create a directory of information sources	4.2.1 Create and distribute a survey to all STRCC participants to identify players, databases and needed services.	STRCC Inventory Subcommittee	Complete		
		4.2.2 Summarize findings and place on STRCC website.	STRCC Inventory Subcommittee	Complete		
	4.3 Expand access of citation and conviction data	4.3.1 Needs to be undertaken.	TBD	TBD		
	4.4 Outside Agency Data Integration	4.4.1 NJDOT Crash Data Sharing Identify Requirements External Agency Data Sharing – Post Phase 1	STRCC Electronic Data Transfer Subcommittee	TBD		
5. Funding	5.1 Identify mechanisms to fund activities of STRCC	<p>5.1.1 Funding should be pursued from all sources including but not limited to FMCSA, NHTSA (402 and other appropriate incentive programs), FHWA (STP, STP-safety set aside, NHS, Minimum Guarantee), State funding, etc.</p> <ul style="list-style-type: none"> • State Agencies are currently absorbing related costs (NJSP, NJDOT, OIT). • Federal 408 funding in the amount of \$1.2 million has been secured through 2009. • Local agencies will be required to foot their related costs internally as the State Agencies 	STRCC Core Group	TBD		

Strategic Goal	Objective	Strategy	Responsibility	Timeline	Funding	Accomplishments
		or identify and acquire funding through related Federal Agencies such as the FHWA. The NJDOT Project Sponsor would need to assist the local agencies identifying potential Funding sources.				
	5.2	5.2.1 Identify levels of funding required to implement transmission mode and software needs for electronic data transfer.	NA			
6. Legal Assistance	6.1 General outreach to DAG's in all areas.	6.1.1 Electronic signature and changes from original form.	STRCC Electronic Data Transfer Subcommittee	Complete		
		6.1.2 Review implications of HIPPA relating to providing accessible traffic data to the public.	NJDOT Bureau of Safety Programs	TBD		
		6.1.3 Review end product for legal purposes.	All effected agencies	TBD		
		6.1.4 Review and document department policies regarding traffic records data that has to be available for public consumption.	NJDOT Bureau of Safety Programs	TBD		

APPENDIX B:
MINIMIZE ROADWAY DEPARTURE CRASHES

Emphasis Area 1: Minimize Roadway Departure (MRD) Crashes		
Team Leader	Scott Oplinger	NJDOT Division of Traffic Engineering & Safety
Planning Session Participants	Rosemarie Anderson Tpr. Robert Babitz Lt. Howard Block Martin Livingston Robert Malinoski Anna Okola Joseph Orth Patricia Ott Frank Pinto	DVRPC NJSP, Fatal Accident Investigative Unit Medford Township Police Department Burlington County Engineering Department NJDOT Rutgers, TSRC Rutgers, CAIT-LTAP NJDOT, Div. of Traffic Engineering & Safety NJDOT, Utilities

Minimize Roadway Departures (MRD) Potential Partners						
Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg
National/Regional/Division/State Organizations						
Administrative:						
NHTSA Regional Office						
FHWA – NJ State	X		X		X	
Federal Motor Carrier Safety Administration – NJ State		X	X			
Associations:						
AASHTO	X		X			
TRB	X		X			
State Departments/Divisions						
Administrative:						
NJ Department of Education			X			
NJ Department. of Environmental Protection					X	X
NJ Department of Transportation	X					
NJ Motor Vehicle Commission		X	X			
NJ Division of Highway Safety		X	X			
Associations:						
American Society of Civil Engineers – NJ	X		X			
Conference of Mayors			X			
County and Municipal Traffic Engineers’ Association	X		X			
Insurance Council of NJ			X			
International Traffic Engineers – Region	X		X			
NJ Broadcasters Association			X			
NJ Cable Telecommunications Association			X			
NJ Motor Truck Association		X	X			
NJ Press Association			X			
NJ State League of Municipalities			X			
Regional Organizations						
MPOs (NJTPA, DVRPC, SJTPO)					X	
Associations:						
Board of County Freeholders			X			

Minimize Roadway Departure (MRD) Crashes Actions

Strategies	Action Items					
	Engineering	Enforcement	Education	EMS	Leadership & Planning	Legislative
<p>S-1. Develop, communicate, & implement a comprehensive educational program on prevention & reduction of roadway departure crashes.</p>			<p>A-1. Survey other states and evaluate current best practices for educating utility companies on safety issues specifically related to safer placement of utility installations.</p> <p>A-3. Educate the public on the dangers & causes (e.g. speeding, out of control vehicles, impaired driving, & cell phone use) of roadway departure crashes through media campaigns.</p> <p>A-4. Educate state, county, and local transportation professionals on the principles of the Roadside Design Guide.</p> <p>A-5. Work with defensive driving programs to include roadway departure crashes in the curriculum.</p> <p>A-6. Conduct a study of roadway departure crashes, during a three-year period, to determine the trends in the cause of these incidents.</p> <p>A-7. Educate and solicit support from local communities on the benefits of safety improvements that prevent and minimize the consequences of roadway departure crashes.</p>		<p>A-2. Establish safety dialog with utilities and other agencies, i. e. Board of Public Utilities (BPU), and the State Historic Preservation Office (SHPO), Coastal Area Facilities Review Act (CAFRA), within the New Jersey Department of Environmental Protection (DEP), on prevention and reduction of roadway departure crashes.</p>	

<p>S-2. Identify & implement engineering solutions to prevent and minimize roadway departure crashes.</p>	<p>A-2. Develop and implement engineering alternatives to keep motorists on the road & in their lane. The following are some examples of these:</p> <ul style="list-style-type: none"> a. Rumble strips, wider lanes, lines/edge lines (increase to 6 or 8 inch from the current 4 inch). b. NJDOT Long Life Pavement Markings and Raised Pavement Marker (RPM) installation on all State roads on a three-year rotation schedule. c. NJDOT Revised Rumble Strips Standard Design Guidelines. d. NJDOT Median Crossover Protection Program e. Use of Centerline Rumble Strips – Engineering Standard Compliance. f. Flourescent Prismatic Sheeting materials being used. g. Use of RPMs on rural roads without street lighting. h. Skid Crash Reduction Program. i. Use of traffic calming. <p>A-3. Implement engineering alternatives to minimize the consequences of roadway departure crashes.</p> <ul style="list-style-type: none"> a. “Clear Zones” b. NJDOT Fixed Object Program c. NJDOT Median Crossover Protection Program d. Right of Way (ROW) limitations for the Clear Zone e. Remove obstructions and relocate utilities outside of the Clear Zone. 		<p>A-1. Develop a manual of countermeasures and their effectiveness on preventing roadway departure crashes.</p>			<p>A-4. Investigate the possibility of the State requiring Hold Harmless Agreements for utility poles within the public right of way such that the utility companies would hold the state, county or municipality free from liability or damage for utility pole crashes.</p>

