



NEW JERSEY DEPARTMENT OF LAW & PUBLIC SAFETY

**DIVISION OF**

**HIGHWAY TRAFFIC SAFETY**

# 2025 ANNUAL REPORT

FOR FEDERAL FISCAL YEAR 2025: OCTOBER 1, 2024 — SEPTEMBER 30 2025



Mikie Sherrill  
*Governor*

Dr. Dale G. Caldwell  
*Lt. Governor*



Jennifer Davenport  
*Acting Attorney General*



Michael J. Rizol, Jr.  
*Director*





# TABLE OF CONTENTS

|                                                         |    |
|---------------------------------------------------------|----|
| Introduction .....                                      | 1  |
| Executive Summary .....                                 | 2  |
| 2025 NJ Strategic Highway Safety Plan .....             | 3  |
| Traffic Crash Data.....                                 | 4  |
| Assessment of Progress.....                             | 6  |
| Performance Targets .....                               | 12 |
| Program Funding .....                                   | 15 |
| Federally Funded Programs .....                         | 15 |
| State Funded Programs .....                             | 16 |
| Funded Projects and Activities .....                    | 18 |
| Projects Not Implemented.....                           | 45 |
| Evidence-Based Traffic Safety Enforcement Program ..... | 46 |
| Recent Legislative Enactments.....                      | 51 |



**The Mission of the  
Division of Highway Traffic Safety  
is the safe passage of all roadway  
users in New Jersey as we move  
toward zero fatalities.**



The New Jersey Division of Highway Traffic Safety (DHTS), by N.J.S.A. 27:5F-18 et seq., is responsible under its Director for developing and implementing, on behalf of the Governor, the New Jersey Highway Safety Program, a comprehensive plan to reduce fatalities, injuries, and property damage resulting from traffic crashes. The plan is developed in accordance with the U.S. Highway Safety Act of 1966 (P.L.89-564) and any acts amendatory. DHTS is also responsible for procuring and administering federal highway traffic safety funds, and processing and administering grants to state agencies, political subdivisions, and nonprofit organizations. As the state's lead highway traffic safety agency, DHTS promotes traffic safety and coordinates the traffic safety activities of state and local agencies as part of a comprehensive statewide traffic safety program. The Triennial Highway Safety Plan for Federal Fiscal Years 2024-2026, developed in accordance with 23 U.S.C. 402, is part of this effort.

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

The Highway Safety Plan Annual Report for FY2025 (October 1, 2024 - September 30, 2025) addresses the use of monies from the annual allotment of Section 402 State and Community Highway Safety funds. The report also addresses the use of funds from the following grant programs: Section 405 (b, c, d, e, f, g, h, and i) of the National Priority Safety Program Grants. Funds from these sections supported projects in the following areas: occupant protection, state traffic safety information systems improvement, impaired driving countermeasures, distracted driving, motorcycle safety, pedestrian and bicyclist safety, preventing roadside deaths, and driver and officer education. The DHTS awarded 461 federally-funded projects in FY2025. The amount of funds allocated to those projects totaled over \$23,000,000 in both new allocations and carryover monies. Projects were carried out through a collaborative effort involving state and local government agencies, as well as nonprofit organizations, each contributing their resources and expertise to achieve common goals.

The Division is also responsible for overseeing and coordinating the State Drunk Driving Enforcement Fund, established under N.J.S.A. 39:4-50.8, which supports initiatives aimed at reducing alcohol-related driving incidents. Additionally, it manages the Pedestrian Safety, Enforcement, and Education Fund, dedicated to enhancing pedestrian safety through enforcement and public awareness campaigns. The Division also supervises the Motor Vehicle Snow and Ice Removal Safety Fund, which ensures proper clearance and safety measures during snow and ice conditions to prevent accidents and promotes safe snow removal practices.

The annual report provides an overview of the projects funded during the year and the status of the performance measures identified in the FY2024-2026 Highway Safety Plan. Based on available data from 2024, DHTS is on track to meet 6 of the 16 core outcome goals set forth in the FY2024-2026 Highway Safety Plan.

DHTS will continue to conduct a thorough review of all of its performance measures to determine where additional resources are needed to improve these traffic safety metrics in New Jersey.

The cooperation and participation of governmental and private sector partners of the DHTS are critical to the overall success of the highway safety program. The principal forum for these traffic safety partners is the Highway Traffic Safety Policy Advisory Council (HTSPAC), which consists of 21 members, appointed by the Governor, who assist in recommending and developing traffic safety policy and programs. In 2025, HTSPAC convened two meetings and deferred all policy recommendations to the Target Zero Commission.

In addition, NHTSA and the Federal Highway Administration provide leadership and technical assistance to DHTS. Other partners include the Division of State Police; NJ Motor Vehicle Commission; Division of Alcoholic Beverage Control; Department of Transportation; Department of Education; Department of Health; Office of Emergency Medical Services; Administrative Office of the Courts; Department of Community Affairs; state, county, and local law enforcement agencies, including the New Jersey State Association of Chiefs of Police and The New Jersey Police Traffic Officers Association; universities; advocacy groups, including AAA, the Brain Injury Alliance of NJ, and the NJ Bike and Walk Coalition; the Transportation Management Associations; as well as other private sector businesses and organizations. All of these partner organizations play a key role in informing and implementing New Jersey's traffic safety program.

# 2025 NJ Strategic Highway Safety Plan

DHTS is also dedicated to supporting the NJDOT in developing and implementing its Strategic Highway Safety Plan. Similar to the NHTSA requirement for funding, NJDOT must update its plan every five years to qualify for Highway Safety Improvement Program funding. DHTS collaborated with NJDOT to draft the 2025 SHSP and will lead many of the behavioral initiatives in the plan through its grant programs. The plan's goals and objectives are grounded in the four Es: engineering, enforcement, education, and emergency response. It adopts a data-driven approach aimed at reducing fatalities and serious injuries. The NJ 2025 SHSP follows the Safe System Approach for road safety improvement. Founded on six core principles and five key elements, the Safe System Approach provides multiple layers of protection for all road users.

## — Core Principles —

- ◆ **Death and Serious Injury are Unacceptable**
- ◆ **Humans are Vulnerable**
- ◆ **Safety is Proactive**
- ◆ **Humans Make Mistakes**
- ◆ **Responsibility is Shared**
- ◆ **Redundancy is Crucial**

The NJ 2025 SHSP Emphasis Areas align with the key elements of the Safe System principles. Based on comprehensive data analyses and robust stakeholder engagement, the following strategies were selected for inclusion in the NJ 2025 SHSP:

### Safer Roads and Safer Speeds

1. Integrate safety systematically into all transportation programs and project phases
2. Implement data-driven countermeasures to prevent fatalities and serious injuries
3. Manage speed using effective countermeasures

### Safer People and Safer Speeds

1. Expand Complete Streets implementation on all public roads
2. Improve road user behavior with an emphasis on speed management
3. Prioritize pedestrian safety programs that focus on behavior

### Safer Vehicles

1. Educate drivers on how to properly use their vehicles' safety features and limitations
2. Incorporate advanced technologies and safety features in vehicles

### Post-Crash Care

1. Improve Emergency Medical Services (EMS) response and safety at crash locations
2. Strengthen collaboration and communication with emergency responders to improve post-crash care

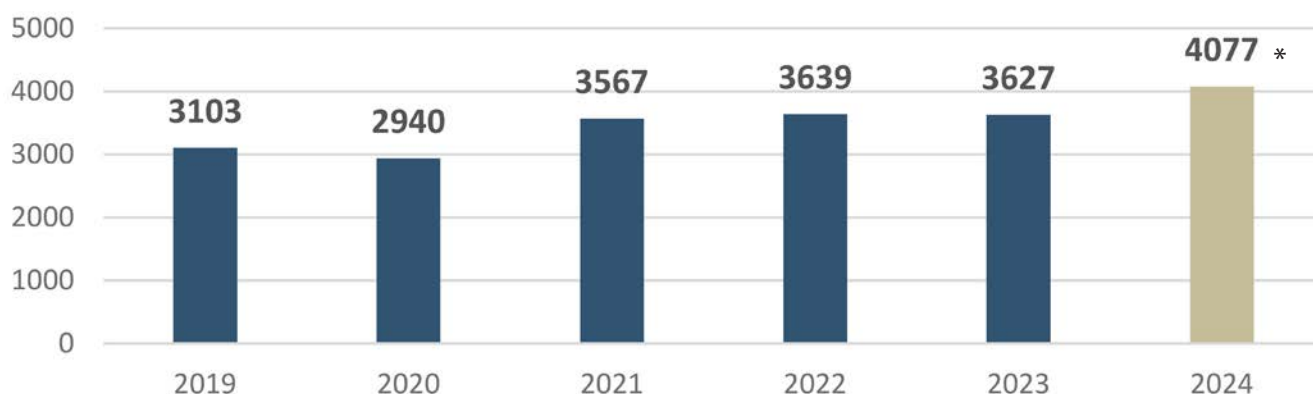
## Target Zero Commission

DHTS played a key role in the 13-agency Target Zero Commission, signed into law by Governor Murphy in January, 2025. The Commission aims to eliminate traffic deaths and serious injuries in New Jersey by 2040, focusing on data-driven strategies such as roadway design, speed management, and safety for all road users, including pedestrians, cyclists, and drivers. It will advise the Governor, Legislature, and the Department of Transportation on policies, programs, research, and priorities to reach the goal of eliminating traffic fatalities. The Commission released its first action plan on December 15, 2025.

