New Jersey 2020
Strategic Highway Safety Plan

Emphasis Area

DRIVER BEHAVIOR

Team Leader: Tracy Noble
Room 225 West

Safety Summit #2

Emphasis Area Breakout Session (90 minutes)

Agenda

1. Review Goals of the Session (5 minutes)
2. Review Data and Identify Key Data Questions (20 minutes)
3. Review Existing Strategies (20 minutes)
4. Identify Additional Potential Strategies (15 minutes)
5. Discuss Prioritization of Strategies (30 minutes)

Emphasis Area

DRIVER BEHAVIOR

Contents

- Drowsy/Distracted Drivers
- Aggressive Drivers
- Impaired Drivers
- Unlicensed Drivers
- Unbelted Drivers & Occupants

Drowsy/Distracted Drivers Crash Data Sheet

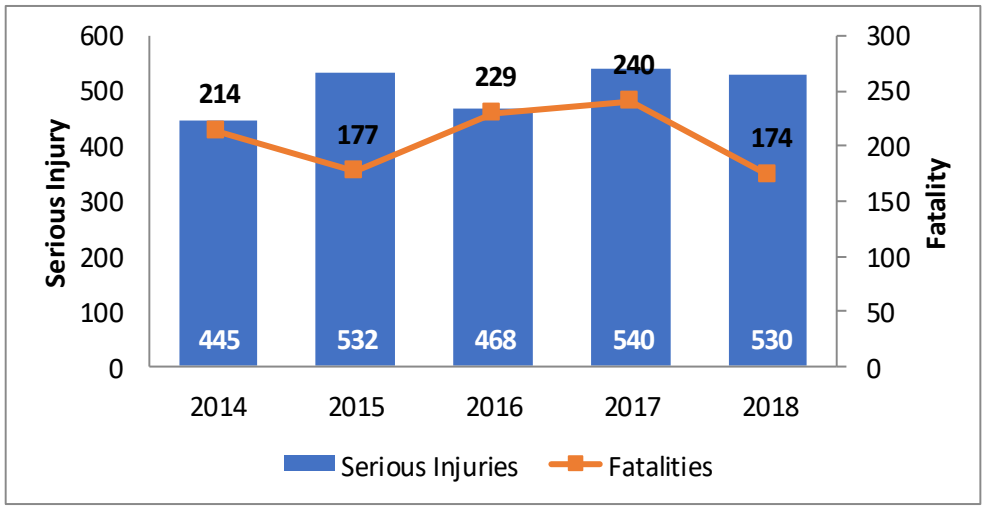
Summit #2 **January 21, 2020**

Drowsy/Distracted Drivers Crash Quick Facts

- Accounts for 45% of all NJ fatalities and serious injuries.
- Data from 2014-2018
- 1,034 fatalities
- Increase of 1% from 2015 SHSP
- 2,515 serious injuries
- Decrease of 21% from 2015 SHSP

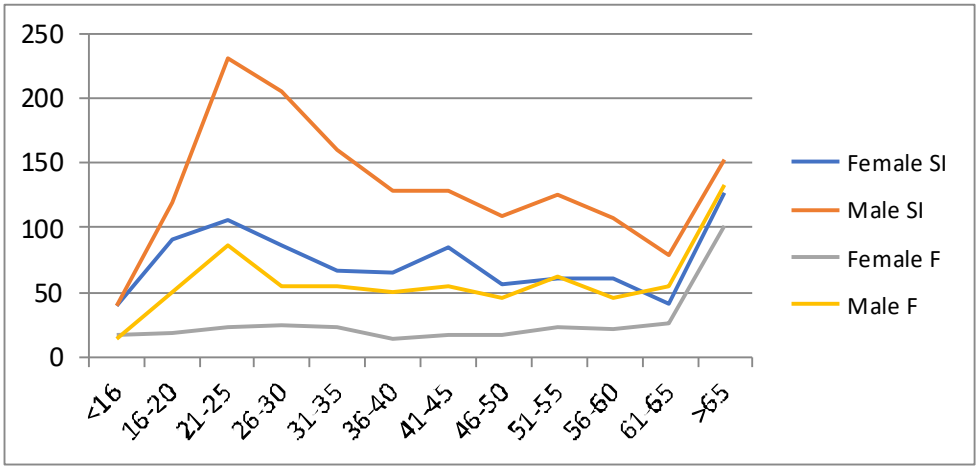
Summary

This fact sheet provides many details of drowsy/distracted driving crash fatalities and serious injuries (FSI). It also provides suggested strategies to reduce lane departure fatalities and serious injuries in NJ.

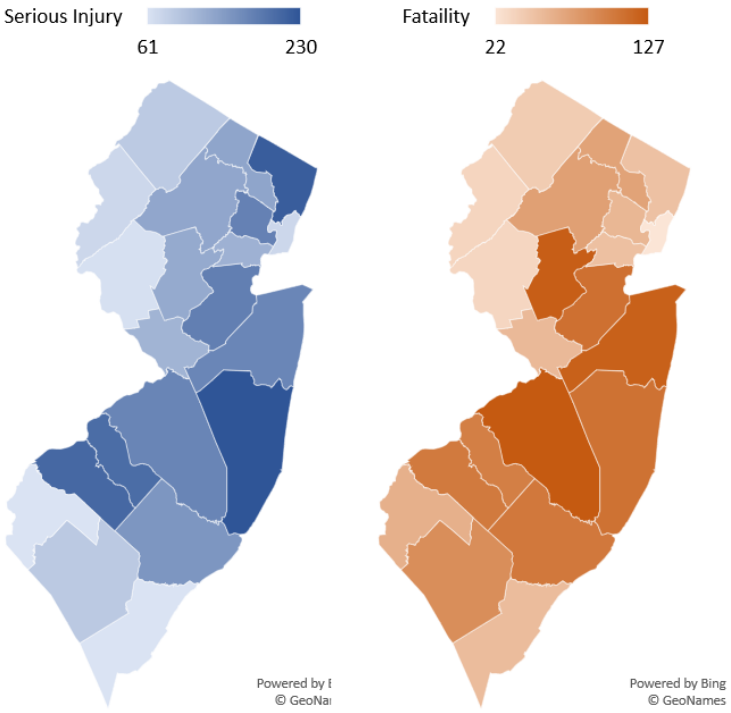


Who Was Involved?

Male drivers aged 21-25 years old are involved in the most drowsy/distracted driving fatalities and serious injuries. The most serious injuries for female drivers is also in this age range.



Where Did Crashes Occur?



Fifty-eight percent (58%) of fatalities and serious injuries as a result of drowsy/distracted driving occurred in the NJTPA region.

FSI by Roadway Type

Roadway	Rural		Urban	
Interstate	28	1%	261	7%
State	116	3%	1047	30%
County	140	4%	860	24%
City	15	0%	227	6%
Other	0	0%	0	0%
Total	299		2,395	

24% FSI - Unknown Roadway Type

FSI by Functional Class

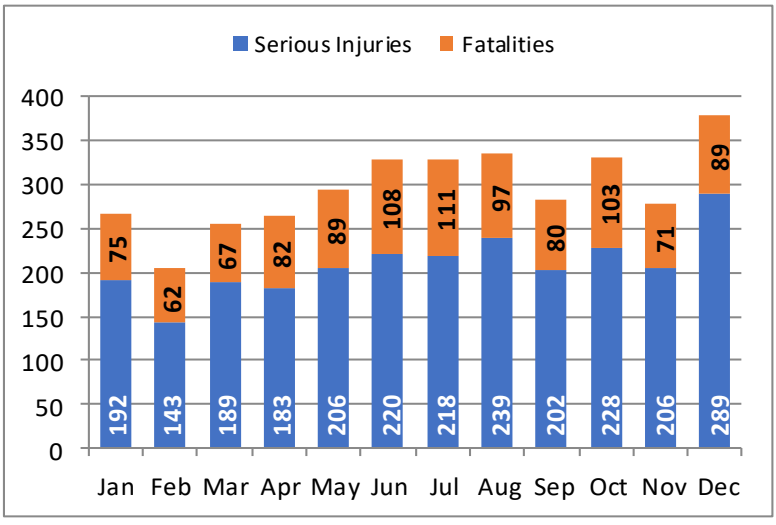
Functional Class	<=25 mph	30-45mph	45+ mph
Interstate	3	6	323
Freeways	3	23	245
Principal Arterial	99	446	373
Minor Arterial	194	343	145
Major Collector	92	124	100
Minor Collector	2	14	7
Local	35	28	16
Other	452	272	74

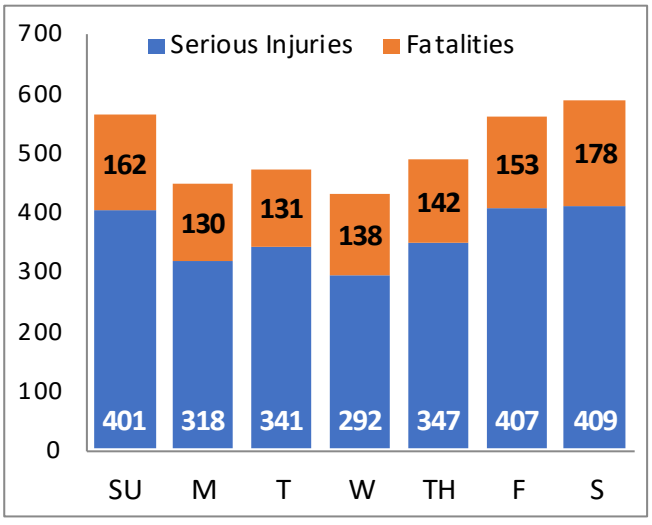
FSI by County (top) and MPO (bottom)

MPO	Fatality		Serious Injury	
DVRPC	291	28%	640	25%
NJTPA	540	52%	1530	61%
SJTPO	203	20%	345	14%

When Did Crashes Occur?

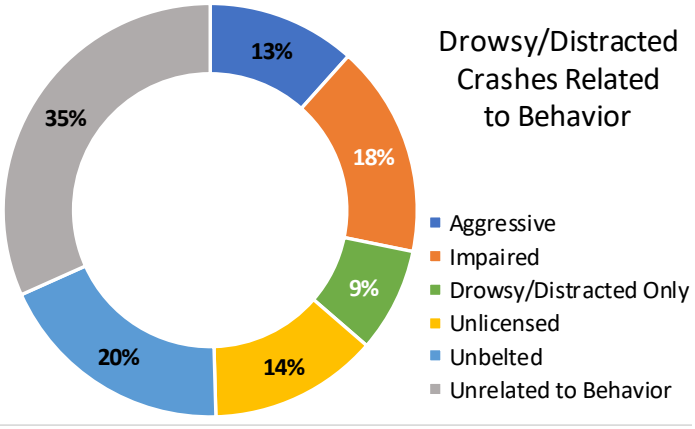
Both fatalities and serious injuries occurred mostly during the weekend. Fatalities happened primarily in the summer (June-July) while serious injuries experienced an increase in December.