APPENDIX C:
IMPROVE DESIGN/OPERATION OF INTERSECTIONS

Emphasis Area 2: Improve Design/Operations of Intersections (DOI)		
Team Leader	Kevin Conover	NJDOT Bureau of Safety Programs
Planning Session Participants	Edward Baginski	AAA of NJ
	Bernie Boerchers	Greeman Pedersen, Inc.
	Sheree Davis	NJDOT Bicycle & Pedestrian Programs
	Beth DeAngelo	Parsons Brinckerhoff
	George Fallat	Mercer County Traffic Engineer
	Stewart Gordon	Parsons Brinckerhoff
	James Kochenour	Arora and Associates
	Tom Kondash	NJDOT Policy
	Martin Livingston	Burlington County Engineering Department
	David Martin	NJDOT
	Gordon Meth	Greeman-Pedersen, Inc.
	Kevin Murphy	DVRPC
	Anna Okola	Rutgers, TSRC
	Joseph Orth	Rutgers CAIT-LTAP
	Joseph Pavlik	Urban Engineers
S. Maurice Rached	Maser Consulting	
Timothy Szwed	NJDOT	
Donna Troiano	Arora and Associates	

Improve Design/Operations of Intersections (DOI) Potential Partners

Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
National/Regional/Division/State Organizations						
Administrative:						
NHTSA Regional Office		X	X		X	
FHWA – NJ State	X		X		X	
Associations:						
AASHTO	X		X			
TRB	X		X			
State Departments/Divisions						
Administrative:						
NJ Department of Education			X			
NJ Department of Transportation	X					
NJ Motor Vehicle Commission		X	X			
NJ Office of the Attorney General						
NJ Division of Highway Safety		X	X			
NJ Division of State Police		X		X		
Associations:						
AAA NJ			X	X		
American Society of Civil Engineers – NJ	X		X			
Conference of Mayors			X			
County and Municipal Traffic Engineers’ Association	X		X			
Insurance Council of New Jersey			X			
International Traffic Engineers – Region	X		X			
NJ Broadcasters Assoc.			X			
NJ Cable Telecommunications Association			X			
NJ Police Traffic Officers Association		X	X			
NJ Press Association			X			
NJ Safety Council			X			
NJ State Association of Chief’s of Police	X		X			
NJ State Officers’ Law Enforcement Association		X	X			
NJ State League of Municipalities			X			
Regional Organizations						
MPOs (NJTPA, DVRPC, SJTPO)					X	
South Jersey Traffic Safety Alliance		X			X	
Transportation Management Associations					X	

Improve Design/Operations of Intersections (DOI) Potential Partners

Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
Associations:						
Board of County Freeholders			X			
Educational Institutions						
Colleges/Universities:						
Rutgers University (CAIT, LTAP, TSRC, PTAP, NTI, VTC)			X			

Improve Design/Operations of Intersections (DOI) Actions

Strategies	Action Items					
	Engineering	Enforcement	Education	EMS	Leadership/Planning	Legislative
S-1. Develop and/or enhance methodologies & establish standardization for problem identification, prioritization, & evaluation.	<p>A-1. Evaluate existing methodologies for identifying and selecting intersections.</p> <p>A-5. Implementation of engineering countermeasures at problem locations.</p>		<p>A-2. Establish a multi-agency panel to develop a NJ specific Intersection Safety Manual (e.g. methodology and prioritization process.)</p> <p>A-3. Promote the manual as a best practice.</p>		<p>A-4. Improve the website version of crash records database for use by engineering and planning professionals who have specific job functions related to improving traffic safety.</p>	
S-2. Develop & implement NJ “Best Practices” for Intersection Safety.	<p>A-2. Implement and promote guidelines.</p> <p>A-3. Conduct an evaluation of guidelines.</p>		<p>A-1. Organize a forum for transportation professionals to develop guidelines that outline various tools and/or practices for making intersections safer.</p>			
S-3. Educate the public on Intersection Safety issues.			<p>A-1. Promote utilization of existing resources to educate professionals.</p> <p>A-2. Expand Intersection Safety in Drivers Manual & Drivers’ Education follow-up programs.</p> <p>A-3. Educate decision makers and public about the need for & benefits of improved Intersection Safety.</p> <p>A-4. Establish a clearinghouse for educational opportunities (e.g. TRB) on Intersection Safety.</p>		<p>A-5. Develop a marketing plan for Intersection Safety to include a New Jersey Fact Book and Frequently Asked Questions publications for appropriate audiences.</p>	
S-4. Enhance compliance & promotion increased enforcement at intersections.		<p>A-1. Identify, evaluate, & implement current technologies for enforcement.</p>	<p>A-2. Educate law enforcement on the importance of Intersection Safety Enforcement.</p>			

APPENDIX D:
CURB AGGRESSIVE DRIVING

Emphasis Area 3: Curb Aggressive Driving (CAD)		
Team Leaders	Edward Liu William Beans	NJDOT Bureau of Safety Programs NJDOT Bureau of Safety Programs
Planning Session Participants	Rosemarie Anderson Tina Arcaro John Dell'Aquilo Andrew Oppenheimer Anna Okola Joseph Orth Jill Parham Eric Powers Robert Swanson Al Tindall Scott Wishart Karen Yunk	DVRPC NJSP NJDCJ Keep Middlesex Moving Rutgers TSRC Rutgers CAIT-LTAP Rutgers CAIT-LTAP Rutgers CAIT-LTAP NJDOT MVC NJDHTS NJSP FHWA- NJ Division

Curb Aggressive Driving (CAD) Potential Partners						
Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
National/Regional/Division/State Organizations						
Administrative:						
NHTSA Regional Office		X	X		X	
FHWA – NJ State	X		X		X	
Federal Motor Carrier Safety Administration – NJ State		X	X			
Associations:						
AASHTO	X		X			
TRB	X		X			
State Departments/Divisions						
Administrative:						
NJ Administrative Office of the Courts						
Local Courts						X
Municipal Courts						X
NJ Dept. of Education			X			
NJ Dept. of Transportation	X					
NJ Motor Vehicle Commission		X	X			
NJ Office of the Attorney General						
NJ Division of Highway Safety		X	X			
NJ Division of State Police		X		X		
Other: (Agencies)						
Municipal Court Service			X			X
Associations:						
AAA NJ			X	X		
Conference of Mayors			X			
Insurance Council of NJ			X			
NJ Broadcasters Association			X			
NJ Cable Telecommunications Association			X			
NJ Motor Truck Association			X			
NJ Police Traffic Officers Association		X	X			
NJ Press Association			X			
NJ Safety Council			X			
NJ State Association of Chief’s of Police	X		X			
NJ State Officers’ Law Enforcement Association		X	X			
NJ State League of Municipalities			X			

Curb Aggressive Driving (CAD) Potential Partners						
Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
Regional Organizations						
MPOs (NJTPA, DVRPC, SJTPO)					X	
South Jersey Traffic Safety Alliance		X			X	
Transportation Management Associations					X	
Associations:						
Board of County Freeholders			X			X
Legislators						
State:						
Senate						X
Assembly						X
Transportation Committee (Assembly)						X