In 2024, New Jersey saw 647 fatal crashes resulting in 684 deaths. This represented nearly a 13% rise in total fatalities from 606 in 2023, averaging about 1.9 deaths per day. Fortunately, traffic fatalities in 2025 declined sharply, with preliminary estimates at 581. This is a 15% decrease from 2024 and the lowest since 2019. It is also the fourth lowest of all time; 39 more than the lowest fatalities total of 542 recorded in 2013. Preliminary data also shows a decrease in the number of pedestrians and bicyclists fatally injured in motor vehicle crashes in 2025. The data also shows a decrease in the number of drivers and pedestrians fatally injured in motor vehicle crashes in 2025.

Total persons seriously injured in motor vehicle crashes decreased 0.3 percent in 2023, resulting in 3,627 total serious injuries. Projected figures for 2024 show a 12 percent increase in the number of seriously injured persons (4,077). No 2025 data is available at this time.

## Total Serious Injuries in New Jersey



\* 2024 data is incomplete.

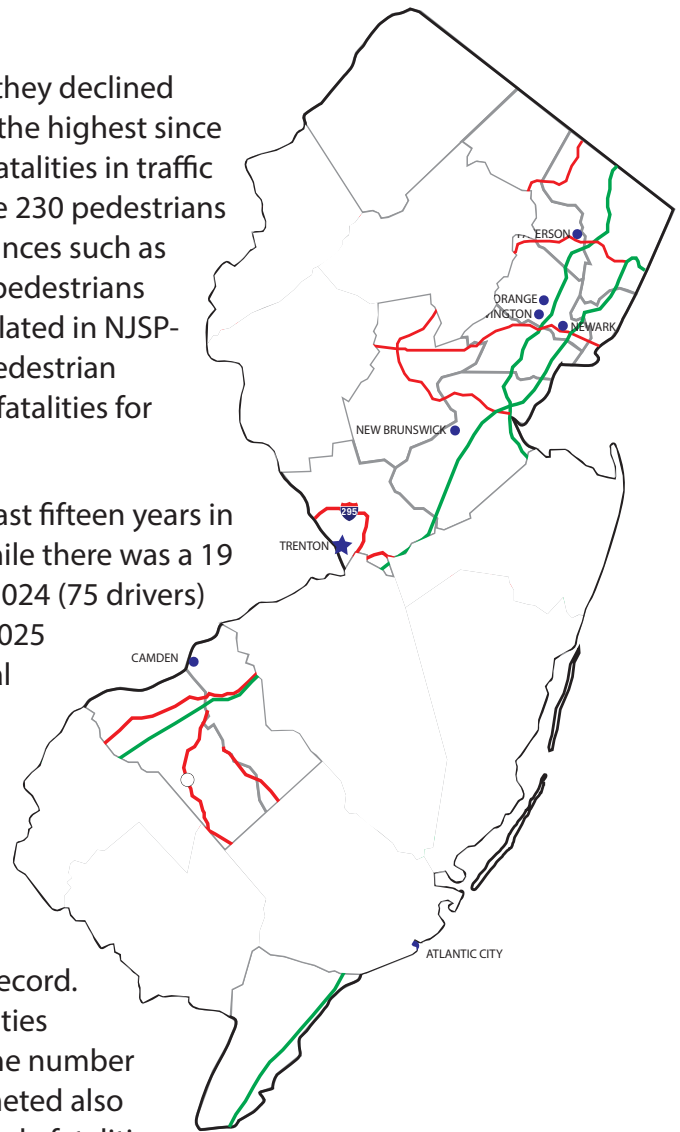
In 2024, alcohol and drugs had a significant impact on traffic crash fatalities. Out of 684 people killed in crashes, 567 were tested for alcohol. Among those tested, 193, or 34%, were found to have alcohol in their system, an increase from 31.9% in 2023. In total, 193 of the 647 fatal crashes involved a driver who tested positive for alcohol or drugs, accounting for 29.8% of the incidents. Additionally, 350 drivers died in crashes in 2024, and of those, 108, or 35.2%, tested positive for alcohol or drugs. At the time of this report, complete 2024 toxicology reports are not available.

While pedestrian deaths rose by 34 percent in 2024, they declined significantly in 2025. There were 230 deaths in 2024, the highest since 1989, compared to 171 in 2023. In 2025, pedestrian fatalities in traffic crashes decreased by nearly 25 percent to 173. Of the 230 pedestrians killed in 2024, 14 were traveling on personal conveyances such as e-scooters or bikes. This is the first year that data on pedestrians using personal conveyances has been specifically isolated in NJSP-provided data, though they have been included in pedestrian counts since 2020. No data on personal-conveyance fatalities for 2025 is currently available.

New Jersey has made significant progress over the past fifteen years in reducing teen driver involvement in fatal crashes. While there was a 19 percent increase in teen driver-involved fatalities in 2024 (75 drivers) compared to 2023 (63 drivers), early indications for 2025 suggest a decline in young driver involvement in fatal crashes. Final year-end data will be available later in 2026.

Motorcycle fatalities (drivers and passengers) and the lack of helmet use have been on the rise in New Jersey. In 2024, motorcycle fatalities increased 31 percent from 2023 (118 from 90). 2024 had the highest number of annual motorcyclist fatalities on record. Motorcyclists made up 17% of all motor vehicle fatalities in New Jersey in 2024, up from 15 percent in 2023. The number of fatally injured motorcycle riders who were unhelmeted also increased in 2024 (14) from 2023 (4). In 2025, motorcycle fatalities declined considerably, with early estimates 40 percent fewer riders were killed. No information on helmet use is available at this time. In 2024, speeding contributed to 25 percent, and distracted driving for 26 percent of all roadway fatalities in the state. Information on these contributing factors is not yet available for 2025 fatalities. These risky behaviors will remain a focus for traffic safety efforts throughout 2026.

Traffic-related deaths remain one of the leading causes of accidental deaths in New Jersey and across the country. Through enforcement, education programs, community engagement, and new partnerships with drivers, DHTS will keep working toward reducing motor vehicle fatalities on our roads. State, county, and local agencies, along with our nonprofit partners, stay dedicated to collaborating on effective strategies and programs to lower overall motorist fatalities. With the support of its partners, DHTS will continue aiming to achieve the goals outlined in the FY2024-2026 Highway Safety Plan while exploring new, innovative solutions to address areas where targets were not met.



**Performance Targets:** The State must set clear, data-based, measurable highway safety targets that show the same or better performance over the three-year HSP period (2024-2026).

New Jersey aims to reduce the five-year average (2022–2026) for each performance measure to at or below the baseline average (2018–2022). To achieve equal or improved performance over the HSP period, each measure includes a specific annual reduction target designed to drive the moving average toward stability or improvement.

**Example 1:** New Jersey aims to reduce the five-year average of total motor vehicle fatalities to at or below the baseline average of 619. To achieve this, the State targets a 6 percent annual reduction in total traffic fatalities through 2026, resulting in a decrease in the five-year average from 619 (2018–2022) to 616 (2022–2026), a 0.6 percent reduction from the baseline.