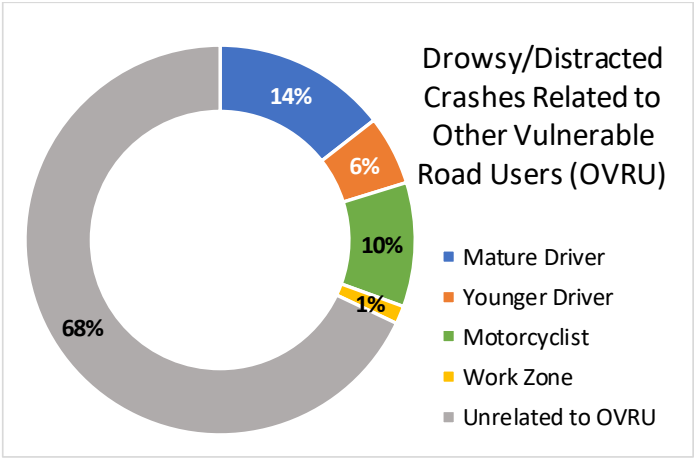




Contributing Factors

Relationship to Other SHSP Emphasis Areas

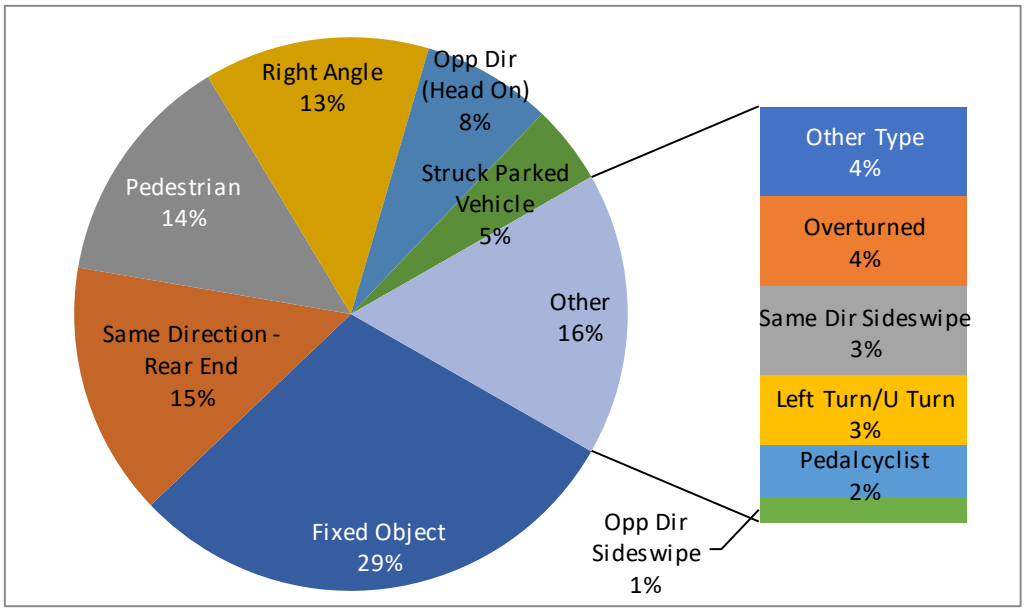




Approximately 5% of drowsy/distracted driving crashes occurred at intersections and 11% were lane departure.

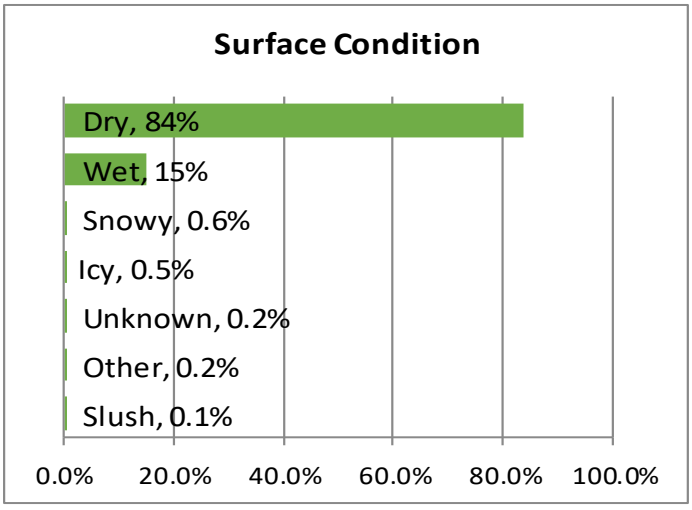
Crash Type

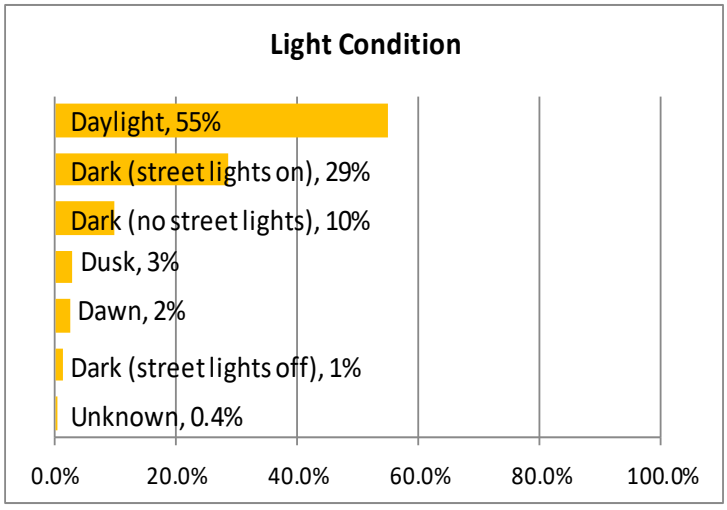
Drowsy/distracted driving fatalities and serious injuries resulted in fixed object crashes as the top crash types. Pedestrian/bicyclist crashes accounted for 16% of the total.



Surface and Light Conditions

Drowsy/distracted driving fatalities and serious injuries mainly occurred during the day and on dry pavement





Strategies

The NJ 2015 SHSP identified several strategies that have the greatest potential to reduce aggressive driving fatalities and serious injuries.

Increase Driver Awareness of Distracted Driving and Associated Risks

- Conduct education and public awareness campaigns on the risks and consequences of distracted driving.

Promote Driver Focus and Perceived Consequences through Stronger Policies, Penalties, and Enforcement

- Incorporate information on distracted driving into education programs and materials for young drivers.
- Implement policy prohibiting young drivers issued a restricted or intermediate license from driving with unrelated underage passengers.
- Strengthen text-messaging-while-driving law to prohibit all drivers from using any electronic communication device while driving (similar to drivers with a restricted license).
- Conduct high-visibility enforcement of distracted driving laws to maximize compliance through public perceived risk of being stopped.

Enforce Requirements through Alternative Sources

- Implement employer sanction programs prohibiting the use of any electronic communication device while driving on company business.

Additional Considerations
Make roadways safer for drowsy and distracted drivers

- Install shoulder and/or centerline rumble strips★
- Implement roadway improvements to reduce the likelihood and severity of drowsy/distracted crashes.

Provide safe stopping and resting areas

- Improve access to safe stopping and resting areas.
- Improve rest area security and services.

★ *FHWA Proven Safety Countermeasure*

Overview of the Drowsy/Distracted Drivers Crash Query

- NJDOT Crash Records Database (100% of records)
- Contributing Circumstances noted in NJTR-1 as Driver Inattention or
- Driver Physical Status noted in the NJTR-1 as Fatigue or Fell Asleep or
- Cell Phone in Use

U.S. Department of Transportation
Federal Highway Administration

Longitudinal Rumble Strips and Stripes

Shoulder rumble strips and center line rumble stripes are installed on this roadway.

Source: FHWA

Longitudinal rumble strips are milled or raised elements on the pavement intended to alert drivers through vibration and sound that their vehicles have left the travel lane. They can be installed on the shoulder, edge line of the travel lane, or at or near center line of an undivided roadway.

Rumble stripes are edge line or center line rumble strips where the pavement marking is placed over the rumble strip, which can result in an increased visibility of the pavement marking during wet, nighttime conditions.

SAFETY BENEFITS:

CENTER LINE RUMBLE STRIPS

44-64%

Head-on, opposite-direction, and sideswipe fatal and injury crashes

SHOULDER RUMBLE STRIPS

13-51%

Single vehicle, run-off-road fatal and injury crashes

Source: NCHRP Report 641, *Guidance for the Design and Application of Shoulder and Centerline Rumble Strips.*

With roadway departure crashes accounting for more than half of the fatal roadway crashes annually in the United States, rumble strips and stripes are designed to address these crashes caused by distracted, drowsy, or otherwise inattentive drivers who drift from their lane. They are most effective when deployed in a systemic application since driver error may occur on all roads.

Example of an edge line rumble stripe.

Source: Missouri DOT

Transportation agencies should consider milled center line rumble strips (including in passing zone areas) and milled edge line or shoulder rumble strips with bicycle gaps for systemic safety projects, location-specific corridor safety improvements, as well as reconstruction or resurfacing projects.

➔ For more information on this and other FHWA Proven Safety Countermeasures, please visit https://safety.fhwa.dot.gov/provencountermeasures.

FHWA-SA-17-059

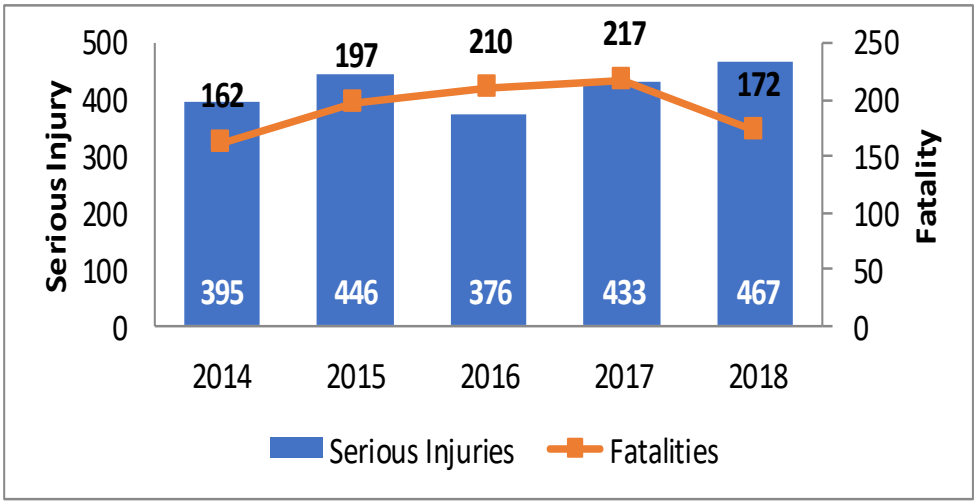
Safe Roads for a Safer Future
Investment in roadway safety saves lives

Aggressive Drivers Crash Data Sheet

Summit #2 **January 21, 2020**

Summary

This fact sheet provides many details of aggressive driving crash fatalities and serious injuries (FSI). It also provides suggested strategies to reduce aggressive driver fatalities and serious injuries in NJ.