Curb Aggressive Driving (CAD) Actions

Strategies	Action Items					
	Engineering	Enforcement	Education	EMS	Leadership/ Planning	Legislative
<p>S-1. Develop a multifaceted educational program, including classroom training and a media campaign that raises awareness of Aggressive Driving.</p>			<p>A-1. Develop & maintain information (data bases, statistics, & resources) to be used in educational programs for aggressive driving.</p> <p>A-2. Identify targeted age specific audiences (e.g. adult driver, high school, middle & elementary school) & develop programs (i.e. curriculum) that focus on modifying aggressive driving behavior & actions.</p> <p>A-3. Evaluate & update Driver Education & Defensive Driving Programs as well as the point system to include an Aggressive Driving component.</p> <p>A-4. Develop media programs (difference between #77 vs. #911, what and how the Emergency Service Patrol can help) to educate groups of influence (parents, legislators, adults, mayors, churches, educators) on aggressive driving.</p> <p>A-5. Develop a media campaign (similar to Click It or Ticket, in public places) to address Aggressive Driving during established peak periods.</p>			
<p>S-2. Develop & implement an effective enforcement program to address Aggressive Driving.</p>		<p>A-1. Evaluate & improve the #77 Program by using the data to identify prominent aggressive driving locations.</p> <p>A-2. In consultation</p>			<p>A-3. Utilize data to create a program that increases enforcement during peak periods.</p>	

		with law enforcement evaluate & adjust current police policy related to Aggressive Driving.				
S-3. Utilize effective engineering practices to Curb Aggressive Driving.	<p>A-1. Identify & evaluate current engineering practices (signing, lane widths, signal timing, speed limits, acceleration/deceleration) and their impact on Aggressive Driving.</p> <p>A-3. Implement effective engineering practices to curb Aggressive Driving.</p>				A-2. Evaluate appropriate technology to curb Aggressive Driving.	
S-4. Promote legislative activities aimed at curbing Aggressive Driving.						<p>A-1. Examine enhancement of current law Title 39:4-96 to include Aggressive Driving & considering a minimum five point violation with no plea bargaining.</p> <p>A-2. Initiate public policy to promote the use of new technologies (sensors, ramp metering, automated enforcement, video) to curb Aggressive Driving.</p> <p>A-3: Implement the Drivers License Agreement (DLA) to ensure that driver license records are available from all</p>

						participating states. The DLA is intended to provide a single record for each driver that is shared among all states.
--	--	--	--	--	--	---

APPENDIX E:
REDUCE IMPAIRED DRIVING

Emphasis Area 4: Reduce Impaired Driving (RID)		
Team Leader	Al Tindall	NJDHTS
Planning Session Participants	Edward Baginski	AAA
	Douglas Bartlett	NJDOT Traffic Engineering
	Brian Emmett	Rutgers Community Policing Unit
	Charles Feggans	NJDHTS
	Paul Groffie	NJDHTS
	Todd Hoagland	East Windsor Police Department
	Sameena Husain	Rutgers CAIT-LTAP
	Jeffrey Jannarone	Rutgers Police Department
	Martin Livingston	Burlington County Engineering Department
	Joseph Orth	Rutgers CAIT-LTAP
	Patricia Ott	NJDOT Traffic Engineering & Safety
	Lt. Peter Pelletier	Rutgers Police Department
	Louis Serrano	NJSP
Karen Yunk	FHWA – NJ	

Reduce Impaired Driving (RID) Potential Partners						
Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
National/Regional/Division/State Organizations						
Administrative:						
NHTSA Regional Office		X	X		X	
FHWA – NJ State	X		X		X	
Associations:						
AASHTO	X		X			
TRB	X					
State Departments/Divisions						
Administrative:						
NJ Administrative Office of the Courts						X
Local Courts						X
Municipal Courts						X
NJ Department of Education			X			
NJ Department of Transportation	X					
NJ Division of Health & Senior Services				X		
NJ Motor Vehicle Commission		X	X			
NJ Office of the Attorney General						
Division of Alcohol & Beverage Control		X				
Division of Highway Safety		X	X			
Division of State Police		X	X			
Associations:						
AAA NJ			X			
Conference of Mayors			X			
Insurance Council of NJ			X			
NJ Broadcasters Association			X			
NJ Cable Telecommunications Association			X			
NJ Police Traffic Officers Association			X			
NJ Press Association			X			
NJ Safety Council			X			
NJ State Association of Chief's of Police			X			
NJ State Officers' Law Enforcement Association			X			
NJ State League of Municipalities			X			
Regional Organizations						
South Jersey Traffic Safety Alliance		X			X	
Associations:						

Reduce Impaired Driving (RID) Potential Partners						
Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
Board of County Freeholders			X			
Educational Institutions						
Colleges/Universities:						
College of New Jersey			X			
New Jersey Institute of Technology			X			
Rowan University			X			
Rutgers University (CAIT, LTAP, TSRC, PTAP, NTI, VTC)			X			
Center for Alcohol Studies			X			
Associations:						
DARE - NJ			X			
End DWI			X			
MADD			X			
Health Agencies						
NJ Hospital Association (Trauma/Regional Med. Centers)			X	X		
NJ Medical Society			X	X		
Legislators						
State:						
Senate						X
Assembly						X
Transportation Committee (Assembly)						X

Reduce Impaired Driving (RID) Actions

Strategies	Action Items					
	Engineering	Enforcement	Education	EMS	Leadership/ Planning	Legislative
S-1. Increase public awareness of Impaired Driving through educational media campaigns.			<p>A-1. In consultation with the New Jersey Department of Education develop & implement alcohol & drug education programs in schools.</p> <p>A-2. Increase promotion of media/enforcement coordinated campaigns using print, radio, & television that promote the awareness and target the consequences of impaired driving.</p> <p>A-3. Educate the enforcement community on national & state best practices (e.g. Checkpoints procedures, new & advanced technologies, procedures, etc.).</p>			
S-2. Increase and sustain enforcement activities for all police agencies in New Jersey.		<p>A-1. Implement standardized checkpoint policy & procedures.</p> <p>A-2. Cooperative enforcement of compliance checks for retail, bars, & package goods.</p>	<p>A-3. Develop and implement field training for roving patrols on post Standardized Field Sobriety Testing/Horizontal Gaze Nystagmus (SFST/HGN) train-the-trainer course.</p>			

<p>S-3. Update, strengthen, and implement legislation pertaining to impaired driving.</p>					<p>A-6. Champion the development of a National Database of Drunk Driving Offenders to identify repeat offenders from other states.</p>	<p>A-1. Increase Drunk Driving Enforcement Fund (DDEF) allocation to increase enforcement activities.</p> <p>A-2. Revise title 18 to give independent enforcement powers for drinking and driving to campus police & fund enforcement.</p> <p>A-3. Create a DWI court in each county to expedite hearings.</p> <p>A-4. After review of the recently enacted “.08 BAC” Law, study the potential effects of .further lowering the BAC level for DWI (i.e.”.05”)</p> <p>A-5. Implement Beer Keg Registration. This would require purchasers to provide their name, address, phone, or driver’s license number along with the seller having each keg uniquely tagged for identification. In the event of underage drinking and/or crashes occur, both seller and purchaser can be identified and could be subject to punishment.</p>
--	--	--	--	--	---	---