**Example 2:** New Jersey aims to reduce the five-year average of total serious motor vehicle injuries to at or below the baseline average of 2,700. To do so, the State targets an 8 percent annual reduction in serious injuries through 2026, resulting in a decrease in the five-year average from 2,700 (2018–2022) to 2,649 (2022–2026), a 1.9 percent reduction from the baseline.

| KEY | Baseline | Actual | Target    |          |
|-----|----------|--------|-----------|----------|
|     |          |        | Off Track | On Track |

| CORE PERFORMANCE GOALS        |                                                                                                                                                                                                                                                                                                                                                                        |                    |      |                       |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|------|-----------------------|
| NUMBER OF TRAFFIC FATALITIES* |                                                                                                                                                                                                                                                                                                                                                                        |                    |      |                       |
| BASLINE VALUE                 | 619                                                                                                                                                                                                                                                                                                                                                                    | BASLINE START YEAR | 2018 | BASLINE END YEAR 2022 |
| TARGET VALUE                  | 616                                                                                                                                                                                                                                                                                                                                                                    | TARGET START YEAR  | 2022 | TARGET END YEAR 2026  |
| GOAL STATEMENT                | Reduce the total roadway fatalities by 6 percent annually from the 2022 total through 2026.                                                                                                                                                                                                                                                                            |                    |      |                       |
| JUSTIFICATION                 | To reduce the 5-year average of total fatalities to equal to or less than the baseline average of 619, New Jersey aims to reduce the number of total persons fatally injured in motor vehicle crashes by 6 percent annually through 2026. This reduction goal would result in a 0.6 percent reduction from the baseline average of 619 (2018-2022) to 616 (2022-2026). |                    |      |                       |

| Total Fatalities | Baseline |      |      |      |      | Target |      |      |      |
|------------------|----------|------|------|------|------|--------|------|------|------|
|                  | 2018     | 2019 | 2020 | 2021 | 2022 | 2023   | 2024 | 2025 | 2026 |
| Target           | 563      | 558  | 584  | 697  | 694  | 652    | 613  | 576  | 542  |
| 5-Yr Avg         | 581      | 582  | 586  | 605  | 619  | 637    | 648  | 647  | 616  |
| Actual           | 563      | 558  | 586  | 692  | 689  | 606    | 684  | 581* | 542  |
| 5-Yr Avg         | 581      | 582  | 587  | 605  | 618  | 626    | 651  | 650  | 620  |

\*Estimate

| NUMBER OF SERIOUS INJURIES* |                                                                                                                                                                                                                                                                                                                                                                                              |                    |      |                       |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|------|-----------------------|
| BASLINE VALUE               | 2,700                                                                                                                                                                                                                                                                                                                                                                                        | BASLINE START YEAR | 2018 | BASLINE END YEAR 2022 |
| TARGET VALUE                | 2,649                                                                                                                                                                                                                                                                                                                                                                                        | TARGET START YEAR  | 2022 | TARGET END YEAR 2026  |
| GOAL STATEMENT              | Reduce the total serious injuries by 8 percent annually from the 2022 total through 2026.                                                                                                                                                                                                                                                                                                    |                    |      |                       |
| JUSTIFICATION               | To reduce the 5-year average of total serious injuries to equal to or less than the baseline average of 2,700, New Jersey aims to reduce the number of total persons seriously injured in motor vehicle crashes by 8 percent annually through 2026. This reduction goal would result in a 1.9 percent reduction from the baseline average of 2,700 (2018-2022) to 2,649 (2022-2026 average). |                    |      |                       |

| Total Serious Injuries | Baseline |      |      |      |      | Target |       |      |      |
|------------------------|----------|------|------|------|------|--------|-------|------|------|
|                        | 2018     | 2019 | 2020 | 2021 | 2022 | 2023   | 2024  | 2025 | 2026 |
| Target                 | 1284     | 3047 | 2904 | 3157 | 3108 | 2859   | 2631  | 2420 | 2227 |
| 5-Yr Avg               | 1114     | 1525 | 1878 | 2306 | 2700 | 3015   | 2932  | 2835 | 2649 |
| Actual                 | 1284     | 3103 | 2940 | 3567 | 3639 | 3627   | 4077* | 2420 | 2227 |
| 5-Yr Avg               | 1114     | 1536 | 1897 | 2406 | 2907 | 3375   | 3570  | 3644 | 3198 |

\* 2024 data is incomplete.

| FATALITIES/VMT*       |                                                                                                                                                                                                                                                                                                                                                                                              |                           |             |                              |
|-----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------|------------------------------|
| <b>BASLINE VALUE</b>  | <b>0.836</b>                                                                                                                                                                                                                                                                                                                                                                                 | <b>BASLINE START YEAR</b> | <b>2018</b> | <b>BASLINE END YEAR</b> 2022 |
| <b>TARGET VALUE</b>   | <b>0.812</b>                                                                                                                                                                                                                                                                                                                                                                                 | <b>TARGET START YEAR</b>  | <b>2022</b> | <b>TARGET END YEAR</b> 2026  |
| <b>GOAL STATEMENT</b> | Reduce the total fatalities per vehicle miles traveled (VMT) rate by 6 percent annually from the 2022 total through 2026.                                                                                                                                                                                                                                                                    |                           |             |                              |
| <b>JUSTIFICATION</b>  | To reduce the 5-year average of total fatalities per VMT to equal to or less than the baseline average of 0.836, New Jersey aims to reduce the number of total persons fatally injured in motor vehicle crashes by 6 percent annually through 2026. This reduction goal would result in a 2.9 percent reduction from the baseline average of 0.836 (2018-2022) to 0.812 (2022-2026 average). |                           |             |                              |

| Total<br>Fatalities/VMT | Baseline |       |       |       |       | Target |       |       |              |
|-------------------------|----------|-------|-------|-------|-------|--------|-------|-------|--------------|
|                         | 2018     | 2019  | 2020  | 2021  | 2022  | 2023   | 2024  | 2025  | 2026         |
| <b>Target</b>           | 0.726    | 0.714 | 0.880 | 0.946 | 0.915 | 0.860  | 0.809 | 0.760 | 0.715        |
| <b>5-Yr Avg</b>         | 0.760    | 0.754 | 0.782 | 0.814 | 0.836 | 0.863  | 0.882 | 0.858 | <b>0.812</b> |
| <b>Actual</b>           | 0.726    | 0.714 | 0.883 | 0.939 | 0.915 | 0.795  | 0.896 | 0.732 | 0.707        |
| <b>5-Yr Avg</b>         | 0.760    | 0.754 | 0.782 | 0.813 | 0.835 | 0.849  | 0.886 | 0.855 | <b>0.809</b> |

| NUMBER OF UNRESTRAINED FATALITIES |                                                                                                                                                                                                                                                                                                                                                                 |                           |             |                              |
|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------|------------------------------|
| <b>BASLINE VALUE</b>              | <b>136</b>                                                                                                                                                                                                                                                                                                                                                      | <b>BASLINE START YEAR</b> | <b>2018</b> | <b>BASLINE END YEAR</b> 2022 |
| <b>TARGET VALUE</b>               | <b>135</b>                                                                                                                                                                                                                                                                                                                                                      | <b>TARGET START YEAR</b>  | <b>2022</b> | <b>TARGET END YEAR</b> 2026  |
| <b>GOAL STATEMENT</b>             | Reduce the total unrestrained occupant fatalities by 8.5 percent annually from the 2022 total through 2026                                                                                                                                                                                                                                                      |                           |             |                              |
| <b>JUSTIFICATION</b>              | To reduce the 5-year average of unrestrained occupant fatalities to equal to or less than the baseline average of 136, New Jersey aims to reduce the number of unrestrained fatalities by 8.5 percent annually through 2026. This reduction goal would result in a 1 percent reduction from the baseline average of 136 (2018-2022) to 135 (2022-2026 average). |                           |             |                              |

| Total<br>Unrestrained<br>Fatalities | Baseline |      |      |      |      | Target |      |      |            |
|-------------------------------------|----------|------|------|------|------|--------|------|------|------------|
|                                     | 2018     | 2019 | 2020 | 2021 | 2022 | 2023   | 2024 | 2025 | 2026       |
| <b>Target</b>                       | 125      | 109  | 127  | 160  | 160  | 146    | 134  | 123  | 112        |
| <b>5-Yr Avg</b>                     | 125      | 123  | 125  | 128  | 136  | 140    | 145  | 145  | <b>135</b> |
| <b>Actual</b>                       | 125      | 109  | 127  | 162  | 145  | 117    | 152  | 123  | 112        |
| <b>5-Yr Avg</b>                     | 125      | 123  | 125  | 128  | 134  | 132    | 141  | 140  | <b>130</b> |