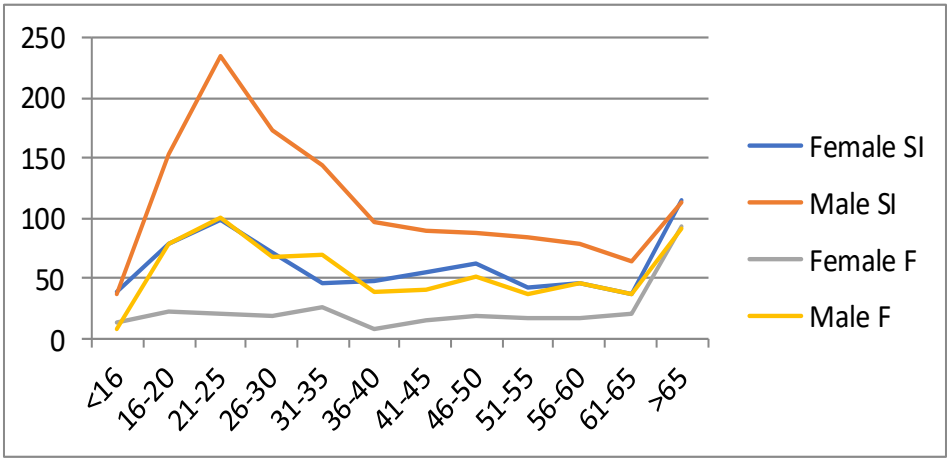


Aggressive Drivers Crash Quick Facts

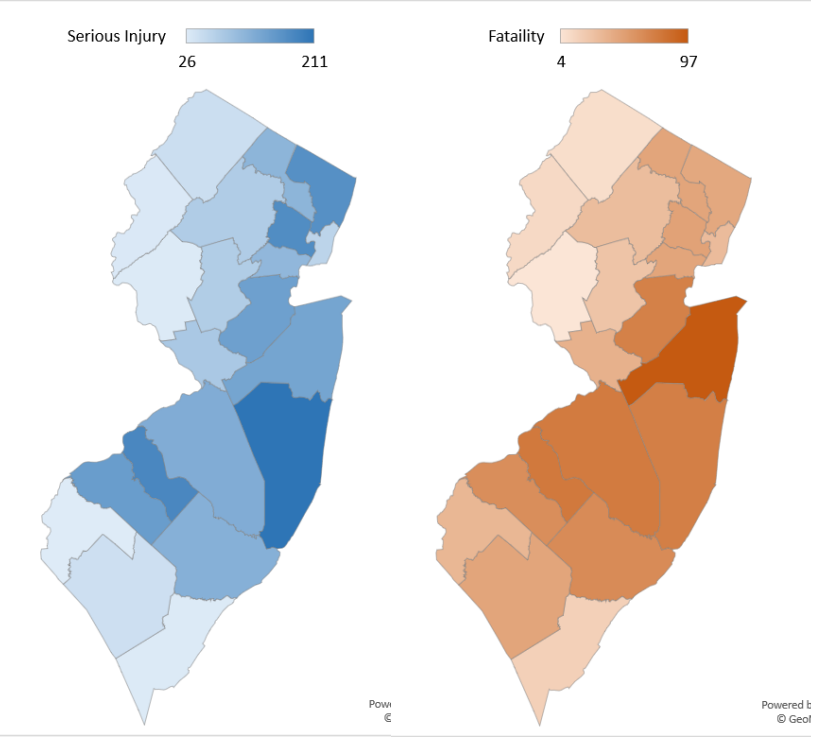
- Accounts for 33% of all NJ fatalities and serious injuries.
- Data from 2014-2018
- 958 fatalities
- Increase of 1% from 2015 SHSP
- 2,117 serious injuries
- Decrease of 15% from 2015 SHSP
- 18%—Signalized Intersections
- 62%—Unsignalized Intersection

Who Was Involved?

Male drivers aged 21-25 years old are involved in the most aggressive driving fatalities and serious injuries. The most serious injuries for female drivers is also in this age range.



Where Did Crashes Occur?



Sixty-three percent (63%) of fatalities and serious injuries as a result of aggressive driving occurred in the NJTPA region.

FSI by Roadway Type

Roadway	Rural		Urban	
Interstate	5	0%	112	3%
State	99	3%	965	29%
County	115	3%	961	29%
City	11	0%	251	7%
Other	0	0%	0	0%
Total	230		2,289	

25% FSI - Unknown Roadway Type

FSI by Functional Class

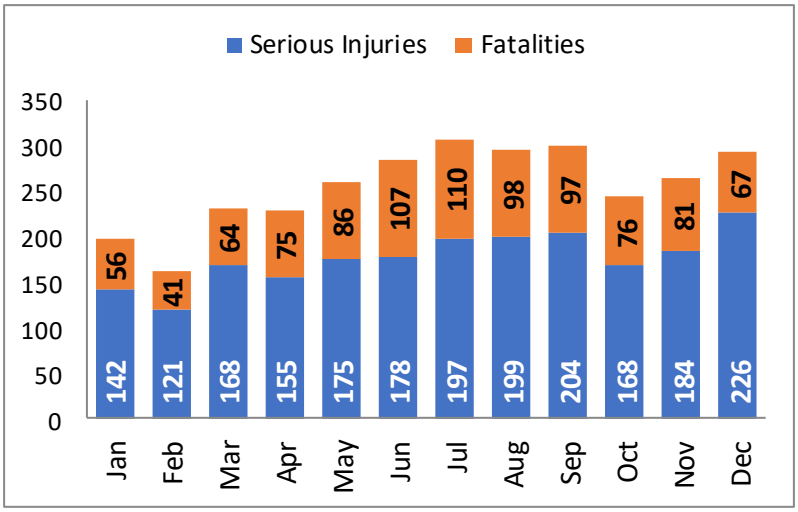
Functional Class	<=25 mph	30-45mph	45+ mph
Interstate	0	4	124
Freeways	2	12	146
Principal Arterial	77	448	385
Minor Arterial	150	380	120
Major Collector	90	140	88
Minor Collector	4	13	9
Local	28	36	24
Other	327	280	83

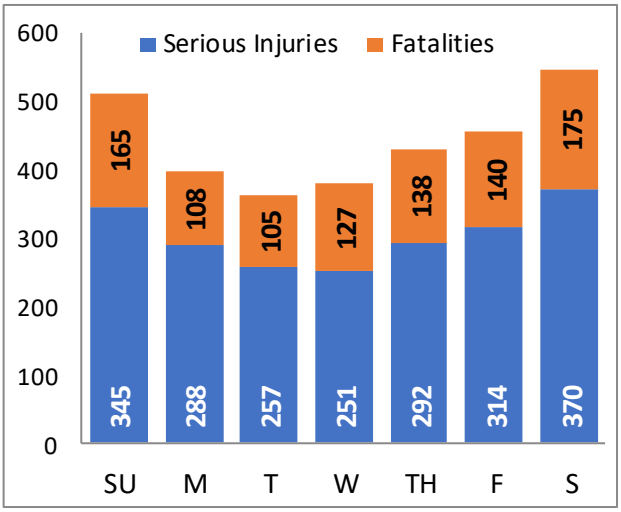
FSI by County (top) and MPO (bottom)

MPO	Fatality		Serious Injury	
DVRPC	252	26%	536	25%
NJTPA	542	57%	1,365	65%
SJTPO	164	17%	216	10%

When Did Crashes Occur?

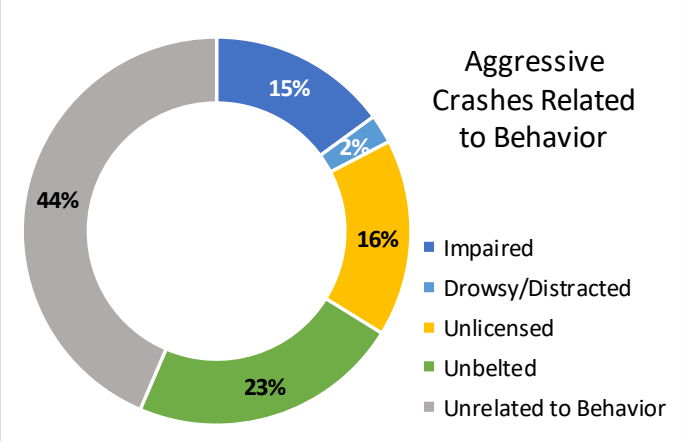
Both fatalities and serious injuries occurred mostly during the weekend. Fatalities happened primarily in the summer (June-August) while serious injuries experienced an increase in December.

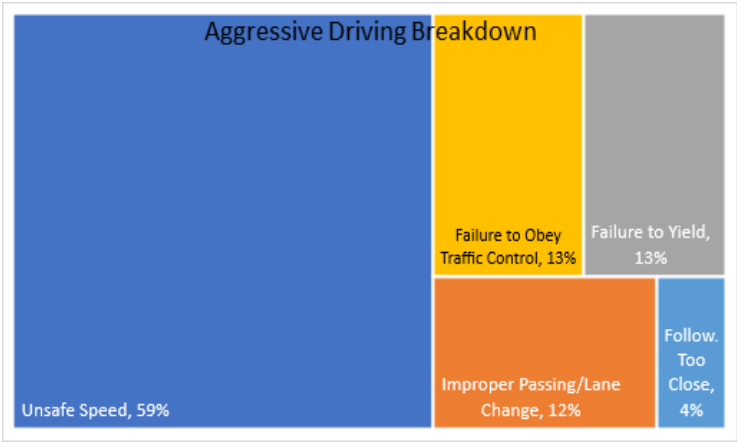




Contributing Factors

Relationship to Other SHSP Emphasis Areas

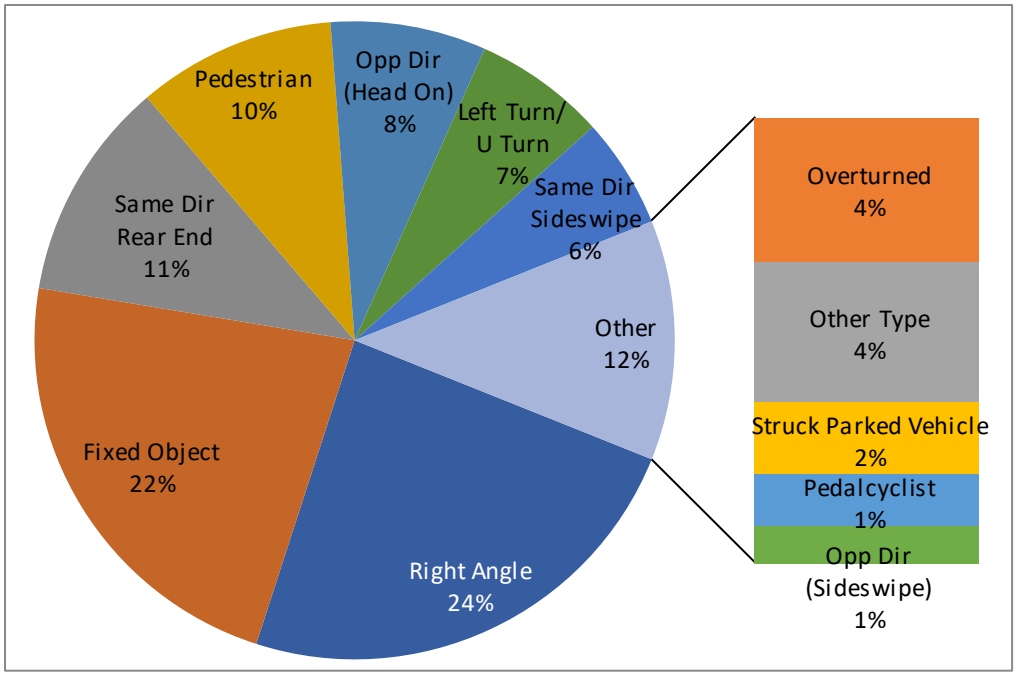




About 23% of intersection crashes were attributed to aggressive drivers and 24% resulted in lane departure. 16%, 13%, 9%. and 1% involved motorcyclists, mature drivers, younger drivers, and work zones, respectively.

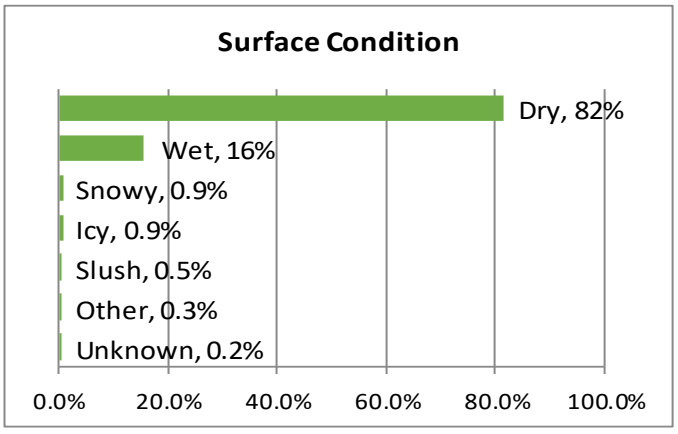
Crash Type

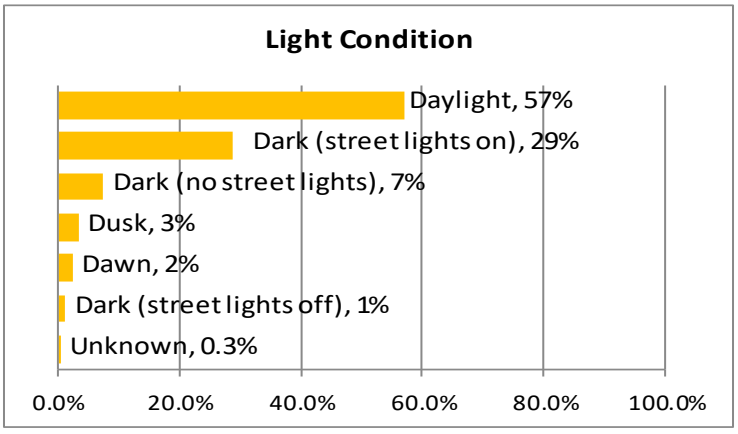
Aggressive driving fatalities and serious injuries resulted in right angle and fixed object crashes as the top crash types. Pedestrian crashes accounted for 10% of the total.