APPENDIX F:
REDUCE YOUNG DRIVER CRASHES

Emphasis Area 5: Reduce Young Driver Crashes (CYD)		
Team Leader	William Margaretta	NJ State Safety Council
Planning Session Participants	Rosemarie Anderson Donald Borowski Charles Feggans Barbara Geiger-Parker Jeffrey Hammond, M.D. Pamela Maiolo Violet Marrero Rachael Moore Andrew Oppenheimer Joseph Orth Patricia Ott Magdalena Padilla Richard Pouria Charles Stebbins, III Karen Yunk Mathew Zeller	DVRPC MVC NJDHTS Brain Injury Association of NJ Robert Wood Johnson, Dept. of Surgery AAA of New Jersey NJDHTS Insurance Council of NJ Keep Middlesex Moving Rutgers CAIT-LTAP NJDOT, Div. of Traffic Engineering & Safety Insurance Council of NJ MVC Stebbins Safety Services, Inc. FHWA- NJ Division Rutgers CAIT-LTAP

Reduce Young Driver Crashes (CYD)						
Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
National/Regional/Division/State Organizations						
Administrative:						
NHTSA Regional Office		X	X		X	
FHWA – NJ State	X		X		X	
Associations:						
AASHTO	X		X			
State Departments/Divisions						
Administrative:						
NJ Administrative Office of the Courts						
Local Courts						X
Municipal Courts						X
NJ Department of Education			X			
NJ Department of Transportation	X					
NJ Division of Health & Senior Services				X		
NJ Motor Vehicle Commission		X	X			
NJ Office of the Attorney General						
Division of Highway Safety		X	X			
Division of Law			X			X
Division of State Police		X		X		
Other: (Agencies)						
Municipal Court Service			X			X
Associations:						
AAA NJ			X	X		
Conference of Mayors			X			
Insurance Council of NJ			X			
NJ Broadcasters Association			X			
NJ Cable Telecommunications Association			X			
NJ Police Traffic Officers Association		X	X			
NJ Press Association			X			
NJ Safety Council			X			
NJ State Association of Chief's of Police		X	X			
NJ State Officers' Law Enforcement Association		X	X			
NJ State League of Municipalities			X			

Reduce Young Driver Crashes (CYD)						
Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
Regional Transportation Organizations						
South Jersey Traffic Safety Alliance		X			X	
Associations:						
Board of County Freeholders						
Educational Institutions						
College/Universities:						
Rutgers CAIT, LTAP, TSRC, PTAP, NTI, VTC			X			
Health Agencies						
NJ Hospital Association (Trauma/Regional Medical Centers)			X	X		
NJ Medical Society			X	X		
Legislators						
State:						
Senate						X
Assembly						X
Transportation Committee (Assembly)						X

Reduce Young Driver Crashes (CYD) Actions

Strategies	Action Items					
	Engineering	Enforcement	Education	EMS	Leadership/ Planning	Legislative
<p>S-1. Develop & implement a comprehensive educational program that will reduce crashes of young drivers.</p>			<p>A-1. Develop, institute, & enforce mandatory education for Graduated Drivers License (GDL) & driving schools on operational, psychological, & physical aspects of driving.</p> <p>A-2. a) Educate parents to provide guidance, instruction, & consequences to their children (e.g. Revise and disseminate “A Parent’s Guide to Traffic Safety”).</p> <p>b) Support the work of law enforcement, the judicial system, and the MVC on reducing crashes involving young drivers. This work could include a review of current practices where a plea agreement allows for a reduced charge and the individual avoid points and thus further gaps in existing laws are exploited to avoid a more serious sanction.</p> <p>A-3. Educate elected & appointed officials through distribution of the MVC & NJDHTS Annual Report to the Legislature on effectiveness of the GDL Program. Also, educate the general public on the proven successes of this program.</p> <p>A-4. Develop a media campaign for the general public to highlight the provisions of the GDL, provide real data on teen driving, and promote good driving behavior.</p> <p>A-5. a) Evaluate other state’s new driver training to improve the NJ program .</p> <p>b) Develop enhanced Core Curriculum</p>			

Reduce Young Driver Crashes (CYD) Actions

Strategies	Action Items					
	Engineering	Enforcement	Education	EMS	Leadership/ Planning	Legislative
			Standards to support GDL training in consultation with the New Jersey Department of Education.			
S-2. Evaluate regulatory, administrative, & legislative initiatives to reduce crashes in the young drivers' group.			A-3. Immediately develop a Memorandum of Understanding (MOU) among all stakeholders charged with upholding the provisions of Title 39 (law enforcement, courts, elected officials) in an effort to bring attention to these issues and hold parties accountable for their actions.		A-2. Prepare a report with action items for the Governor & Commissioners of NJDOT & MVC, along with the Director of NJDHTS.	A-1. Identify existing deficiencies in Title 39 (GDL).
S-3. Establish a zero tolerance of GDL and provisional licenses violations.					A-1. Integrate data bases to alert police & courts on offenses of GDL & provisional drivers.	A-2. Through the recently created Teen Driving Commission, consider amending Title 39 with regard to establishing and enforcing a mandatory zero tolerance law for a single offense which would put the driver into a remedial driver

Reduce Young Driver Crashes (CYD) Actions

Strategies	Action Items					
	Engineering	Enforcement	Education	EMS	Leadership/ Planning	Legislative
						education program with no plea bargain clause.

APPENDIX G:
SUSTAIN SAFE SENIOR MOBILITY

Emphasis Area 6: Sustain Safe Senior Mobility (SSM)		
Team Leader	Joseph Orth	Rutgers CAIT-LTAP
Planning Session Participants	Rosemarie Anderson	DVRPC
	Donald Borowski	MVC
	Capt. Kevin J. Burke	NJSP
	Grace Egan	New Jersey Foundation for Aging
	Pamela Fischer	AAA
	Janet Hansen	Rutgers CAIT-LTAP
	Stephanie Katz	NJ Dept. of Health and Senior Services
	Dr. Alvin Krass	Jersey Shore Medical Center
	Christine Mosier	Office of Senator Robert Smith
	Anna Okola	Rutgers TSRC
	Patricia Ott	NJDOT Div. of Traffic Engineering & Safety
	Susan Pigula	NJDOT – Bureau of Legislative Analysis
	Gina Sine	MVC
	Roden Lightbody	Ocean County Traffic Engineering
Alfred Tindall	NJDHTS	
Kenneth Wondrack	Rutgers PTAP	
Catherine Yeager	UMDNJ	
Karen Yunk	FHWA – NJ Division	