| NUMBER OF ALCOHOL INVOLVED FATALITIES |                                                                                                                                                                                                                                                                                                                                                                                                   |                           |             |                              |
|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------|------------------------------|
| <b>BASLINE VALUE</b>                  | <b>153</b>                                                                                                                                                                                                                                                                                                                                                                                        | <b>BASLINE START YEAR</b> | <b>2018</b> | <b>BASLINE END YEAR</b> 2022 |
| <b>TARGET VALUE</b>                   | <b>152</b>                                                                                                                                                                                                                                                                                                                                                                                        | <b>TARGET START YEAR</b>  | <b>2022</b> | <b>TARGET END YEAR</b> 2026  |
| <b>GOAL STATEMENT</b>                 | Reduce the total alcohol involved fatalities (BAC 0.08+) by 8 percent annually from the 2022 total through 2026.                                                                                                                                                                                                                                                                                  |                           |             |                              |
| <b>JUSTIFICATION</b>                  | To reduce the 5-year average of Alcohol Involved (drivers with BAC of 0.08 or higher) fatalities to equal to or less than the baseline average of 153, New Jersey aims to reduce the number of alcohol involved fatalities by 8 percent annually through 2026. This reduction goal would result in a 1 percent reduction from the baseline average of 153 (2018-2022) to 152 (2022-2026 average). |                           |             |                              |

| Total<br>Alc Involved<br>Fatalities | Baseline |      |      |      |      | Target |      |      |            |
|-------------------------------------|----------|------|------|------|------|--------|------|------|------------|
|                                     | 2018     | 2019 | 2020 | 2021 | 2022 | 2023   | 2024 | 2025 | 2026       |
| <b>Target</b>                       | 127      | 129  | 153  | 178  | 178  | 164    | 151  | 139  | 128        |
| <b>5-Yr Avg</b>                     | 130      | 124  | 133  | 142  | 153  | 160    | 165  | 162  | <b>152</b> |
| <b>Actual</b>                       | 127      | 129  | 155  | 175  | 180  | 142    | 144  | 139  | 128        |
| <b>5-Yr Avg</b>                     | 130      | 124  | 133  | 141  | 153  | 156    | 159  | 156  | <b>147</b> |

| NUMBER OF SPEED RELATED FATALITIES |                                                                                                                                                                                                                                                                                                                             |                           |             |                         |             |
|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------|-------------------------|-------------|
| <b>BASLINE VALUE</b>               | <b>146</b>                                                                                                                                                                                                                                                                                                                  | <b>BASLINE START YEAR</b> | <b>2018</b> | <b>BASLINE END YEAR</b> | <b>2022</b> |
| <b>TARGET VALUE</b>                | <b>146</b>                                                                                                                                                                                                                                                                                                                  | <b>TARGET START YEAR</b>  | <b>2022</b> | <b>TARGET END YEAR</b>  | <b>2026</b> |
| <b>GOAL STATEMENT</b>              | Reduce the total speed related fatalities by 10 percent annually from the 2022 total through 2026.                                                                                                                                                                                                                          |                           |             |                         |             |
| <b>JUSTIFICATION</b>               | To reduce the 5-year average of Speed Involved fatalities to equal to or less than the baseline average of 146, New Jersey aims to reduce the number of alcohol involved fatalities by 10 percent annually through 2026. This reduction goal would result in no change (0.3%) from the baseline average of 146 (2018-2022). |                           |             |                         |             |

| Total<br>Fatalities | Baseline |      |      |      |      | Target |      |      |      |
|---------------------|----------|------|------|------|------|--------|------|------|------|
|                     | 2018     | 2019 | 2020 | 2021 | 2022 | 2023   | 2024 | 2025 | 2026 |
| <b>Target</b>       | 119      | 110  | 146  | 178  | 178  | 160    | 144  | 130  | 117  |
| <b>5-Yr Avg</b>     | 121      | 123  | 127  | 136  | 146  | 154    | 161  | 158  | 146  |
| <b>Actual</b>       | 119      | 110  | 146  | 187  | 176  | 190    | 172  | 130  | 117  |
| <b>5-Yr Avg</b>     | 121      | 123  | 127  | 138  | 148  | 162    | 174  | 171  | 157  |

| NUMBER OF MOTORCYCLE FATALITIES |                                                                                                                                                                                                                                                                                                                                                  |                           |             |                         |             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------|-------------------------|-------------|
| <b>BASLINE VALUE</b>            | <b>80</b>                                                                                                                                                                                                                                                                                                                                        | <b>BASLINE START YEAR</b> | <b>2018</b> | <b>BASLINE END YEAR</b> | <b>2022</b> |
| <b>TARGET VALUE</b>             | <b>78</b>                                                                                                                                                                                                                                                                                                                                        | <b>TARGET START YEAR</b>  | <b>2022</b> | <b>TARGET END YEAR</b>  | <b>2026</b> |
| <b>GOAL STATEMENT</b>           | Reduce the total motorcyclist fatalities by 6 percent annually from the 2022 total through 2026.                                                                                                                                                                                                                                                 |                           |             |                         |             |
| <b>JUSTIFICATION</b>            | To reduce the 5-year average of motorcyclist fatalities to equal to or less than the baseline average of 80, New Jersey aims to reduce the number of motorcyclists killed by 6 percent annually through 2026. This reduction goal would result in a 2.2 percent reduction from the baseline average of 80 (2018-2022) to 78 (2022-2026 average). |                           |             |                         |             |

| Total<br>Motorcycle<br>Fatalities | Baseline |      |      |      |      | Target |      |      |      |
|-----------------------------------|----------|------|------|------|------|--------|------|------|------|
|                                   | 2018     | 2019 | 2020 | 2021 | 2022 | 2023   | 2024 | 2025 | 2026 |
| <b>Target</b>                     | 53       | 85   | 74   | 99   | 88   | 83     | 78   | 73   | 69   |
| <b>5-Yr Avg</b>                   | 64       | 68   | 73   | 79   | 80   | 86     | 84   | 84   | 78   |
| <b>Actual</b>                     | 53       | 85   | 78   | 101  | 95   | 90     | 118  | 73   | 69   |
| <b>5-Yr Avg</b>                   | 64       | 68   | 74   | 80   | 82   | 90     | 96   | 95   | 89   |

| NUMBER OF UNHELMETED MOTORCYCLE FATALITIES |                                                                                                                                                                                                                                                                                                                                                                                           |                           |             |                         |             |
|--------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------|-------------------------|-------------|
| <b>BASLINE VALUE</b>                       | <b>11</b>                                                                                                                                                                                                                                                                                                                                                                                 | <b>BASLINE START YEAR</b> | <b>2018</b> | <b>BASLINE END YEAR</b> | <b>2022</b> |
| <b>TARGET VALUE</b>                        | <b>10</b>                                                                                                                                                                                                                                                                                                                                                                                 | <b>TARGET START YEAR</b>  | <b>2022</b> | <b>TARGET END YEAR</b>  | <b>2026</b> |
| <b>GOAL STATEMENT</b>                      | Reduce the total unhelmeted motorcyclist fatalities by 7 percent annually from the 2022 total through 2026.                                                                                                                                                                                                                                                                               |                           |             |                         |             |
| <b>JUSTIFICATION</b>                       | To reduce the 5-year average of unhelmeted motorcyclist fatalities to equal to or less than the baseline average of 11, New Jersey aims to reduce the number of fatally injured motorcyclists that were unhelmeted by 7 percent annually through 2026. This reduction goal would result in a 1.6 percent reduction from the baseline average of 11 (2018-2022) to 10 (2022-2026 average). |                           |             |                         |             |

| Total<br>Unhelmeted<br>Motorcycle<br>Fatalities | Baseline |      |      |      |      | Target |      |      |      |
|-------------------------------------------------|----------|------|------|------|------|--------|------|------|------|
|                                                 | 2018     | 2019 | 2020 | 2021 | 2022 | 2023   | 2024 | 2025 | 2026 |
| <b>Target 5-Yr Avg</b>                          | 7        | 15   | 7    | 12   | 12   | 11     | 10   | 10   | 9    |
| <b>Actual</b>                                   | 5        | 7    | 7    | 9    | 11   | 11     | 11   | 11   | 10   |
| <b>5-Yr Avg</b>                                 | 7        | 15   | 9    | 15   | 17   | 4      | 14   | 10   | 9    |
| <b>5-Yr Avg</b>                                 | 5        | 7    | 7    | 10   | 13   | 12     | 12   | 12   | 11   |