Surface and Light Conditions

Aggressive driving fatalities and serious injuries mainly occurred during the day and on dry pavement conditions.





Strategies

The NJ SHSP identified several strategies that have the greatest potential to reduce aggressive driving fatalities and serious injuries.

Heighten Driver Awareness of Consequences

- Increase public perception of being stopped by law enforcement through highly visible enforcement, including public communication campaigns

Improve Efficiency and Effectiveness of Enforcement Efforts

- Conduct highly visible, publicized, and saturated enforcement campaigns at locations with higher incidence of aggressive driving/speed-related crashes.
- Implement automated speed enforcement.
- Support legislation to strengthen penalties for right-of-way and speed violations.
- Strengthen the adjudication of speeding citations to enhance the deterrent effect of fines.
- Increase speed-related fines.
- Use automated enforcement to detect and cite drivers who speed and/or run red lights. Automated enforcement is intended to augment – not replace – traditional traffic enforcement.

Overview of the Aggressive Drivers Crash Query

- NJDOT Crash Records Database (100% of records)
- Contributing Circumstances noted in NJTR-1
- One or more of the following:
  - Unsafe Speed
  - Failed to Obey Traffic Control Device
  - Failed to Yield ROW
  - Improper Lane Change
  - Improper Passing
  - Following Too Closely

Review Crash Data

- Analyze data to clearly define aggressive driving and identify factors contributing to aggressive driving.

Set Appropriate Speed Limits

- Implement variable speed limits.
- Increased fines for speeding in work zones.
- USLIMITS★

Communicate Appropriate Speeds through Use of Traffic Control Devices

- Implement active speed warning signs, including dynamic message signs at rural-to-urban transitions.
- Use in-pavement measures to communicate the need to reduce speeds.

Ensure that Roadway Design and Traffic Control Elements Support Appropriate and Safe Speeds

- Effect safe speed transitions through design elements and on approaches to lower-speed areas.
- Provide adequate change and clearance intervals at signalized intersections.
- Install lighting at high-speed intersections (high speed only).

★ *FHWA Proven Safety Countermeasure*

U.S. Department of Transportation
Federal Highway Administration

PROVEN SAFETY COUNTERMEASURES

USLIMITS2

USLIMITS2 helps practitioners assess and establish safe, reasonable, and consistent speed limits

USLIMITS2 helps support speed limit decisions.

Source: Richard Retting

"USLIMITS2 acts as an external, impartial, second set of eyes."

Georgia DOT Traffic Engineer

USLIMITS2[1] is a free, web-based tool designed to help practitioners assess and establish safe, reasonable, and consistent speed limits for specific segments of roadway. It is applicable to all types of facilities, from rural and local roads and residential streets to urban freeways.

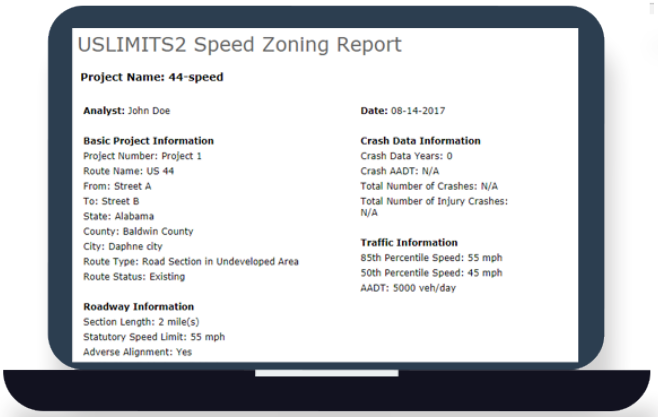
USLIMITS2 is applicable to all types of roadways.

Source: Missouri DOT

USLIMITS2 supports customary engineering studies[2] used to determine appropriate speed limits. These studies typically include evaluating criteria such as 85th percentile speed, traffic volumes, roadway type, roadway setting, number of access points, crash history, pedestrian/bicyclist activity, etc. Similarly, USLIMITS2 produces an unbiased and objective suggested speed limit value based on 50th and 85th percentile speeds, traffic volume, roadway characteristics, and crash data.

Traffic engineers often communicate with the public, community leaders, and government officials to explain the methodology behind setting speed limits. USLIMITS2 provides an objective second opinion and helps support these speed limit decisions. USLIMITS2 augments the credibility of engineering speed studies, helping to address concerns from local government officials and private citizens when speed limits are adjusted.

To begin using USLIMITS2, users create a new project or upload an existing project file for revisions or updates through the online tool. The website contains the user guide, information on the tool's decision logic and related research, and frequently asked questions.



Users can save their USLIMITS2 project files for future analysis or reviews.

1 USLIMITS2 is available free online at https://safety.fhwa.dot.gov/uslimits/.

2 For more information on setting speed limits based on engineering studies, refer to the *Manual on Uniform Traffic Control Devices*.

➔ For more information on this and other FHWA Proven Safety Countermeasures, please visit https://safety.fhwa.dot.gov/provencountermeasures.

FHWA-SA-17-070

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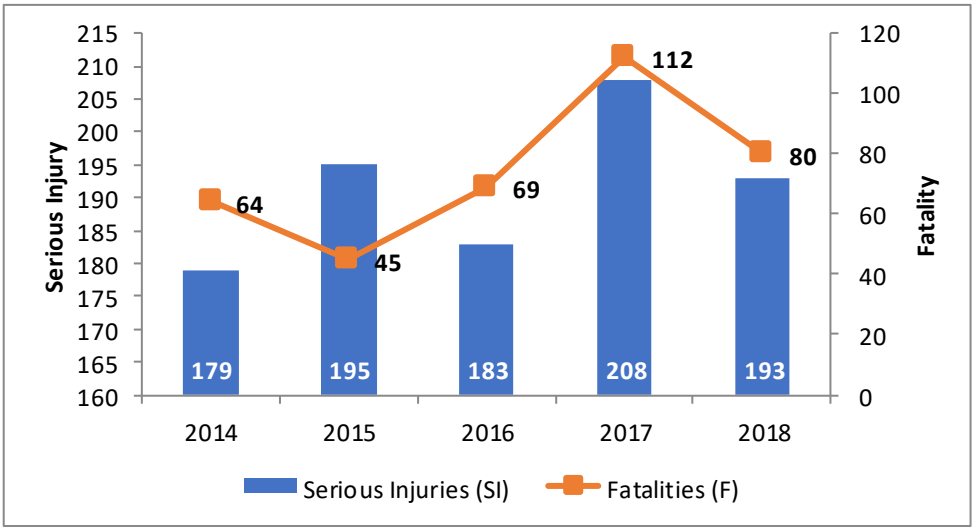
http://safety.fhwa.dot.gov

Impaired Drivers Crash Data Sheet

Summit #2 **January 21, 2020**

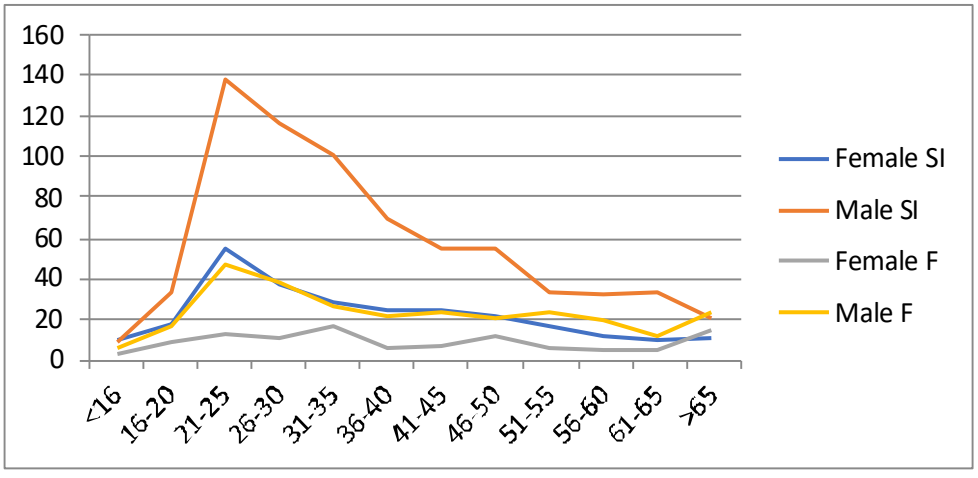
Summary

This fact sheet provides many details of impaired driving crash fatalities and serious injuries (FSI). It also provides suggested strategies to reduce lane departure fatalities and serious injuries in NJ.



Who Was Involved?

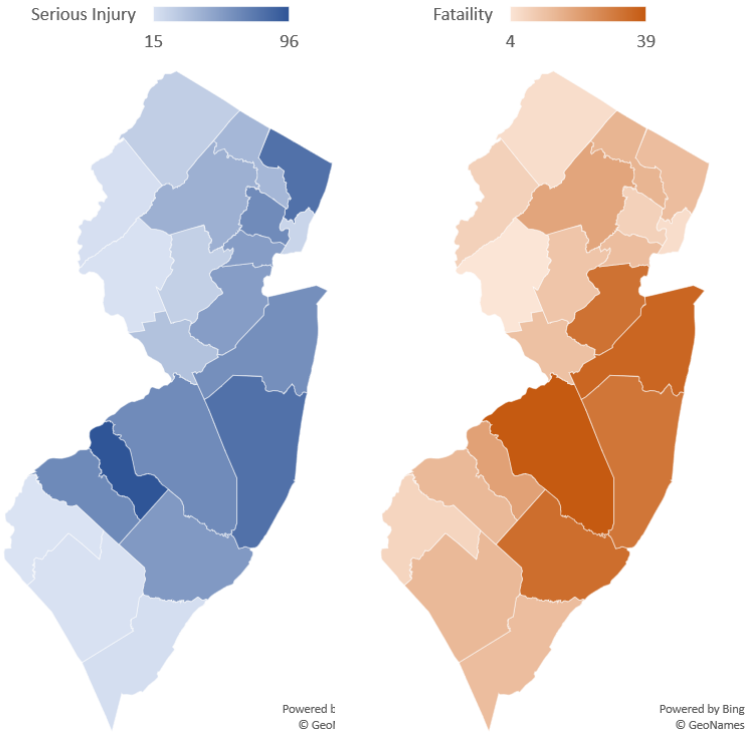
Male drivers aged 21-25 years old are involved in the most impaired driving serious injuries. The most serious injuries for female drivers is also in this age range. Female fatalities are generally low overall.



Impaired Drivers Crash Quick Facts

- Accounts for 16% of all NJ fatalities and serious injuries.
- Data from 2014-2018
- 370 fatalities
- Decrease of 3% from 2015 SHSP
- 958 serious injuries
- Decrease of 27% from 2015 SHSP

Where Did Crashes Occur?



Sixty percent (60%) of fatalities and serious injuries as a result of impaired driving occurred in the NJTPA region.