Sustain Safe Senior Mobility (SSM) Potential Partners						
Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
National/Regional/Division/State Organizations						
Administrative:						
NHTSA Regional Office		X	X		X	
FHWA – NJ State	X		X		X	
Associations:						
AASHTO			X			
TRB			X			
State Departments/Divisions						
Administrative:						
NJ Department of Transportation	X					
NJ Department of Health & Senior Services				X		
NJ Motor Vehicle Commission		X	X			
NJ Office of the Attorney General						
Division of Highway Safety		X	X			
Associations:						
AAA NJ			X	X		
AARP			X	X		
Regional Organizations						
MPOs (NJTPA, DVRPC, SJTPO)			X		X	
Transportation Management Associations			X		X	
Associations:						
Regional Planning Association – NJ Office			X		X	
Educational Institutions						
Colleges/Universities:						
Rutgers CAIT, LTAP, TSRC, PTAP, NTI, VTC			X			
Health Agencies						
NJ Foundation for Aging			X	X		
NJ Hospital Association (Trauma/Regional Med. Centers)			X	X		
NJ Medical Society			X	X		

Sustain Safe Senior Mobility (SSM) Actions

Strategies	Action Items					
	Engineering	Enforcement	Education	EMS	Leadership/Planning	Legislative
<p>S-1. Implement engineering solutions that address safe mobility of older drivers and pedestrians.</p>	<p>A-1. Promote & train the engineering community on the universal understanding of Older Driver Design Guidelines.</p> <p>A-2. Upgrade design standards to align with older driver guidelines.</p> <p>A-3. Expand the Senior Safety Initiative which identified locations with a high senior population and crashes, conducted a safety audit, and made improvements to those locations. This initiative is in conjunction with the New Jersey Department of Health and Senior Services, who promote health and safety programs to the senior population at these locations.</p> <p>A-4. Upgrade existing pavement markings & signs in accordance with Older Driver Design guidelines.</p>					
<p>S-2. Develop a new comprehensive educational</p>					<p>A-1. Recruit representatives from and advocates for the</p>	

Sustain Safe Senior Mobility (SSM) Actions

Strategies	Action Items					
	Engineering	Enforcement	Education	EMS	Leadership/Planning	Legislative
plan to address planning, assessment, referrals, program alternatives, legal, and law enforcement issues.					Senior population in addition to organizations that provide senior services (e.g. AARP, AAA of NJ, NJDOHSS, MVC, NJDHTS, NJ Foundation for Aging, & Safety Impact Team) to participate in the transportation safety planning process.	
S-3. Develop public transportation alternatives for older drivers in suburban and rural areas.					<p>A-1. Identify existing state and local transportation alternatives (e.g. One Call System, Clearinghouse) and promote/market existing resources.</p> <p>A-2. Expand and improve alternatives for the current system (e.g. absence of guidelines for developers to build multi-use facilities for seniors to access basic necessities & social opportunities.).</p> <p>A-3. Address land use considerations when developing public transportation alternatives.</p>	
S-4. Develop a systematic approach to address at risk drivers and overall roadway safety.			A-1 b) Implement required testing through MVC (i.e. vision, cognitive, and physical).		<p>A-1. a) Identify & implement objective valid assessment tools to measure cognitive & physical driving abilities.</p> <p>A-2. Develop an objective mechanism to identify at-risk drivers through triggers (e.g. medical, MVC- crashes and</p>	

Sustain Safe Senior Mobility (SSM) Actions

Strategies	Action Items					
	Engineering	Enforcement	Education	EMS	Leadership/Planning	Legislative
					citations, judges, and law enforcement).	

APPENDIX H:
INCREASE DRIVER SAFETY AWARENESS

Emphasis Area 7: Increase Driver Safety Awareness (DSA)		
Team Leader	Karen Yunk	FHWA NJ Division
Planning Session Participants	Donna Allison	Ridewise TMA
	William Beans	NJDOT Bureau of Safety Programs
	Tara Braddish	HART TMA
	Ann Burton	NHTSA
	John Ciaffone	TransOptions TMA
	John Coscia, Jr.	DVRPC
	Gregorgy Fera	NJ Department of Education
	Lois Goldman	NJTPA
	William Hoffman	FHWA – NJ Division
	Barry Keppard	Greater Mercer TMA
	Edward Liu	NJDOT Bureau of Safety Programs
	Pamela Maiolo	AAA
	William Margaretta	NJ State Safety Council
	Frank Mongioi, Jr.	Meadowlink TMA
	Rachael Moore	Insurance Council of NJ
	Anna Okola	Rutgers TSRC
	Andrew Oppenheimer	Keep Middlesex Moving
	Joseph Orth	Rutgers CAIT-LTAP
	Patricia Ott	NJDOT Div. of Traffic Engineering & Safety
	James Peck	Consultant
	Eric Powers	NJDOT
	William Ragazine	Cross County Connection TMA
	Dale Sulpy	NJ Transit
	Teresa Thomas	South Jersey Traffic Safety Alliance
	Alfred Tindall	NJDHTS
	Don Watt	Trans Options TMA
	Scott Wishart	NJSP
	Mathew Zeller	Rutgers TSRC

Increase Driver Safety Awareness (DSA)						
Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
National/Regional/Division/State Organizations						
Administrative:						
NHTSA Regional Office		X	X		X	
FHWA – NJ State	X		X		X	
Federal Motor Carrier Safety Administration – NJ State		X	X			
Associations:						
AASHTO	X		X			
TRB	X		X			
State Departments/Divisions						
Administrative:						
NJ Department of Education			X			
NJ Department of Transportation	X					
NJ Department of Health & Senior Services			X	X		
NJ Motor Vehicle Commission		X	X			
NJ Office of the Attorney General						
Division of Highway Safety		X	X			
Division of State Police		X		X		
Other: (Agencies)						
Municipal Court Services						
Associations:						
AAA NJ			X	X		
Conference of Mayors			X			
County and Municipal Traffic Engineers' Association	X		X			
Insurance Council of NJ			X			
International Traffic Engineers – Region	X		X			
NJ Broadcasters Assoc.			X			
NJ Cable Telecommunications Association			X			
NJ Police Traffic Officers Association		X	X			
NJ Press Association			X			
NJ Safety Council			X			
NJ State Association of Chief's of Police		X	X			
NJ State First Aid Council			X	X		
NJ State Officers' Law Enforcement Association		X	X			
NJ State League of Municipalities			X			

Increase Driver Safety Awareness (DSA)						
Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
Regional Organizations						
MPOs (NJTPA, DVRPC, SJTPO)			X		X	
South Jersey Traffic Safety Alliance		X	X		X	
Transportation Management Associations			X		X	
Associations						
Board of County Freeholders			X			
Regional Planning Association – NJ Office			X		X	
Transcom			X		X	
Educational Institutions						
Colleges/Universities:						
Rutgers CAIT, LTAP, TSRC, PTAP, NTI, VTC			X			
Associations:						
DARE of NJ			X			
End DWI			X			
MADD			X			
Health Agencies:						
NJ Foundation for Aging			X		X	
NJ Hospital Association (Trauma/Regional Med. Centers)			X	X		
NJ Medical Society			X	X		