| NUMBER OF YOUNG DRIVER INVOLVED FATALITIES |                                                                                                                                                                                                                                                                                                                                                                         |                            |             |                               |
|--------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------------|-------------------------------|
| <b>BASILINE VALUE</b>                      | <b>63</b>                                                                                                                                                                                                                                                                                                                                                               | <b>BASILINE START YEAR</b> | <b>2018</b> | <b>BASILINE END YEAR</b> 2022 |
| <b>TARGET VALUE</b>                        | <b>62</b>                                                                                                                                                                                                                                                                                                                                                               | <b>TARGET START YEAR</b>   | <b>2022</b> | <b>TARGET END YEAR</b> 2026   |
| <b>GOAL STATEMENT</b>                      | Reduce the total young driver (drivers between 16 and 20 years of age) involved fatalities by 3 percent annually from the 2022 total to through 2026.                                                                                                                                                                                                                   |                            |             |                               |
| <b>JUSTIFICATION</b>                       | To reduce the 5-year average of young driver involved fatalities to equal to or less than the baseline average of 63, New Jersey aims to reduce the number of fatalities involving young drivers by 3 percent annually through 2026. This reduction goal would result in a 0.7 percent reduction from the baseline average of 63 (2018-2022) to 62 (2022-2026 average). |                            |             |                               |

| Total<br>Young Driver<br>Involved<br>Fatalities<br>Target 5-Yr Avg | Baseline |      |      |      |      | Target |      |      |      |
|--------------------------------------------------------------------|----------|------|------|------|------|--------|------|------|------|
|                                                                    | 2018     | 2019 | 2020 | 2021 | 2022 | 2023   | 2024 | 2025 | 2026 |
|                                                                    | 52       | 54   | 64   | 77   | 66   | 64     | 62   | 60   | 58   |
|                                                                    | 56       | 55   | 56   | 59   | 63   | 65     | 67   | 66   | 62   |
| <b>Actual</b>                                                      | 52       | 54   | 64   | 77   | 69   | 67     | 75   | 60   | 58   |
| <b>5-Yr Avg</b>                                                    | 56       | 55   | 56   | 59   | 63   | 66     | 70   | 70   | 66   |

| NUMBER OF PEDESTRIAN FATALITIES |                                                                                                                                                                                                                                                                                                                                                          |                            |             |                               |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------------|-------------------------------|
| <b>BASILINE VALUE</b>           | <b>186</b>                                                                                                                                                                                                                                                                                                                                               | <b>BASILINE START YEAR</b> | <b>2018</b> | <b>BASILINE END YEAR</b> 2022 |
| <b>TARGET VALUE</b>             | <b>181</b>                                                                                                                                                                                                                                                                                                                                               | <b>TARGET START YEAR</b>   | <b>2022</b> | <b>TARGET END YEAR</b> 2026   |
| <b>GOAL STATEMENT</b>           | Reduce the total pedestrian fatalities by 3 percent annually from the 2022 total through 2026.                                                                                                                                                                                                                                                           |                            |             |                               |
| <b>JUSTIFICATION</b>            | To reduce the 5-year average of pedestrian fatalities to equal to or less than the baseline average of 186, New Jersey aims to reduce the number of pedestrians fatally injured by 3 percent annually through 2026. This reduction goal would result in a 2.7 percent reduction from the baseline average of 186 (2018-2022) to 181 (2022-2026 average). |                            |             |                               |

| Total<br>Pedestrian<br>Fatalities<br>Target<br>5-Yr Avg | Baseline |      |      |      |      | Target |      |      |      |
|---------------------------------------------------------|----------|------|------|------|------|--------|------|------|------|
|                                                         | 2018     | 2019 | 2020 | 2021 | 2022 | 2023   | 2024 | 2025 | 2026 |
|                                                         | 173      | 174  | 173  | 217  | 192  | 186    | 181  | 175  | 170  |
|                                                         | 171      | 173  | 173  | 184  | 186  | 188    | 190  | 190  | 181  |
| <b>Actual</b>                                           | 173      | 174  | 173  | 217  | 191  | 171    | 230  | 173  | 170  |
| <b>5-Yr Avg</b>                                         | 171      | 173  | 173  | 184  | 186  | 185    | 196  | 196  | 187  |

| NUMBER OF BICYCLIST FATALITIES |                                                                                                                                                                                                                                                                                                                                                          |                            |             |                               |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------------|-------------------------------|
| <b>BASILINE VALUE</b>          | <b>18</b>                                                                                                                                                                                                                                                                                                                                                | <b>BASILINE START YEAR</b> | <b>2018</b> | <b>BASILINE END YEAR</b> 2022 |
| <b>TARGET VALUE</b>            | <b>16</b>                                                                                                                                                                                                                                                                                                                                                | <b>TARGET START YEAR</b>   | <b>2022</b> | <b>TARGET END YEAR</b> 2026   |
| <b>GOAL STATEMENT</b>          | Reduce the total bicyclist fatalities by 3 percent annually from the 2022 total through 2026.                                                                                                                                                                                                                                                            |                            |             |                               |
| <b>JUSTIFICATION</b>           | To reduce the 5-year average of bicyclist fatalities to equal to or less than the baseline average of 18, New Jersey aims to reduce the total number of bicyclists fatally injured by 3 percent annually through 2026. This reduction goal would result in a 13 percent reduction from the baseline average of 18 (2018-2022) to 16 (2022-2026 average). |                            |             |                               |

| Total<br>Bicyclist<br>Fatalities<br>Target<br>5-Yr Avg | Baseline |      |      |      |      | Target |      |      |      |
|--------------------------------------------------------|----------|------|------|------|------|--------|------|------|------|
|                                                        | 2018     | 2019 | 2020 | 2021 | 2022 | 2023   | 2024 | 2025 | 2026 |
|                                                        | 18       | 13   | 18   | 26   | 17   | 16     | 16   | 16   | 15   |
|                                                        | 16       | 17   | 17   | 18   | 18   | 18     | 19   | 18   | 16   |
| <b>Actual</b>                                          | 18       | 13   | 18   | 26   | 16   | 27     | 18   | 17   | 15   |
| <b>5-Yr Avg</b>                                        | 16       | 17   | 17   | 18   | 18   | 20     | 21   | 21   | 19   |

#### SEAT BELT OBSERVATIONAL USE

|                       |                                                                                                                                                                                                                                                                                                                                                        |                           |             |                         |             |
|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------|-------------------------|-------------|
| <b>BASLINE VALUE</b>  | <b>0.924</b>                                                                                                                                                                                                                                                                                                                                           | <b>BASLINE START YEAR</b> | <b>2018</b> | <b>BASLINE END YEAR</b> | <b>2022</b> |
| <b>TARGET VALUE</b>   | <b>0.925</b>                                                                                                                                                                                                                                                                                                                                           | <b>TARGET START YEAR</b>  | <b>2022</b> | <b>TARGET END YEAR</b>  | <b>2026</b> |
| <b>GOAL STATEMENT</b> | Increase the observed seat belt use rate by 0.1 percent by 2026                                                                                                                                                                                                                                                                                        |                           |             |                         |             |
| <b>JUSTIFICATION</b>  | To increase the 5-year average of observed front-seat passenger seat belt use rate to equal or less than the baseline average of 92.4% (0.9236). New Jersey aims to maintain the current observation rate through 2026. This goal would result in a 0.1 percent increase from the baseline average of 92.4% (2018- 2022) to 92.5% (2022-2026 average). |                           |             |                         |             |

| Seat Belt<br>OBS | Baseline |       |       |       |       | Target |       |       |              |
|------------------|----------|-------|-------|-------|-------|--------|-------|-------|--------------|
|                  | 2018     | 2019  | 2020  | 2021  | 2022  | 2023   | 2024  | 2025  | 2026         |
| <b>Target</b>    | 0.945    | 0.902 | 0.902 | 0.939 | 0.930 | 0.924  | 0.924 | 0.924 | 0.924        |
| <b>5-Yr Avg</b>  | 0.923    | 0.928 | 0.926 | 0.926 | 0.924 | 0.919  | 0.924 | 0.928 | <b>0.925</b> |
| <b>Actual</b>    | 0.945    | 0.902 | 0.902 | 0.939 | 0.930 | 0.929  | 0.904 | 0.943 | 0.924        |
| <b>5-Yr Avg</b>  | 0.923    | 0.928 | 0.926 | 0.926 | 0.924 | 0.921  | 0.921 | 0.929 | <b>0.926</b> |