FSI by Roadway Type

Roadway	Rural		Urban	
Interstate	8	1%	120	9%
State	44	3%	402	30%
County	54	4%	287	22%
City	4	0%	78	6%
Other	0	0%	0	0%
Total	110		887	

25% FSI - Unknown Roadway Type

FSI by Functional Class

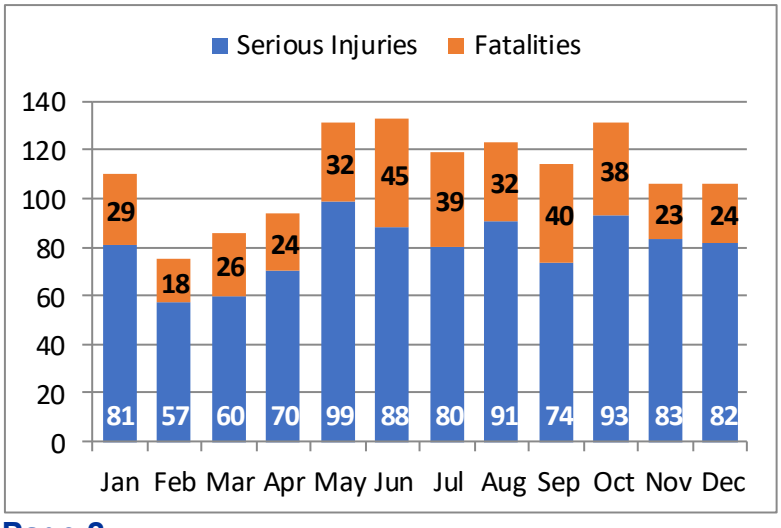
Functional Class	<=25 mph	30-45mph	45+ mph
Interstate	1	2	145
Freeways	0	9	116
Principal Arterial	21	137	140
Minor Arterial	56	125	63
Major Collector	33	54	32
Minor Collector	2	3	2
Local	13	19	11
Other	157	118	36

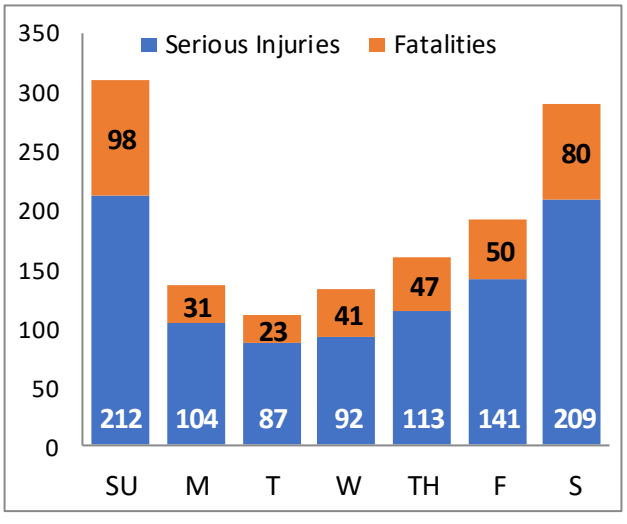
FSI by County (top) and MPO (bottom)

MPO	Fatality		Serious Injury	
DVRPC	88	24%	261	27%
NJTPA	211	57%	591	62%
SJTPO	71	19%	106	11%

When Did Crashes Occur?

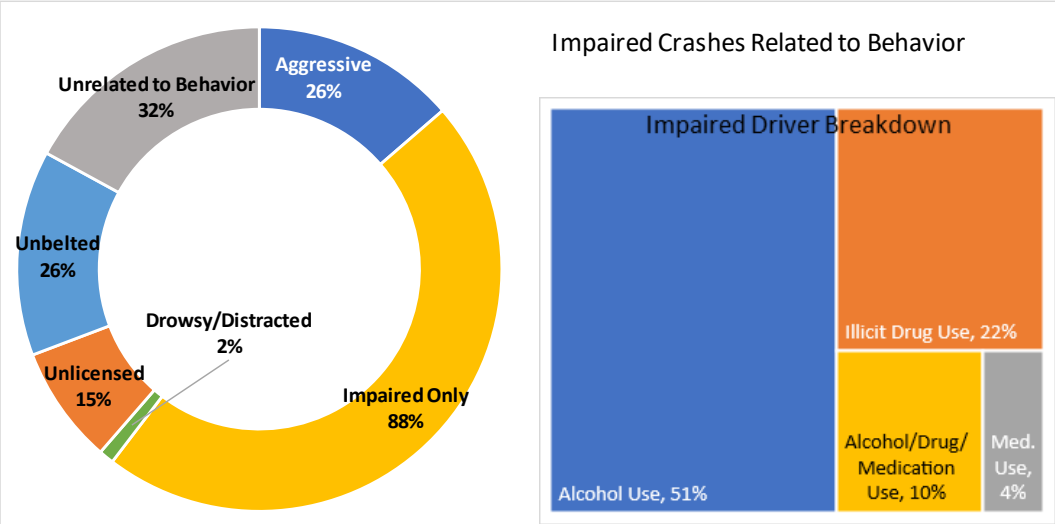
Both fatalities and serious injuries occurred mostly during the weekend. Fatalities happened primarily in June, July and September while serious injuries experienced an increase in May, August and October.





Contributing Factors

Relationship to Other SHSP Emphasis Areas



9%—-Intersections

20%—Lane Departure

<u>Other Vulnerable Road Users:</u>

5%—mature drivers

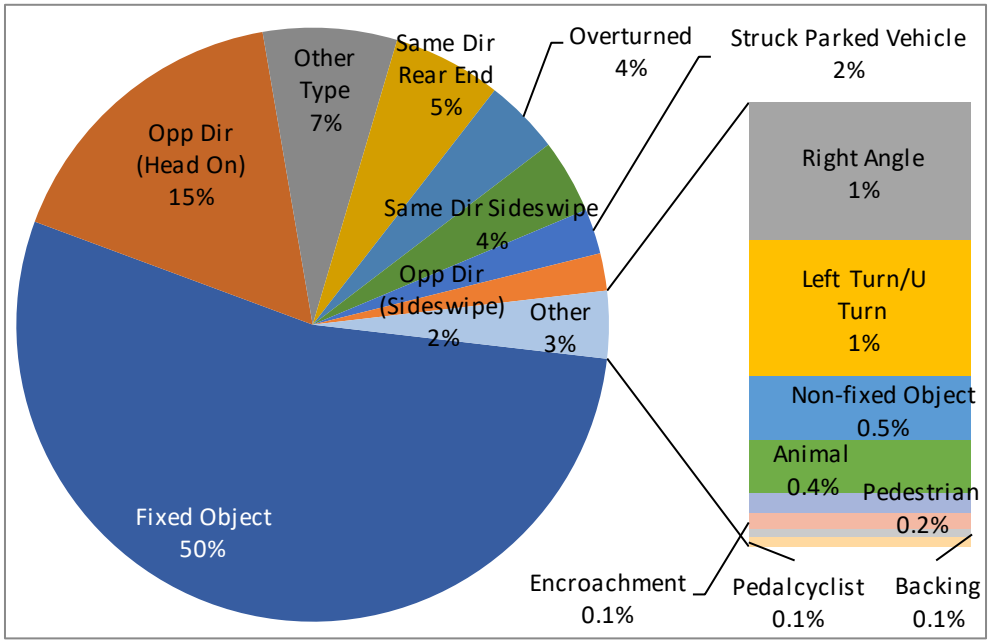
5%—younger drivers

8%—motorcyclists

2%—work zone

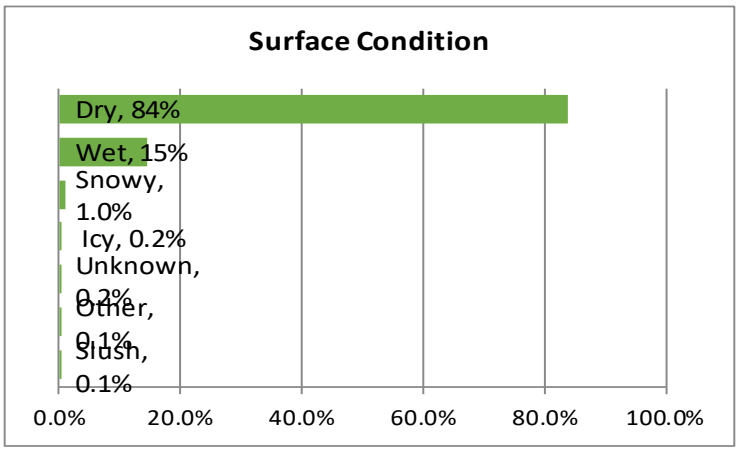
Crash Type

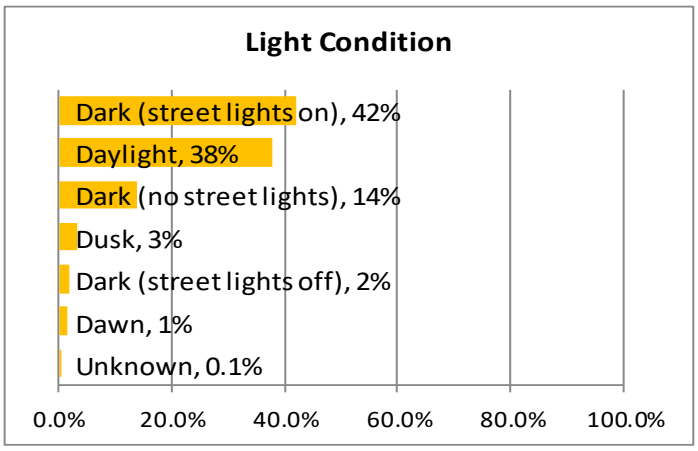
Impaired driving fatalities and serious injuries resulted in fixed object crashes as the top crash types. Pedestrian/ bicyclist crashes accounted for about 6% of the total.



Surface and Light Conditions

Impaired driving fatalities and serious injuries mainly occurred at night and on dry pavement conditions.





Strategies

The NJ 2015 SHSP identified several strategies that have the greatest potential to reduce aggressive driving fatalities and serious injuries.

Reduce Excessive Drinking and Underage Drinking

- Conduct well-publicized compliance checks of alcohol retailers to reduce sales to underage persons.
- Provide and conduct media outreach on accessible safe-ride alternative transportation services.
- Employ screening and brief interventions in health care settings.
- Promote Operation PROM and “ghost out” activities in schools and other organizations, such as Mothers Against Drunk Driving (MADD) and Students Against Drunk Driving.

Strengthen Enforcement to Improve Safety

- Strengthen detection and public perceived risk of arrest through regular, well-publicized, highly visible impaired-driving enforcement, including sobriety checkpoints.
- Expand use of DUI sobriety checkpoints and multi-jurisdictional enforcement task forces.
- Publicize and enforce zero tolerance laws for drivers under age 21.
- Conduct assessment of impaired-driving laws to strengthen criminal penalties and administrative license sanctions.
- Create and electronic DUI system that tracks an impaired driver from arrest through sentence completion.
- Use preliminary breath test devices and Treat DUI Offenders.

Prosecute, Impose Sanctions On, and Treat DUI Offenders

- Extend administrative license suspension for offenders.
- Establish stronger penalties for BAC test refusal than for test failure.
- Implement mandatory Ignition Interlock Device (IID) program.
- Impose increased penalties for BACs of 0.16 or higher.
- Strengthen the use of in-squad-car cameras to more successfully prosecute DUI arrests.

Control High-BAC and Repeat Offenders

- Require IIDs as a condition for license reinstatement.
- Establish a Whiskey Plate (special license plate for restricted driving privileges) for repeat DUI offenders.
- Strengthen repeat DUI offender monitoring programs.