Increase Driver Safety Awareness (DSA) Actions						
Strategies	Action Items					
	Engineering	Enforcement	Education	EMS	Leadership/ Planning	Legislative
S-1. Develop & implement a comprehensive Statewide Traffic Safety Campaign.					<p>A-1. Define the campaign priorities.</p> <p>A-2. Enlist appropriate partners.</p> <p>A-3. Develop a campaign action plan .</p>	
S-2. Utilize partners to promote traffic safety campaigns.			<p>A-2. Establish a transportation safety information exchange network (list serve) to share resources, communication mechanism, projects and progress database, best practices, & meetings/events.</p>		<p>A-1. Identify a hierarchy of program implementation partners.</p>	
S-3. Educate the public about safe driving, pedestrian, and cycling practices.			<p>A-1. Compile a list of current safety programs and projects.</p> <p>A-2. Determine what additional programs projects need to be developed.</p> <p>A-3. Develop & implement a PreK-12 transportation safety curriculum as needed.</p> <p>A-4. Develop & implement targeted educational programs on the following, as needed:</p> <ul style="list-style-type: none"> ✓ Novice Drivers ✓ Older Drivers ✓ Aggressive Drivers ✓ Drunk Drivers ✓ Drowsy Drivers ✓ Pedestrians ✓ Bicyclists ✓ Motorcyclists ✓ Truckers ✓ Public <p>A-5. Develop and implement targeted media programs to educate the public.</p>		<p>A-6. Conduct pre and post campaign surveys.</p>	

APPENDIX I:
REDUCE PEDESTRIAN, BICYCLE, RAIL & VEHICULAR
CONFLICTS

Emphasis Area 8: Reduce Pedestrian, Bicycle, Rail and Vehicular (PBRV) Conflicts		
Team Leaders:	Elise Bremer-Nei Paul Schneider	NJDOT Pedestrian & Bicycle Programs NJDOT Railroad Engineering & Safety
Planning Session Partners	John Boyle William Beans Sandra Brillhart Charles Carmalt James Crane Todd Hirt Rosaria Ippolito Darren Jaffee Barry Keppard Richard Kruzelnick Pamela Lebeaux Janet Leli Martin Livingston John Madera William Margaretta Stephanie Mensch Anna Okola Andrew Oppenheimer Patricia Ott Betsy Stern Ronald Tindall Michael Viscardi Leigh Ann Von Hagen Karen Yunk	Bicycle Coalition of Greater Philadelphia NJDOT Bureau of Safety Programs Greater Mercer TMA NJ Committee for East Coast Greenway Alliance Ridewise TMA NJDOT Railroad Engineering Meadowlink TMA Cross County Connection TMA Greater Mercer TMA NJDOT Railroad Engineering Parsons Brinckerhoff CAIT-LTAP at Rutgers University Burlington County Engineering Department DVRPC NJ State Safety Council AAA of South Jersey TSRC at Rutgers University Keep Middlesex Moving TMA NJDOT Div. of Traffic Engineering & Safety NJ Transit NJTPA NJ Transit Voorhees Transportation Center at Rutgers FHWA – NJ Division

Reduce Pedestrian, Bicycle, Rail & Vehicular (PBRV) Conflicts Potential Partners						
Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
National/Regional/Division/State Organizations						
Administrative:						
NHTSA Regional Office		X	X		X	
FHWA – NJ State	X		X		X	
Federal Motor Carrier Safety Administration – NJ State		X	X			
Associations:						
AASHTO	X		X			
TRB	X		X			
ITE	X		X			
APA	X		X			
APBP	X	X	X		X	X
ASCE	X		X			
State Departments/Divisions						
Administrative:						
NJ Administrative Office of the Courts						
Local Courts						X
Municipal Courts						X
NJ Department of Education			X			
NJ Department of Transportation	X					
NJ Department of Health & Senior Services				X		
NJ Motor Vehicle Commission		X	X			
NJ Office of the Attorney General						
Division of Highway Safety		X	X			
Division of Law		X				
Division of State Police		X		X		
Other: (Agencies)						
Municipal Court Service						X
Associations:						
AAA NJ			X	X		
Conference of Mayors			X			
NJ Broadcasters Association			X			
NJ Cable Telecommunications Association			X			
NJ Police Traffic Officers Association		X	X			

Reduce Pedestrian, Bicycle, Rail & Vehicular (PBRV) Conflicts Potential Partners

Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
NJ Press Association			X			
NJ Safety Council			X			
NJ State Association of Chief's of Police	X		X			
NJ State Officers' Law Enforcement Association		X	X			
NJ State League of Municipalities			X			
Regional Organizations						
MPOs (NJTPA, DVRPC, SJTPO)					X	
South Jersey Traffic Safety Alliance		X			X	
Transportation Management Associations					X	
Associations						
Board of County Freeholders					X	
East Coast Greenway					X	
Regional Planning Association – NJ Office					X	
TRANSCOM					X	
Educational Institutions						
Colleges/Universities						
NJ Institute of Technology			X			
Rowan University			X			
Rutgers CAIT, LTAP, TSRC, PTAP, NTI, VTC			X			
Railroad Agencies						
NJ Transit			X			
Legislators						
National						
Congress					X	
Senate					X	
State						
Senate					X	
Assembly					X	
Transportation Committee (Assembly)					X	
Advocacy						
NJ Safe Kids			X		X	X
Bicycle Coalition of Greater Philadelphia			X		X	X
Central Jersey Bicycling Club			X		X	X
Princeton Freewheelers			X		X	X
North Jersey Bicycle Touring Club			X		X	X

**Reduce Pedestrian, Bicycle, Rail & Vehicular (PBRV) Conflicts
Potential Partners**

Potential Partners	Resources					
	Eng	Enf	Ed	EMS	L/P	Leg.
The BRAKES Group			X		X	X
Trenton Cycling Revolution			X		X	X

Reduce Pedestrian, Bicycle, Rail & Vehicular (PBRV) Crashes Actions

Strategies	Action Items					
	Engineering	Enforcement	Education	EMS	Leadership/Planning	Legislative
<p>S-1. Educate & encourage all stakeholders on enforcement to reduce pedestrian, bicycle, rail & vehicular conflicts.</p>		<p>A-1. a) Develop a municipal report card on enforcement of traffic ordinances & citations for pedestrian, bicycle, & rail conflicts with appropriate incentives (e.g. grant funding for improvements).</p> <p>A-7. Promote proactive enforcement of pedestrian, bicycle, rail negligence.</p>	<p>A-3. Incorporate pedestrian, bicycle, & rail issues into the appropriate driver education curriculum and have the drivers; test reviewed by field experts.</p> <p>A-4. Work with the judicial system on pedestrian, bicycle, & rail safety issues through field experience to define the problem and potential implications of these violations as further background for their deliberations.</p> <p>A-5. Publicize consistent monthly safety messages throughout the year (e.g. Twelve Months of Safety Calendar) on pedestrian, bicycle, & rail issues.</p> <p>A-6. Educate engineers on the availability of design resources for use.</p>		<p>A-2. Develop an annual data report for the public, specifically to indicate the magnitude of crash issues and the location of the pedestrian, bicycle, rail, & vehicular conflicts.</p> <p>A-8. Promote partnerships to advocate for pedestrian, bicycle, and rail highway grade crossing safety.</p> <p>A-9. Advocate for active public outreach and education. These include Safe Routes to School, Traffic Calming, & Road Diets (a perceptual or physical roadway change to slow traffic).</p>	<p>A-1. b) Identify, revise, and promote changes in Title 39 that address and strengthen enforcement of pedestrian and bicyclist's right to use the roadway.</p>
<p>S-2. Design, develop & implement a</p>	<p>A-2. Implement traffic calming devices where</p>				<p>A-1. Promote use of pedestrian, bicycle, & rail</p>	