#### NUMBER OF DRUG INVOLVED FATALITIES

|                       |                                                                                                                                                                                                                                                                                                                                                                                                           |                           |             |                         |             |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------|-------------------------|-------------|
| <b>BASLINE VALUE</b>  | <b>177</b>                                                                                                                                                                                                                                                                                                                                                                                                | <b>BASLINE START YEAR</b> | <b>2018</b> | <b>BASLINE END YEAR</b> | <b>2022</b> |
| <b>TARGET VALUE</b>   | <b>176</b>                                                                                                                                                                                                                                                                                                                                                                                                | <b>TARGET START YEAR</b>  | <b>2022</b> | <b>TARGET END YEAR</b>  | <b>2026</b> |
| <b>GOAL STATEMENT</b> | Reduce the total drug-involved fatalities by 11 percent annually from the 2022 total through 2026.                                                                                                                                                                                                                                                                                                        |                           |             |                         |             |
| <b>JUSTIFICATION</b>  | To reduce the 5-year average of drug (illicit and/or medication-influenced) involved fatalities to equal or less than the baseline average of 177. New Jersey aims to reduce the total number of drug-impaired driving fatalities by 11 percent annually through 2026. This reduction goal would result in a 1 percent reduction from the baseline average of 177 (2018-2022) to 176 (2022-2026 average). |                           |             |                         |             |

| Total<br>Drug Involved<br>Fatalities<br>Target<br>5-Yr Avg | Baseline |      |      |      |      | Target |      |      |            |
|------------------------------------------------------------|----------|------|------|------|------|--------|------|------|------------|
|                                                            | 2018     | 2019 | 2020 | 2021 | 2022 | 2023   | 2024 | 2025 | 2026       |
| <b>Target</b>                                              | 154      | 141  | 154  | 219  | 219  | 195    | 173  | 154  | 137        |
| <b>5-Yr Avg</b>                                            | 133      | 143  | 151  | 167  | 177  | 186    | 192  | 192  | <b>176</b> |
| <b>Actual</b>                                              | 154      | 141  | 154  | 219  | 201  | 179    | 186  | 154  | 137        |
| <b>5-Yr Avg</b>                                            | 133      | 143  | 151  | 167  | 174  | 179    | 188  | 188  | <b>171</b> |

#### NUMBER OF DISTRACTED DRIVING RELATED FATALITIES

|                       |                                                                                                                                                                                                                                                                                                                                                                                 |                           |             |                         |             |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------------|-------------------------|-------------|
| <b>BASLINE VALUE</b>  | <b>129</b>                                                                                                                                                                                                                                                                                                                                                                      | <b>BASLINE START YEAR</b> | <b>2018</b> | <b>BASLINE END YEAR</b> | <b>2022</b> |
| <b>TARGET VALUE</b>   | <b>129</b>                                                                                                                                                                                                                                                                                                                                                                      | <b>TARGET START YEAR</b>  | <b>2022</b> | <b>TARGET END YEAR</b>  | <b>2026</b> |
| <b>GOAL STATEMENT</b> | Reduce distracted driving involved fatalities by 7 percent annually from the 2022 total through 2026.                                                                                                                                                                                                                                                                           |                           |             |                         |             |
| <b>JUSTIFICATION</b>  | To reduce the 5-year average of distracted driving involved fatalities to equal or less than the baseline average of 129, New Jersey aims to reduce the total number of distracted driving caused fatalities by 7 percent annually through 2026. This reduction goal would result in no change (-0.1%) from the baseline average of 129 (2018-2022) to 129 (2022-2026 average). |                           |             |                         |             |

| Total<br>Distracted<br>Driving<br>Fatalities<br>Target 5-Yr Avg | Baseline |      |      |      |      | Target |      |      |            |
|-----------------------------------------------------------------|----------|------|------|------|------|--------|------|------|------------|
|                                                                 | 2018     | 2019 | 2020 | 2021 | 2022 | 2023   | 2024 | 2025 | 2026       |
| <b>Target</b>                                                   | 98       | 164  | 98   | 136  | 148  | 138    | 128  | 119  | 111        |
| <b>5-Yr Avg</b>                                                 | 157      | 151  | 141  | 130  | 129  | 137    | 130  | 134  | <b>129</b> |
| <b>Actual</b>                                                   | 98       | 164  | 98   | 139  | 183  | 172    | 175  | 119  | 111        |
| <b>5-Yr Avg</b>                                                 | 157      | 151  | 141  | 130  | 136  | 151    | 153  | 158  | <b>152</b> |

| NUMBER OF OLDER DRIVER FATALITIES |                                                                                                                                                                                                                                                                                                                                                                                          |                            |      |                               |
|-----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------|-------------------------------|
| <b>BASILINE VALUE</b>             | 69                                                                                                                                                                                                                                                                                                                                                                                       | <b>BASILINE START YEAR</b> | 2018 | <b>BASILINE END YEAR</b> 2022 |
| <b>TARGET VALUE</b>               | 68                                                                                                                                                                                                                                                                                                                                                                                       | <b>TARGET START YEAR</b>   | 2022 | <b>TARGET END YEAR</b> 2026   |
| <b>GOAL STATEMENT</b>             | Reduce the total older driver fatalities by 3 percent annually from the 2022 total through 2026.                                                                                                                                                                                                                                                                                         |                            |      |                               |
| <b>JUSTIFICATION</b>              | To reduce the 5-year average of older drivers (drivers aged 65 and older) fatally injured to equal or less than the baseline average of 69. New Jersey aims to reduce the number of older drivers fatally injured by 3 percent annually through 2026. This reduction goal would result in a 0.2 percent reduction from the baseline average of 69 (2018-2022) to 68 (2022-2026 average). |                            |      |                               |

| Total<br>Older<br>Driver<br>Fatalities<br>Target 5-Yr Avg | Baseline |      |      |      |      | Target |      |      |      |
|-----------------------------------------------------------|----------|------|------|------|------|--------|------|------|------|
|                                                           | 2018     | 2019 | 2020 | 2021 | 2022 | 2023   | 2024 | 2025 | 2026 |
|                                                           | 72       | 62   | 58   | 63   | 88   | 67     | 65   | 63   | 61   |
|                                                           | 65       | 66   | 65   | 65   | 69   | 68     | 68   | 69   | 68   |
| <b>Actual</b>                                             | 72       | 62   | 58   | 61   | 88   | 74     | 78   | 63   | 61   |
| <b>5-Yr Avg</b>                                           | 65       | 66   | 65   | 65   | 68   | 69     | 72   | 73   | 73   |

| NUMBER OF WORK ZONE RELATED CRASHES |                                                                                                                                                                                                                                                                                                                                                    |                            |      |                               |
|-------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------|-------------------------------|
| <b>BASILINE VALUE</b>               | 3,150                                                                                                                                                                                                                                                                                                                                              | <b>BASILINE START YEAR</b> | 2018 | <b>BASILINE END YEAR</b> 2022 |
| <b>TARGET VALUE</b>                 | 2,411                                                                                                                                                                                                                                                                                                                                              | <b>TARGET START YEAR</b>   | 2022 | <b>TARGET END YEAR</b> 2026   |
| <b>GOAL STATEMENT</b>               | Reduce the total work zone-related crashes by 2 percent annually from the 2022 total through 2026.                                                                                                                                                                                                                                                 |                            |      |                               |
| <b>JUSTIFICATION</b>                | To reduce the total work zone-related crashes to equal or less than the baseline average of 3,150. New Jersey aims to reduce the number of work zone-related crashes by 2 percent annually through 2026. This reduction goal would result in a 23.5 percent reduction from the baseline average of 3,150 (2018-2022) to 2,411 (2022-2026 average). |                            |      |                               |

| Total<br>Work Zone<br>Crashes<br>Target<br>5-Yr Avg | Baseline |       |       |       |       | Target |        |       |       |
|-----------------------------------------------------|----------|-------|-------|-------|-------|--------|--------|-------|-------|
|                                                     | 2018     | 2019  | 2020  | 2021  | 2022  | 2023   | 2024   | 2025  | 2026  |
|                                                     | 4,091    | 3,825 | 2,816 | 2,509 | 2,509 | 2,459  | 2,410  | 2,361 | 2,314 |
|                                                     | 4,883    | 4,329 | 3,848 | 3,459 | 3,150 | 2,824  | 2,540  | 2,450 | 2,411 |
| <b>Actual</b>                                       | 4,091    | 3,911 | 2,895 | 3,037 | 3,357 | 4,207  | 4,029* | 2,361 | 2,314 |
| <b>5-Yr Avg</b>                                     | 4,883    | 4,346 | 3,881 | 3,598 | 3,500 | 3,523  | 3,547  | 3,440 | 3,296 |