Overview of the Impaired Drivers Crash Query

- NJDOT Crash Records Database (100% of records)
- Driver Physical Status noted in NJTR-1 as:
  - Alcohol Use
  - Drug Use (Illicit)
  - Medication
  - Alcohol & Drug/Medication Use

Unbelted Drivers & Occupants Crash Data Sheet

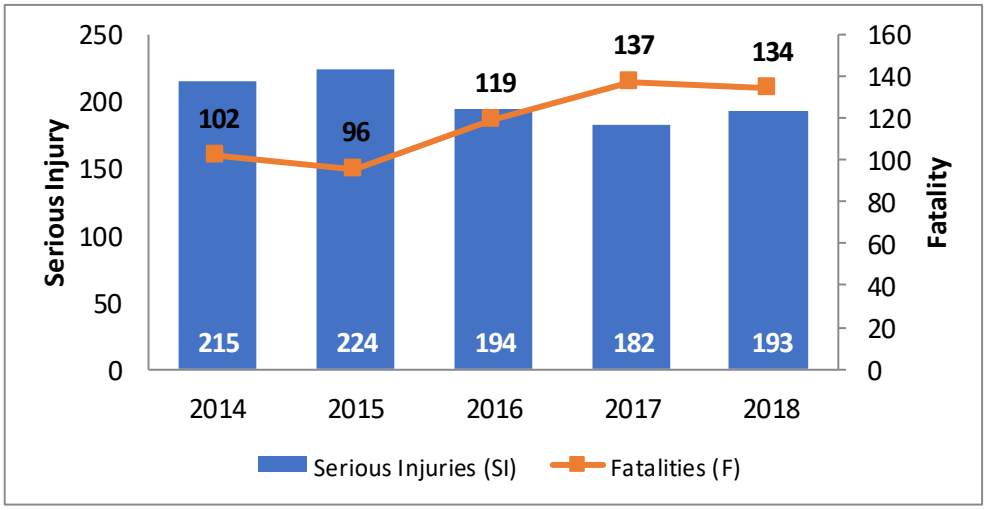
Summit #2 **January 21, 2020**

Unbelted Crash Quick Facts

- Accounts for 19% of all NJ fatalities and serious injuries.
- Data from 2014-2018
- 588 fatalities
- Increase of 18% from 2015 SHSP
- 1,008 serious injuries
- Decrease of 4% from 2015 SHSP
- 74%—Unbelted Driver
- 24%—Unbelted Occupant

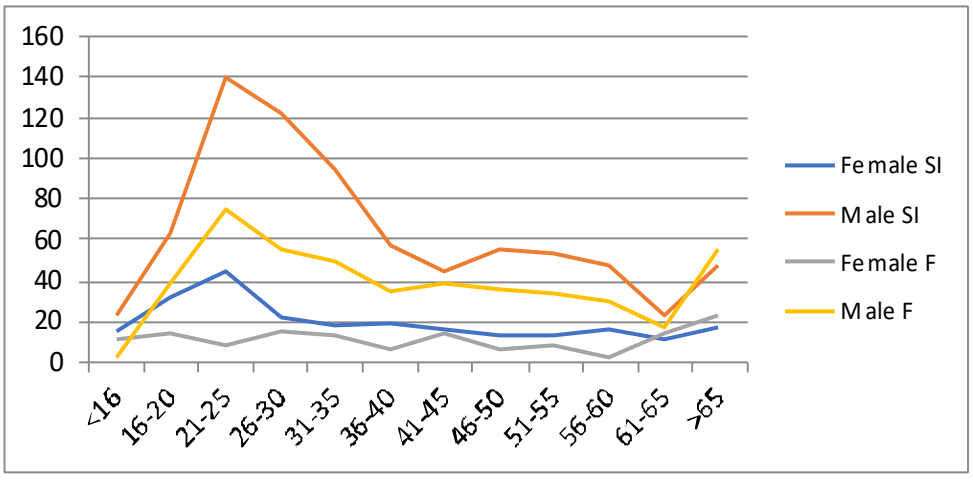
Summary

This fact sheet provides many details of unbelted drivers and occupants fatalities and serious injuries (FSI). It also provides suggested strategies to reduce unbelted fatalities and serious injuries in NJ.

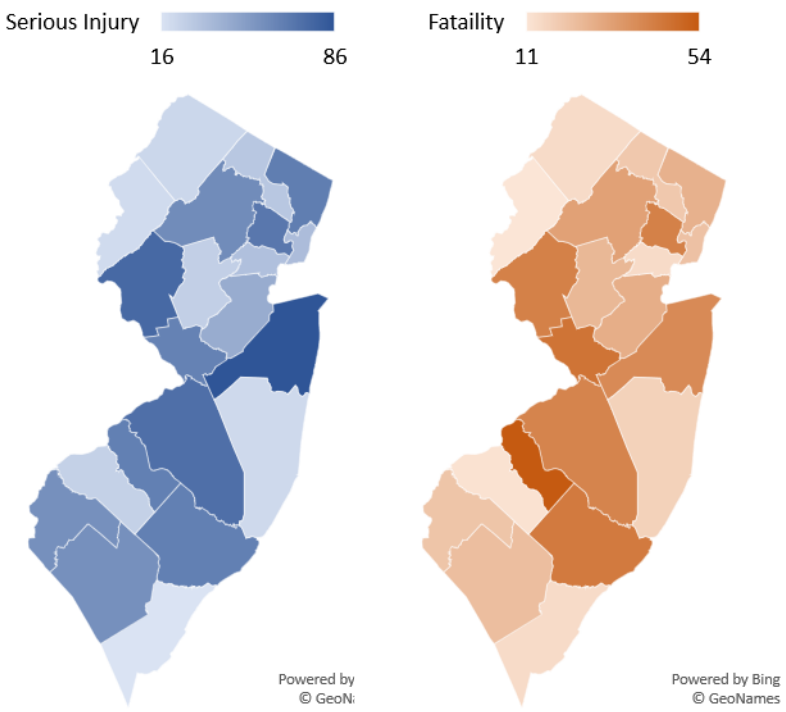


Who Was Involved?

Male drivers aged 21-25 years old are involved in the most unbelted serious injuries, followed by fatalities in the same age group. The most serious injuries for female drivers is also in this age range.



Where Did Crashes Occur?



Fifty-eight percent (58%) of fatalities and serious injuries as a result of unbelted drivers occurred in the NJTPA region.

FSI by Roadway Type

Roadway	Rural		Urban	
Interstate	9	1%	108	7%
State	54	3%	468	29%
County	74	5%	368	23%
City	11	1%	91	6%
Other	0	0%	0	0%
Total	148		1035	

26% FSI - Unknown Roadway Type

FSI by County (top) and MPO (bottom)

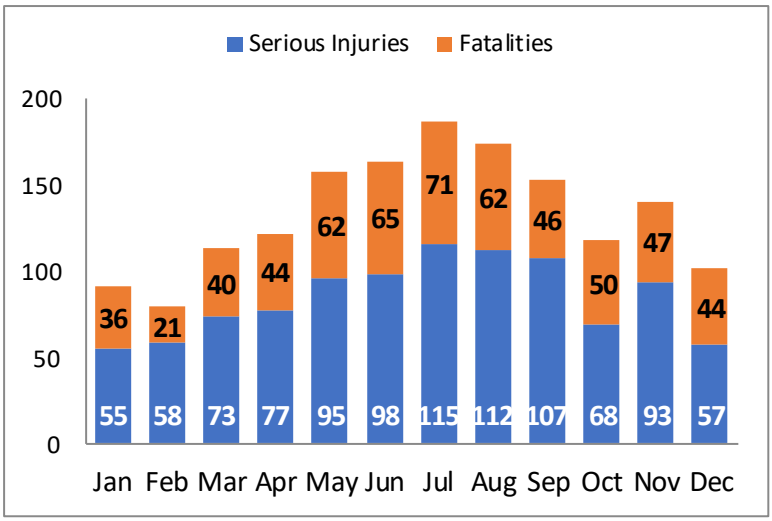
MPO	Fatality		Serious Injury	
DVRPC	153	26%	227	23%
NJTPA	333	57%	586	58%
SJTPO	102	17%	195	19%

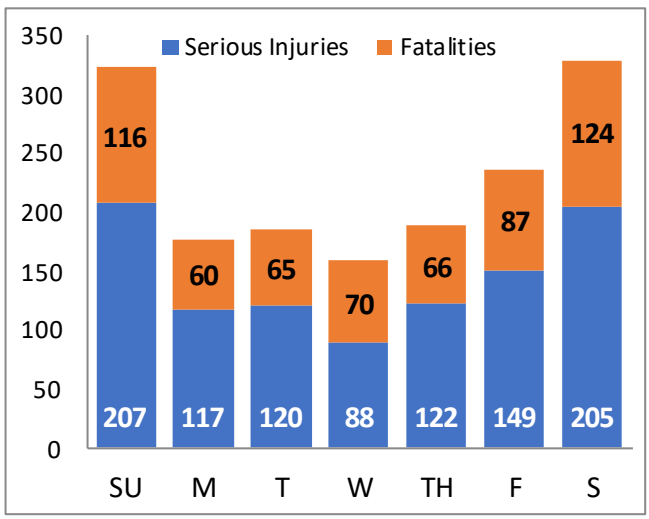
FSI by Functional Class

Functional Class	<=25 mph	30-45mph	45+ mph
Interstate	0	3	136
Freeways	1	10	122
Principal Arterial	29	158	171
Minor Arterial	60	151	65
Major Collector	28	87	43
Minor Collector	3	10	5
Local	25	20	17
Other	210	140	43

When Did Crashes Occur?

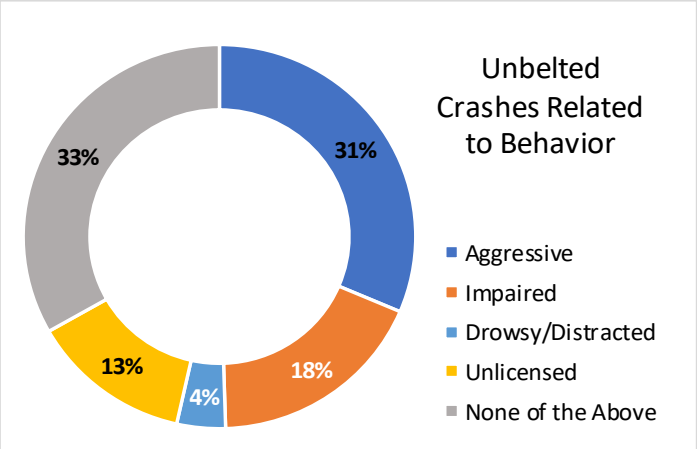
Both fatalities and serious injuries occurred mostly during the weekend. Fatalities and serious injuries happened primarily during the summer (June-August).

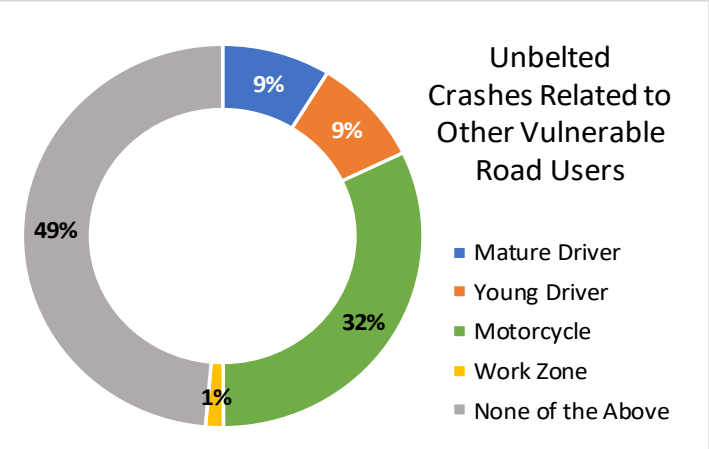




Contributing Factors

Relationship to Other SHSP Emphasis Areas

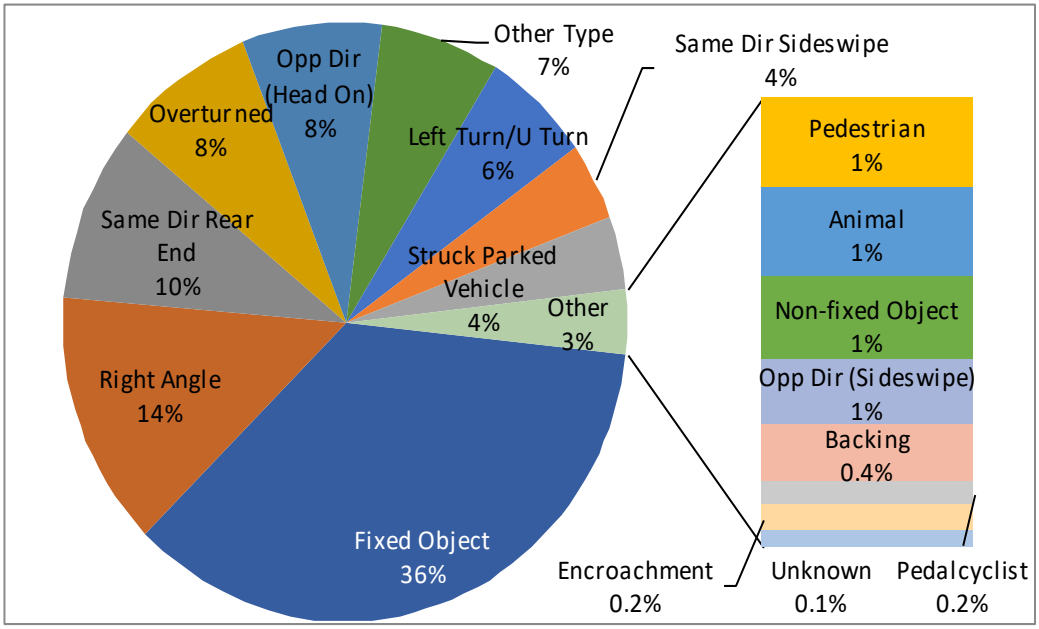




Unbelted drivers were factors in 16% of intersection crashes and 14% of lane departure crashes.