<p>transportation system that accommodates all users.</p>	<p>appropriate and authorize traffic calming roundabouts.</p> <p>A-3. a) Develop standards for bike parking facilities and implementation.</p> <p>b) Require that bike parking facilities reflect an adequate percentage of the overall parking requirement.</p> <p>A-4. Develop a MUTCD supplement & NJ Roadway Design Manual for Highway- Rail Grade Crossings.</p> <p>A-5. Evaluate the benefits of & apply as appropriate:</p> <ul style="list-style-type: none"> a) Midblock crosswalks b) Median refuge islands c) Sidewalks d) Lighting e) ADA facilities f) TOD – Transit Village g) Innovative pedestrian signals h) Dedicated bicycle facilities. i) “Complete Streets”- routinely accommodating travel by all transportation modes. <p>A-6. Develop & implement improved designs for pedestrian/bicycles at interchanges & jug handles.</p>				<p>modeling tools at the planning level with technical proof of outcomes that include before/after analysis, best practices (county roads, media programs & case studies.</p> <p>A-7. Improve pedestrian, bicycle, & rail highway user data.</p>	
<p>S-3. Ensure that safety is addressed in policy,</p>			<p>A2 Explore sidewalk construction and maintenance</p>			<p>A-1. a) Advocate for legislation that would</p>

<p>planning, & land use decisions.</p>			<p>practices and establish a funding policy for state, county, and local government to fund sidewalks.</p> <p>A-6 a) Investigate pedestrian, bicycle, & rail safety at major transit stations & along all bus routes, schools, & commercial zones.</p> <p>A-7. Inspection & enforcement power over railroads and light rail systems is unclear & needs to be studied, strengthened & mandated.</p>	<p>A-3. Establish standards for pedestrian, bicycle, & rail issues in NJ Access Code.</p> <p>A-4. Develop prioritization formula for funding pedestrian, bicycle, & rail safety projects.</p> <p>A-5. Coordination of regional sidewalk & trail network.</p> <p>A-6b) GIS recommendations for developing priorities (e.g. crash pedestrian index transit data).</p> <p>A-8. Establish standards for pedestrian, bicycle, & rail issues as part of the planning submission.</p> <p>A-9. Dedicate funding, enhance, and promote the state's "Establish Operation Lifesaver Program". The Program is a public education program to promote safety at railroad crossings and on railroad right of way.</p> <p>A-10. Establish a Coordinator for the Safe Routes to School Program in NJ.</p>	<p>require a circulation element in municipal master plans that addresses pedestrian, bicycle, transit, and other multimodal issues,etc.</p> <p>b) Advocate for the revision of sections in the Municipal Land Use Code to address and accommodate pedestrian and bicycle friendly features.</p>
--	--	--	--	---	---

APPENDIX J: OVERALL CSHSP

NJ CSHSP Assessment Tool		Level 1	Level 2	Level 3	Level 4	
		No prog	Minimal Action	Under way	Comp. Prog.	
Minimize Roadway Departures (MRD)	R-A.	Comprehensive Pavement Markings and Delineations Program			•	
	R-B.	Targeted Shoulder Rumble Strip Program				•
	R-C.	Improve Design Process to Incorporated Safety				•
	R-D.	Better Guidance to Control Variance in Speed			•	
	R-E.	Improve Roadway Maintenance Programs		•		
	L-A	Upgrading Roadside Safety Hardware		•		
	L-B	Implement National Hazardous Trees Effort		•		
	L-C	Implement National Reduce Hazard of Roadside Utility Poles Policy		•		
	L-D	Guidance to Improve Ditches and Backslopes		•		
	L-E	Guidelines for Safe Urban Streetscape Design		•		
	H-A	Innovative Centerline Treatments			•	
	H-B	Reduce Across-Median Crashes on Freeways and Arterials with Narrow Medians		•		
Improve Design/ Operations of Inter. (DOI)	A.	Safety of Intersections Using Automated Methods to Monitor and Enforce Intersection Traffic Control				
	B.	Intersection Safety Through Upgrading of Signalized Intersection Controls that Smooth Traffic Flow				•
	C.	Improve Intersection Safety With New Technologies			•	
	D.	More Effective Access Management Policies with a Safety Perspective		•		
Curb Aggressive Driving (CAD)	A.	Develop/Implement Comprehensive Programs to Combat Aggressive Driving		•		
	B.	Promote Use of Advanced Technologies to Support Enforcement Efforts			•	
Reduce Impaired Driving (RID)	A.	Advance Stronger Legislation to Reduce Drinking and Driving				•
	B.	Develop/Implement Comprehensive Sobriety Checkpoints and Saturation Blitzes				•
	C.	Reduce Incidences of Drinking and Driving in 21-34 Age Group			•	
	D.	Create More Effective Ways to Deal With Repeat DUI Offenders	•			
	E.	Build State Programs That Target Drug-Impaired Driving	•			
	F.	Develop/Implement a Comprehensive Public Awareness Program				•
Reduce Crashes With Young Drivers (CYD)	A.	Implement Graduated Licensing System (GLS)			•	
	B.	Competency-Based Training and Assessment Procedures for New Drivers		•		
	C.	Evaluation System for Drivers Moving from Provisional to Regular License Stage		•		
Sustain Senior Mobility	A.	Improve Highway Infrastructure to Safely Accommodate Older Drivers		•		
	B.	Implement Comprehensive Approach to Assist Older-Driver Safety		•		

NJ CSHSP Assessment Tool			Level 1	Level 2	Level 3	Level 4
			No prog	Minimal Action	Under way	Comp. Prog.
(SSM)	C.	Access Feasibility of ATIS and AVCS for Sustaining Mobility and Enhancing Proficiency.	•			
Increase Driver Safety Awareness (DSA)	A.	Initiate, Develop, and Market a National Campaign to Increase Driver Safety Awareness of Dangers and Consequences			•	
	B.	Create Awareness Efforts to Deal with Less Understood and Emerging Safety Concerns			•	
Pedestrian, Bicycle, Rail and Vehicular Conflicts (PBRV)	A-P	Update Existing and Develop New Warrants/Guides/Standards for Safe Accommodation of Pedestrians			•	
	B-P	Implement Comprehensive Programs (3E's) to Impact Impaired (Alcohol, Drug, General) Pedestrians	•			
	C-P	Encourage States to Become Active in Public Outreach and Training on Pedestrian Safety				•
	D-P	Develop Programs to Improve Pedestrian and Bicycle Safety Accommodations for Intersections/Interchanges			•	
	E-P	Enact New or Modified Legislation and Adopt Policies to Provide Safer Accommodation of Pedestrians		•		
	F-P	Implement Comprehensive Integrated Pedestrian Safety Programs Targeting Major Pedestrian Crash Concerns				•
	A-B	Seek Adoption of Policies to Better Accommodate Bicyclists and Encourage State Legislation to Fund Facilities		•		
	B-B	Develop/Implement Public Information and Education Program on Bicycle Safety Targeting All Age Groups of Bicyclists and Drivers		•	•	
	B-C	Provide Educational Materials to Police/Judiciary on Importance of Bicycle Safety Laws and Enforcement		•		
	B-D	Increase Bicycle Helmet Usage				•
	R-A	Finalize Development and Deploy Improved Passive Warning Devices		•		
	R-B	Establish National Guidelines for Highway-Rail Grade Crossings			•	
	R-C	Improve Driver Training and Licensing for Approaching and Traversing Highway Rail Crossings	•			
	R-D	Adopt Advanced Technology for Enforcement and Crash Prevention to Minimize Motorist Violations at Crossings		•		

Definitions:

Level 1: The agency/organization has no program planned or in place to address the indicated strategy.