\*Preliminary

| Activity Measures             |                                                                                                                                                                                                                                        |
|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1. Seat Belt:</b>          | There were 10,564 seat belt citations issued during grant-funded enforcement activities in FY2025, including 5,352 issued during the Click It or Ticket Mobilization May 19-June 1, 2025.                                              |
| <b>2. Impaired Driving:</b>   | There were 1,871 impaired driving arrests made during grant-funded enforcement activities in FY2025, which included 590 arrests during the Drive Sober or Get Pulled Over Year End Holiday Crackdown December 6, 2024-January 1, 2025. |
| <b>3. Speed:</b>              | There were 14,223 speeding citations issued during grant-funded enforcement activities in FY2025, up from 12,736 in 2024.                                                                                                              |
| <b>4. Cell Phone/Texting:</b> | There were 8,366 cell phone/texting citations issued during grant-funded enforcement activities in FY2025, including 6,872 during the Put the Phone Away or Pay Crackdown April 1-30, 2025.                                            |

*Reviewing performance targets is an important, ongoing process. When targets are not met, programmatic efforts are adjusted accordingly. For FY2025 performance targets not met, DHTS plans the following activities in the Triennial 2027 - 2029 HSP.*

Evaluating performance targets is a critical and ongoing responsibility, particularly within the framework of the Triennial 2024–2026 Highway Safety Plan (HSP). When performance trends indicate that targets may not be met, timely adaptation of programmatic strategies is essential. While many performance measures demonstrated positive trends in 2025, several challenges emerged in 2024 that affected overall progress. The Bipartisan Infrastructure Law (BIL) requires states to set traffic safety performance targets that reflect “constant or improved performance” using a specified method based on multi-year rolling averages and historical trend comparisons. Performance is measured by comparing current outcomes to prior reporting periods rather than on single-year changes. While this method offers stability and consistency in managing performance, it can mask recent improvements or amplify short-term fluctuations driven by systemic, behavioral, or environmental factors, making it harder to assess year-over-year progress.

Overall, DHTS believes it has implemented appropriate and robust countermeasures, consistent with the strategies outlined in NHTSA’s Countermeasures That Work and the Highway Safety Program Guidelines. Significant and effective traffic safety activities were conducted in FY2025, as documented in this annual report, and additional evidence-based initiatives are planned for FY2026, as detailed in the FY2026 Annual Grant Application.

As illustrated in the preceding charts, some performance targets are currently on track, while others are not. Three performance measures identified as not on track using the required multi-year evaluation methodology are discussed below, along with ongoing efforts to implement data-driven solutions.

## 1. Number of Serious Injuries

Although progress is being made toward reducing traffic fatalities, serious injury targets continue to lag. To address this challenge, DHTS plans to implement a comprehensive set of strategies in FY2026 and beyond aimed at improving the crash environment and reducing injury severity. These efforts will include expanding partnerships, increasing grassroots public participation and engagement (PP&E), launching statewide communications campaigns, and supporting targeted enforcement initiatives through strong collaboration with the law enforcement community. Some efforts in 2026 will be focused on the newly established high-injury network and the departments responsible for traffic enforcement on these 140 road segments.

A collaborative effort between DHTS and partner agencies within the Department of Law and Public Safety recently resulted in the development of a new publicly accessible fatal crash data dashboard: <https://www.njoag.gov/trafficfatalities/>. This tool allows traffic safety professionals, law enforcement agencies, media outlets, and the public to easily access and analyze fatal crash data at the county and municipal levels. The dashboard serves as a valuable resource for problem identification, strategic planning, and transparency. Its development required substantial interagency coordination and has resulted in a comprehensive, user-friendly platform that enhances New Jersey’s data-driven approach to traffic safety.

In addition, DHTS receives statewide motor vehicle citation data from the Administrative Office of the Courts (AOC) on a monthly basis. This summons data is analyzed to assess overall enforcement activity and to evaluate enforcement effectiveness within specific DHTS program areas. Trend analyses of citation, crash, and fatality data are conducted in conjunction with the four annual NHTSA-sponsored mobilization campaigns. These analyses help identify areas where enforcement strategies are yielding positive results and highlight locations where adjustments or intensified efforts may be warranted.

The New Jersey FY2024–2026 HSP includes a comprehensive PP&E plan designed to engage communities through a multifaceted approach that fosters meaningful input, strengthens partnerships, informs ongoing traffic safety planning, and supports measurable safety outcomes. Extensive highlights from FY2025 PP&E efforts are included in this annual report. In FY2026, DHTS will continue implementing and refining these strategies, incorporating lessons learned from prior years while realizing that new ideas and best practices will continue to emerge. Clear guidance and supportive structures will be provided to grantees and partners to ensure effective collaboration with DHTS.

Media outreach will remain a cornerstone of DHTS's FY2026 strategy to inform, educate, and engage communities. A coordinated mix of paid, earned, and owned media, including advertising, media relations, social media, and web-based platforms, will be used to promote traffic safety initiatives, reinforce enforcement efforts, and encourage safer behaviors. These efforts are intended to reduce serious injury crashes by increasing public awareness and reinforcing social norms around safe driving.

In FY2026, grant funding will support municipal, county, and State law enforcement agencies participating in high-visibility enforcement initiatives targeting speeding, aggressive driving, distracted driving, and seat belt use, particularly in areas where performance targets are not on track. Saturation patrols will focus on high-risk corridors and intersections identified through data-driven analysis, particularly in areas where seatbelt use lags the state average. The increase in New Jersey's observed seat belt usage rate in 2025 underscores the effectiveness of this targeted enforcement approach.

DHTS will continue to support safety programs implemented by long-standing partners, including the Brain Injury Alliance of New Jersey (BIANJ) and New Jersey's Transportation Management Associations, with a particular emphasis on protecting vulnerable road users. In addition, several new FY2026 initiatives will target high-risk driving populations through partnerships with organizations that have demonstrated success in traffic safety, such as the Nikhil Badlani Foundation, Impact Teen Drivers, and Alliance Highway Safety.

Finally, DHTS anticipates that expanded community collaboration efforts by law enforcement agencies will yield long-term safety benefits. During FY2025, DHTS worked closely with law enforcement partners to integrate community collaboration into grant-funded traffic safety activities. In recognition of statutory requirements and the demonstrated safety benefits of community engagement, DHTS provided specific guidance to law enforcement grantees on effective community outreach strategies. An in-person training session was held in 2025 and is posted on our webpage as a resource for officers to use in building their outreach programs. Several agencies undertook notable engagement efforts, laying a strong foundation for continued progress in future years.

## 2. Number of Pedestrian Fatalities

Pedestrian injuries and fatalities have long presented a significant and complex safety challenge in New Jersey, particularly in densely populated and urbanized areas. Following a substantial increase in pedestrian fatalities in 2024 to 230, preliminary data indicate a considerable decrease in 2025 to 168. While this improvement is encouraging, pedestrian safety remains a critical focus area requiring sustained, coordinated, and data-driven interventions.

The most recent NHTSA Pedestrian and Bicycle Program Assessment identified several recommendations to strengthen New Jersey's pedestrian safety partnerships, program coordination, and delivery. Key recommendations include:



- ◆ Strengthening coordination and **consistency** among staff assigned to the Bicycle and Pedestrian Advisory Committee, the New Jersey Pedestrian/Bicycle Safety Coalition, and the Pedestrian Resource Center to ensure unified messaging, complementary outreach strategies, and efficient use of resources.
- ◆ **Developing a comprehensive statewide education and public outreach communications plan** focused on traffic safety, with a specific emphasis on pedestrian and bicyclist safety, and tailored messaging for high-risk populations and environments.
- ◆ **Creating a pedestrian and bicyclist safety media “toolbox” for law enforcement**, including campaign templates, implementation guidance, and calendaring support for initiatives such as Drive Smart, Street Smart, and other evidence-based pedestrian safety campaigns.
- ◆ **Enhancing law enforcement training** by emphasizing the lifesaving impact of pedestrian and bicyclist law enforcement in both basic recruit academy curricula and in-service training. Equal emphasis should be placed on pedestrian, bicyclist, and motorist education, enforcement, and community engagement to ensure consistent and accurate application of traffic safety laws statewide.