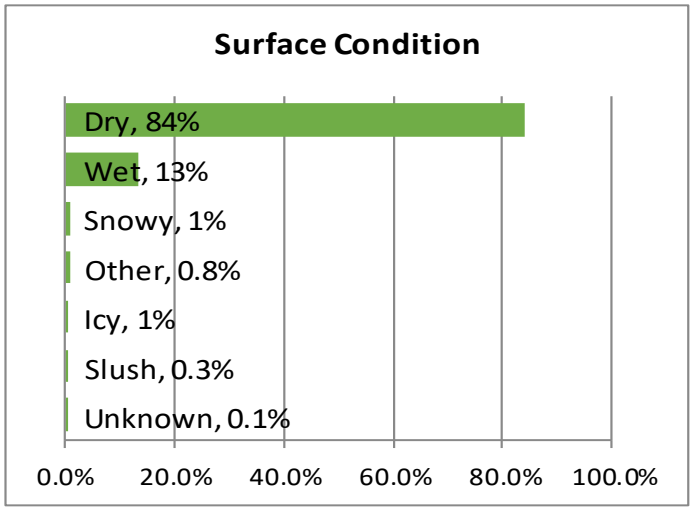
Crash Type

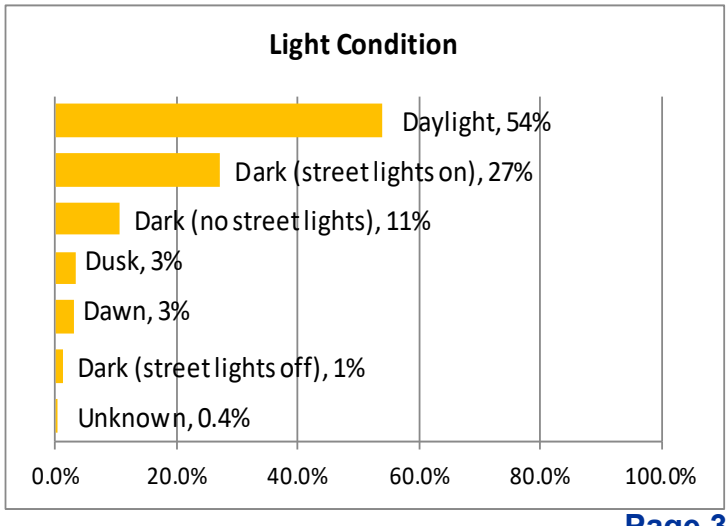
Unbelted fatalities and serious injuries occurred in fixed object and right angle crashes as the top crash types. Pedestrian crashes accounted for 1% of the total.



Surface and Light Conditions

Unbelted driving fatalities and serious injuries mainly occurred during the day and on dry pavement conditions.





Strategies

The NJ 2015 SHSP identified several strategies that have the greatest potential to reduce lane departure fatalities and serious injuries.

Maximize Use of Occupant Restraints by all Vehicle Occupants

- Conduct high-visibility and highly publicized enforcement campaigns to maximize safety belt and child restraint use, including nighttime enforcement.
- Provide enhanced enforcement and focused communication outreach to population groups with low safety belt use.
- Support primary seat belt legislation covering all passengers in all seating positions.
- Increase safety-belt-use law penalties.
- Encourage the enactment of local laws that will permit primary enforcement of restraint laws.
- Conduct targeted and highly publicized enforcement for drivers under age 18 at school locations.
- Partner with employers to adopt and implement employment-based seat belt policies. Employers can protect themselves by implementing clear safety policies, monitoring compliance, and reinforcing consequences and rewards.

Overview of the Unbelted Drivers Crash Query

- NJDOT Crash Records Database (100% of records)
- Safety Equipment Used in NJTR-1 is noted as:
  - None
  - Airbag

Ensure that Restraints, Especially Child and Infant Restraints, are used Properly

- Strengthen child restraint/booster-set laws for children up to 8 years of age or 4 feet, 9 inches in height.
- Conduct high-profile child passenger safety inspection clinic events at multiple community locations to educate on the proper use of restraint devices.
- Train law enforcement personnel to check for proper child restraint use in all motorist encounters.

Provide Access to Appropriate Information, Materials, and Guidelines for Those Implementing Programs to Increase Occupant Restraint Use

- Create state-level clearinghouses for materials that offer guidance in implementing programs to increase safety restraint use.
- Provide tools/information on the benefits and ways to achieve the highest safety restraint usage percentage possible.

Provide Use Requirements through Alternative Sources

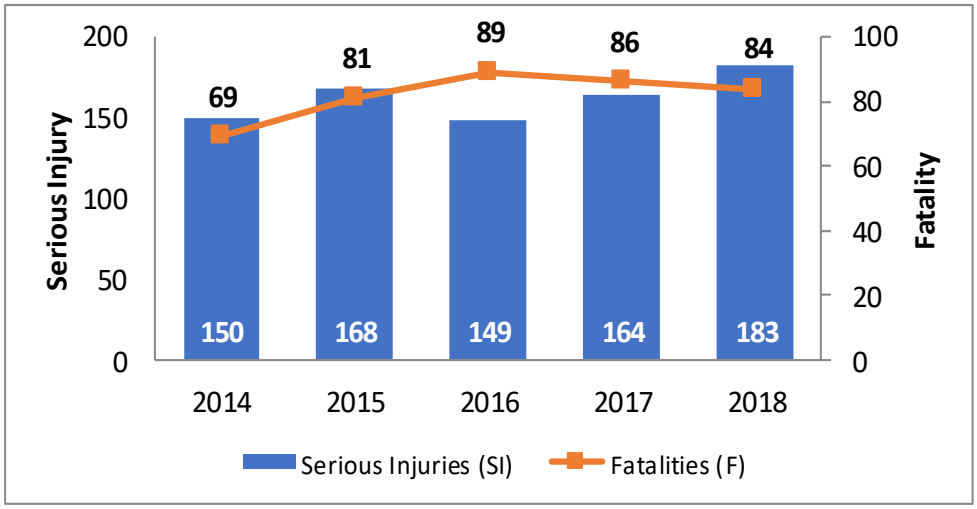
- Use employer sanction programs for noncompliance of seat-belt-use policies.

Unlicensed Drivers Crash Data Sheet

Summit #2 **January 21, 2020**

Summary

This fact sheet provides many details of unlicensed driver crash fatalities and serious injuries (FSI). It also provides suggested strategies to reduce unlicensed driver fatalities and serious injuries in NJ.

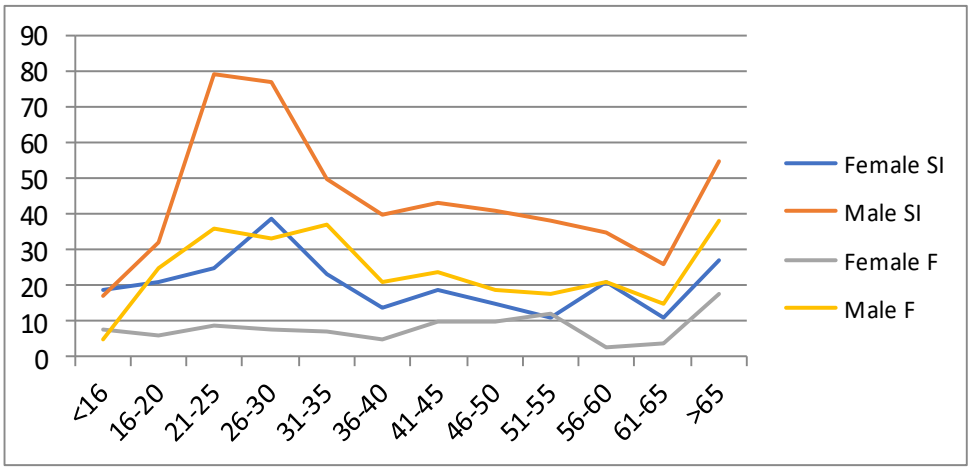


Unlicensed Drivers Crash Quick Facts

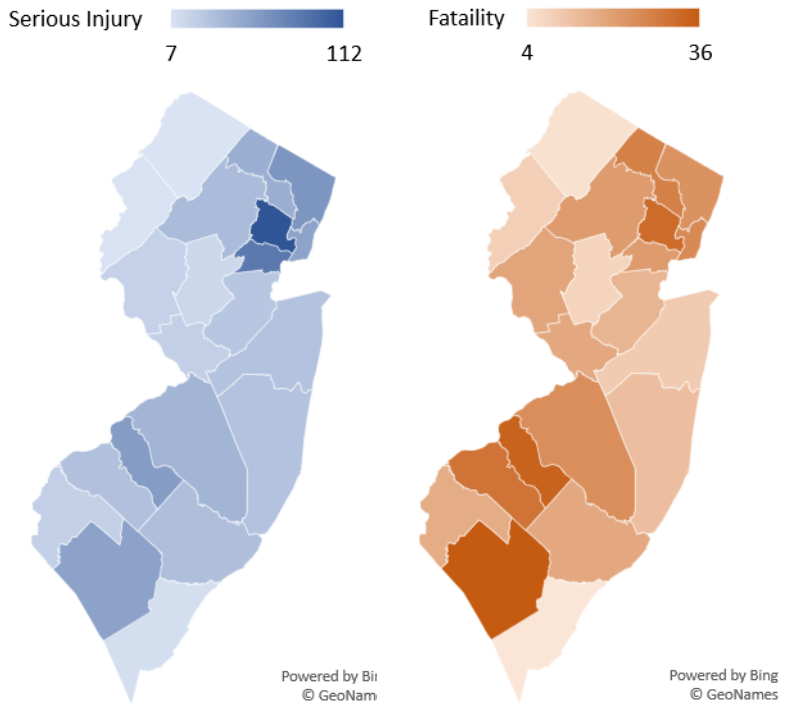
- Accounts for 15% of all NJ fatalities and serious injuries.
- Data from 2014-2018
- 409 fatalities
- Decrease of 10% from 2015 SHSP
- 814 serious injuries
- Decrease of 24% from 2015 SHSP

Who Was Involved?

Male drivers aged 21-30 years old are involved in the most unlicensed driver serious injuries, followed by fatalities in the 21-35 age group. The most serious injuries for female drivers is in the 26-30 age range.



Where Did Crashes Occur?



Sixty-three percent (63%) of fatalities and serious injuries as a result of unlicensed drivers occurred in the NJTPA region.