Level 2: The agency/organization has some minimal action planned or underway, but is not aggressively addressing the indicated strategy.

Level 3: The agency/organization has a program underway to address the indicated strategy, but the effectiveness of the program has not been evaluated.

Level 4: The agency/organization has a comprehensive program to address the indicated strategy, evaluates effectiveness of the program, and takes actions to improve performance.

Potential Partners by Emphasis Area								
	MRD	DOI	CAD	RID	CYD	SSM	DSA	PBR
National/Regional/Division/State Org.								
Administrative:								
NHTSA Regional Office			•	•	•	•	•	•
FHWA – NJ State	•	•	•	•	•	•	•	•
Federal Motor Carrier Safety Admin - NJ	•	•	•				•	•
Associations:								
AASHTO	•	•	•	•	•	•	•	•
TRB	•	•	•			•	•	•
State Departments/Divisions								
Administrative:								
NJ Administrative Office of the Courts			•	•	•			•
Local Courts				•	•			
Municipal Courts				•	•			•
NJ Department Education	•	•	•	•	•		•	•
NJ Department of Environmental Protection	•							
NJ Department Transportation	•	•	•	•	•	•	•	•
NJ Department of Health & Senior Services						•	•	•
NJ Motor Vehicle Commission	•	•	•	•	•	•	•	•
NJ Office of the Attorney General								
Division of Alcohol & Beverage Control				•				
Division of Highway Safety	•	•	•	•	•	•	•	•
Division of Law					•			•
Division of State Police		•	•	•	•		•	•
Other: (Agencies)								
Board of Public Utilities	•							

Potential Partners by Emphasis Area								
	MRD	DOI	CAD	RID	CYD	SSM	DSA	PBR
Municipal Court Service			•		•		•	•
Associations:								
AAA NJ	•	•	•	•	•	•	•	•
AARP						•		
American Society of Civil Engineers - NJ	•	•						
Conference of Mayors	•	•	•	•	•		•	•
County and Municipal Traffic Engineers' Association	•	•					•	
Insurance Council of NJ	•	•	•	•	•		•	
International Traffic Engineers - Region	•	•					•	
NJ Broadcasters Association	•	•	•	•	•		•	•
NJ Cable Telecommunications Association	•	•	•	•	•		•	•
NJ Motor Truck Association	•		•					•
NJ Police Traffic Officers Association		•	•	•	•		•	•
NJ Press Association	•	•	•	•	•		•	•
NJ Safety Council			•	•	•		•	•
NJ State Association of Chiefs of Police		•	•	•	•		•	•
NJ State First Aid Council							•	
NJ State Officers' Law Enforcement Association		•	•	•	•		•	•
NJ State League of Municipalities	•	•	•	•	•		•	•
Regional Organizations								
MPOs (NJTPA, DVRPC, SJTPO)	•	•	•			•	•	•
South Jersey Traffic Safety Alliance		•	•	•	•		•	•
Transportation Management Associations		•	•			•	•	•
Associations:								
Board of County Freeholders	•	•	•	•	•		•	•
East Coast Greenway								•

Potential Partners by Emphasis Area								
	MRD	DOI	CAD	RID	CYD	SSM	DSA	PBR
Regional Planning Association - NJ Office						•	•	•
TRANSCOM							•	•
Colleges/Universities:								
College of NJ				•				
New Jersey Institute of Technology				•				•
Rowan University				•				•
Rutgers CAIT,LTAP,TSRC,PTAP, NTI,VTC	•	•	•	•	•	•	•	•
Center for Alcohol Studies				•				
Associations:								
DARE of NJ				•			•	
End DWI				•			•	
MADD				•			•	
Health Agencies								
NJ Foundation for Aging						•	•	
NJ Hospital Association (Trauma/Regional Medical Centers)				•	•	•	•	
NJ Medical Society				•	•	•	•	
Rail Agencies								
NJ Transit								•
Legislators								
National								
Congress								•
Senate								•
State								
Senate			•	•	•			•

Potential Partners by Emphasis Area

	MRD	DOI	CAD	RID	CYD	SSM	DSA	PBR
Assembly	•		•	•	•			•
Transportation Committee (Assembly)	•		•	•	•			•

APPENDIX K:
LIST OF ACRONYMS

4E's:	Engineering, Education, Enforcement, Emergency Medical Services
AASHTO:	American Association of State Highway Transportation Officials
ADA:	American Disabilities Act
BAC:	Blood Alcohol Content
BPU:	Board of Public Utilities
CAFRA:	Coastal Area Facilities Review Act\
CDL:	Commercial Drivers License
CSHSP:	Comprehensive Strategic Highway Safety Plan
CVSP:	Commercial Vehicle Safety Plan
DDEF:	Drunk Driving Enforcement Fund
DEP:	Department of Environmental Protection
DUI:	Driving Under the Influence
DWI:	Driving While Intoxicated
EA:	Emphasis Area(s)
EMS:	Emergency Medical Services
EMT:	Emergency Medical Technician
FARS:	Fatal Analysis Reporting System
GDL:	Graduated Drivers License
HSIP:	Highway Safety Improvement Program
HSP:	Highway Safety Plan (Section 402)
IDRC:	Intoxicated Driver Resource Center
ITE:	Institute of Transportation Engineers
ITS:	Intelligent Transportation Systems
MCSAP:	Motor Carrier Safety Assistance Program
MOU:	Memorandum of Understanding
MPO:	Metropolitan Planning Organization
MUTCD:	Manual on Uniform Traffic Control Devices
NCHRP:	National Cooperative Highway Research Program
RPM:	Raised Pavement Marker
ROW:	Right-of-Way
SAFETEA-LU:	Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users
SCP:	Safety Conscious Planning
SCPWG:	Safety Conscious Planning Working Group
SHPO:	State Historic Preservation Office
SHSP:	Strategic Highway Safety Plan
SIT:	Safety Impact Team
SMTF:	Safety Management Task Force
STIP:	Statewide Transportation Improvement Program
STRCC:	Statewide Traffic Records Coordinating Committee
TCC:	Traffic Control Coordinator
TOD:	Transit Oriented Development
TRB:	Transportation Research Board
USDOT:	United States Department of Transportation
VMT:	Vehicle Miles Traveled