FSI by Roadway Type

Roadway	Rural		Urban	
State	20	3%	293	39%
County	23	3%	228	30%
Municipal	0	0%	135	18%
Other	6	1%	52	7%
Total	49		708	

FSI by County (top) and MPO (bottom)

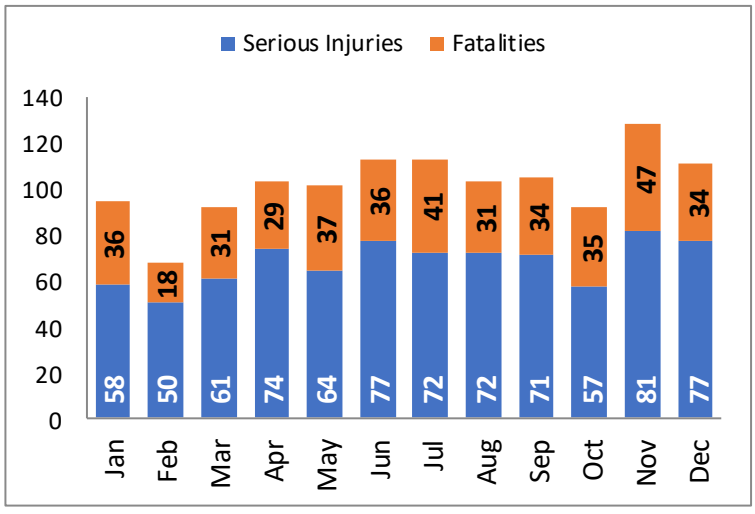
MPO	Fatality		Serious Injury	
DVRPC	106	26%	154	19%
NJTPA	228	56%	538	66%
SJTPO	75	18%	122	15%

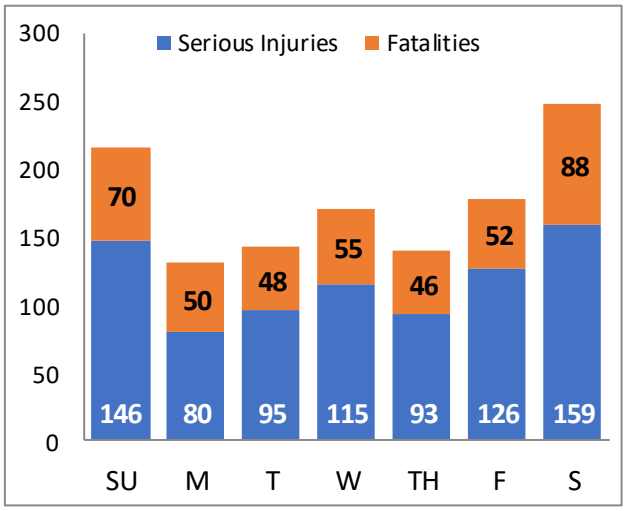
FSI by Functional Class

Functional Class	<=25 mph	30-45mph	45+ mph
Interstate	0	2	107
Freeways	0	10	60
Principal Arterial	53	103	67
Minor Arterial	98	81	18
Major Collector	49	20	11
Minor Collector	4	0	2
Local	29	4	5
Other	324	57	14

When Did Crashes Occur?

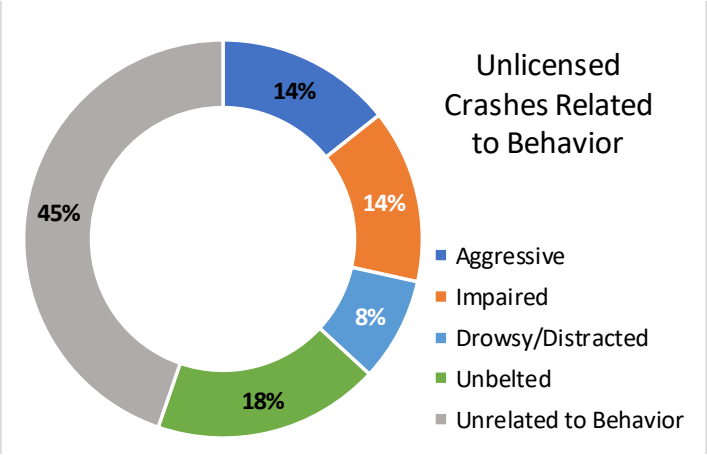
Both fatalities and serious injuries occurred mostly during the weekend. Fatalities and serious injuries happened primarily in November.

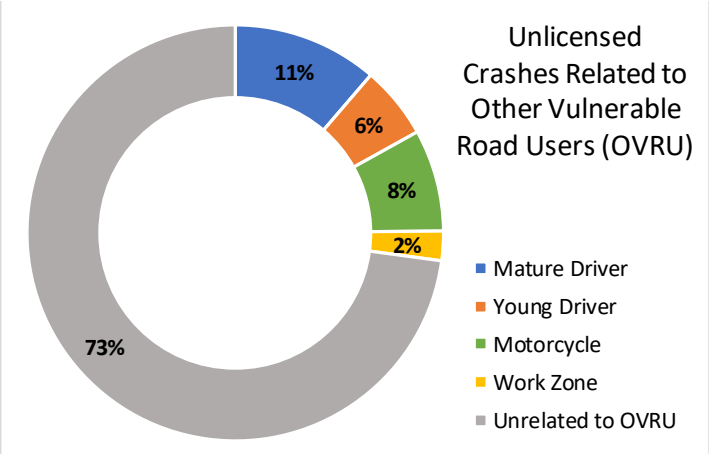




Contributing Factors

Relationship to Other SHSP Emphasis Areas

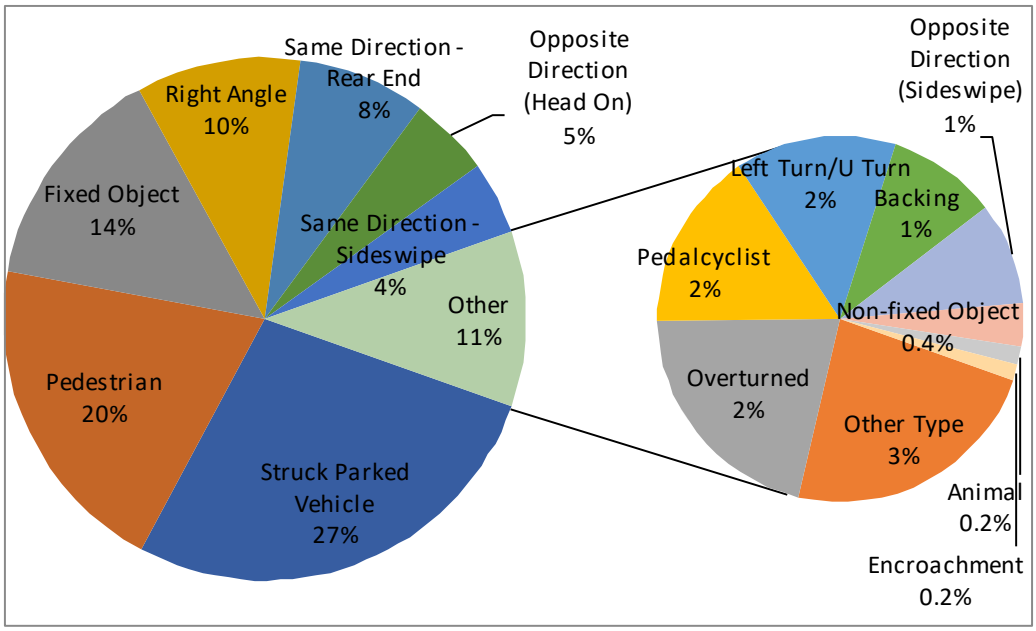




Unlicensed drivers were factors in 12% of intersection crashes and 14% of lane departure crashes.

Crash Type

Unlicensed driving fatalities and serious injuries resulted in parked vehicle and pedestrian crashes as the top crash types. Pedalcyclist crashes accounted for 2% of the total.



Surface and Light Conditions

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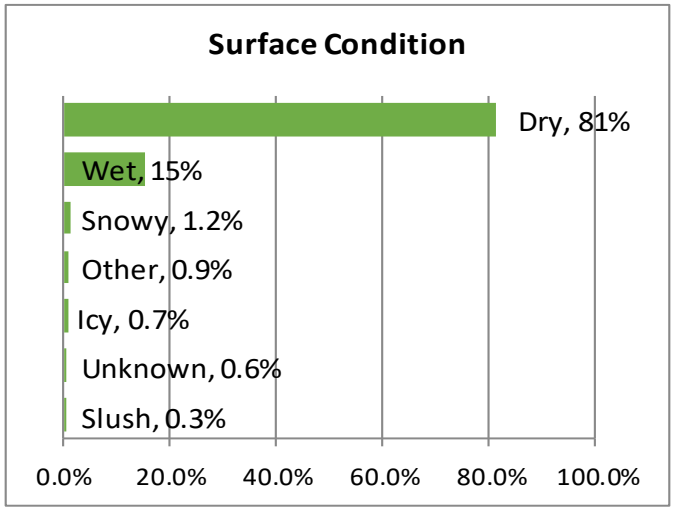

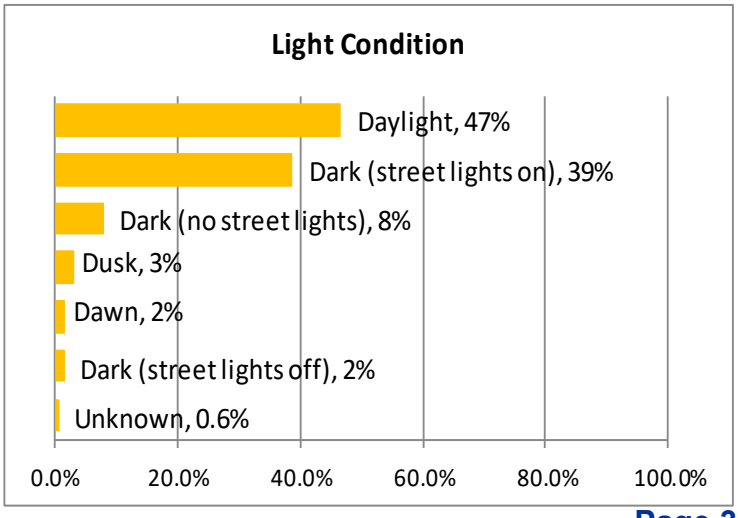

Strategies

The NJ 2015 SHSP did not identify strategies to implement for unlicensed drivers, but did provide examples. Additional strategies from NCHRP* Report 500, Volume 2, are below and include drivers with suspended or revoked licenses.

Enhance traffic enforcement to increase law officers' contact with illegal drivers.

- Expanded use of checkpoints to include random driver's license checks
- Stepped-up enforcement of a primary seat belt law
- High-visibility traffic enforcement campaigns increase officer contacts

Expand the implementation of license plate and vehicle sanctions

- Special license plates that allow others to drive the offender's vehicle but permit law enforcement to stop and verify that the driver is properly licensed.
- License plate impoundment that enables law enforcement to seize and impound or destroy the license plate.
- Vehicle immobilization and storage on the offender's property.
- Vehicle impoundment or removal to a public impound lot.
- Vehicle forfeiture where the vehicle is confiscated and auctioned.

These sanctions are most effective under an administrative structure that allows police officers to impose sanctions at the time of the arrest.

NCHRP 500, Volume 2, Exhibit V-1
Apply Special Enforcement Practices

- Increase enforcement in selected areas
- Routinely link citations to driver record
- Create and distribute "hot sheets"

Restrict Mobility through License Plate Modification or Removal

- "Stripe" license plate
- Impound license plate

Restrict Mobility through Vehicle Modification

- Immobilize/impound/seize vehicle
- Install ignition interlock device (IID)

Restrict Mobility through Direct Intervention with Offender

- Monitor electronically
- Incarcerate

Eliminate Need to Drive

- Provide alternative transportation service

* *National Cooperative Highway Research Program*

Overview of the Unlicensed Drivers Crash Query

- NJDOT Crash Records Database (100% of records)
- Any driver noted as unlicensed in NJTR-1, meaning a license number was not filled in
  - Examples include "None", "No D.L.", "No Valid DL", "Unlicensed".

New Jersey 2020 Strategic Highway Safety Plan

Notes

Name _____ Email _____ Zip Code _____

Please leave this form with project staff. To provide comments online, please email us at info@SafeRoadsForAllNJ.com or visit the project website at www.SafeRoadsForAllNJ.com.

Please provide comments on SHSP Emphasis Areas by January 31, 2020.