To support the achievement of pedestrian safety performance targets in FY 2026 and beyond, DHTS will continue to utilize a data-driven approach to allocate funding. Using the Crash Analysis Tool, DHTS will identify the 100 municipalities with the highest number of pedestrian crashes over the most recent five-year period. Grant funding will be prioritized for these jurisdictions and strategically leveraged with other DHTS programs, local champions, and statewide partners to maximize impact and sustainability.

Reducing pedestrian crashes and fatalities is a central priority of both the 2025 New Jersey Strategic Highway Safety Plan and the Target Zero Commission Preliminary Report, reinforcing the State's commitment to eliminating traffic fatalities and serious injuries through a Safe System approach. It will also remain a priority of DHTS as planning for the 2027-2029 triennial HSP begins.

## 3. Younger Driver Fatalities

New Jersey has strong graduated driver licensing laws in place, and DHTS is proud of its partnerships with the Brain Injury Alliance of New Jersey, CTSPs, TMAs, and the New Jersey State Interscholastic Athletic Association, which have, for many years, delivered necessary programming to the state's newest drivers.

In FY2026, several new grant-funded programs will be undertaken that will place a heavy emphasis on teen driving safety. These projects, with the Nikhil Badlani Foundation, Impact Teen Drivers, and Alliance Highway Safety, have proven track records of success at the local, state, and national levels.

## Federally Funded Programs

### Section 402 Program

The State and Community Highway Safety Grant Program is administered at the federal level primarily by NHTSA. The funds are intended to be used as seed money for innovative programs and as leverage to garner other state, local, and private resources. The 402 program provides funds to improve the enforcement of existing laws, change public attitudes through education, and build state and local leadership in highway safety. DHTS awarded 160 grants in FY2025, totaling \$12,929,989.

Section 402 program highlights included: Grant funding to the state's Police Traffic Officers Association and the New Jersey Association of Chiefs of Police; a grant to the NJ Institute of Technology for the state's 2025 seat belt usage survey; a sizable paid media project; 42 comprehensive police enforcement grants; eight county and regional Community Traffic Safety Grants; extensive police training and public education grants with Rutgers University, Kean University, and the Brain Injury Alliance of NJ; and 58 grants to local police agencies for the 2025 Click It Or Ticket mobilization.

### Section 405(b) Occupant Protection Program

The Section 405(b) Occupant Protection Program provides funds to implement effective occupant protection programs to reduce deaths and injuries resulting from individuals riding unrestrained or not properly restrained in motor vehicle child safety seats. In 2025, DHTS awarded 10 grants totaling \$1,329,966, all dedicated to child safety seat initiatives.

### Section 405(c) State Traffic Safety Information System Improvements

The Section 405(c) Traffic Records Program establishes a state traffic safety information system improvement grant program. The program encourages the coordination of safety data systems across agencies and the development and maintenance of a comprehensive traffic safety information system. Projects that improve the timeliness, completeness, uniformity, accessibility, and quality of crash data qualify for funding. DHTS awarded three grants totaling \$1,844,659.

### Section 405(d) Impaired Driving Countermeasures

The Section 405(d) Impaired Driving Countermeasures Program provides funds to implement programs to reduce traffic safety problems resulting from individuals driving motor vehicles while under the influence of alcohol, drugs, or the combination of alcohol and drugs. DHTS awarded 145 grants in FY2025 totaling \$4,693,154.

### Section 405(e) Comprehensive Distracted Driving

The Section 405(e) Comprehensive Distracted Driving Program encourages states to enact and enforce laws prohibiting texting while driving and youth cell phone use while driving. Funds are used to educate the public about the dangers of texting or using a cell phone while driving and for the enforcement of distracted driving laws. DHTS awarded 106 grants with this funding, totaling \$1,633,920.

### **Section 405(f) Motorcycle Safety**

The Section 405(f) Motorcycle Safety Program provides funds to implement programs that will reduce the number of crashes, injuries, and fatalities involving motorcyclists. DHTS awarded one grant, totaling \$239,988, under this program in 2025.

### **Section 405(g) Non-motorized Safety**

The Section 405(g) Non-motorized Safety Program earmarks funds to train law enforcement on state laws applicable to bicycle and pedestrian safety; enforcement mobilizations and campaigns designed to enforce pedestrian and bicycle laws; and public information and awareness programs designed to inform motorists, pedestrians, and bicyclists of state laws. DHTS awarded 29 grants, totaling \$1,115,915, under this program.

### **Section 405(h) Preventing Roadside Deaths**

The Section 405(h) Preventing Roadside Deaths program awards funding to states that adopt and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside. DHTS awarded seven grants, totaling \$155,063, under this program.

### **Section 405(i) Driver and Officer Safety Education**

The Section 405(i) Driver and Officer Safety Education program awards funding to states to enact and enforce laws or adopt and implement programs that include specific information on law enforcement practices during traffic stops in driver education and driving safety courses or peace officer training programs, or that have taken meaningful steps to do so. DHTS successfully qualified for this funding for the first time in FY2025. No grants were awarded, but planning work was done for a statewide grant-funded Officer Safety Education program that will begin in FY2026.

## **State Funded Programs**

### **Drunk Driving Enforcement Fund**

The Drunk Driving Enforcement Fund (DDEF), established under NJSA 39:4-50.8, imposes a \$100 surcharge on each drunk driving conviction. Monies in this fund are managed by DHTS and distributed to police agencies to increase enforcement of drunk driving laws. Every law enforcement agency whose officers make arrests leading to DWI convictions and the imposition of the surcharge are entitled to grants representing its proportionate contribution to the fund. Recipients of DDEF grant funds must apply the funds toward supplemental DWI enforcement patrols and sobriety checkpoints in addition to optional equipment that must also be related to DWI countermeasures.

All New Jersey law enforcement agencies are eligible for reimbursement of the DDEF surcharges gained through DWI convictions in court. The reimbursement process requires agencies to spend their allotted DDEF funds on qualified expenditures using funds from their town's local budget. The State DDEF Coordinator then reviews each town's DDEF reimbursement submissions to determine if the funds were expended on required overtime salary and qualified DWI enforcement equipment. This process ensures oversight by the State DDEF Coordinator that DDEF funds are being used appropriately to combat intoxicated driving statewide.

For State Fiscal Year 2025, DDEF surcharges totaled \$1,255,818. When combined with NJ Bottle Tax dollars received, total receipts into the DDEF fund for SFY25 totaled \$2,389,104.

For SFY25, the total disbursements made from the DDEF fund to law enforcement agencies totaled \$1,614,115, resulting in 67.5% of all DDEF receipts being awarded

back to law enforcement agencies, with the remaining 32.5% of receipts being rolled for distribution into the next fiscal year. The 67.5% disbursement rate was up from only 19.4% of DDEF receipts being awarded back to law enforcement agencies during the prior fiscal year. A balance of \$774,989 will be rolled over into the new fiscal year, resulting in an opening DDEF fund balance of \$11,492,252 for SFY26.

### **Pedestrian Safety, Enforcement and Education Fund**

The Pedestrian Safety, Enforcement, and Education Fund is a repository for monies provided pursuant to subsection c. of N.J.S.A. 39:4-36. Under the statute, a motorist must stop for a pedestrian crossing the roadway at an intersection. Failure to stop may result in a fine not to exceed \$200.00. A total of \$100.00 of such fine is dedicated to the fund that is used to make grants available to municipalities and counties with pedestrian safety problems. During 2025, six pedestrian safety enforcement and education grants were funded in the amount of \$108,151.

### **Motorcycle Safety Education Program**

The NJ Motor Vehicle Commission administers the state's motorcycle safety education program. The program provides for a course of

instruction and training designed to develop and instill the knowledge, skills, attitudes, and habits necessary for the safe operation of a motorcycle. Beginner and advanced rider training programs, along with three-wheel training, are conducted throughout the state.

Training was successfully provided to 7,783 riders during 2025, which was a decrease from 8,707 riders trained in 2024.

### **Motor Vehicle Snow and Ice Removal Safety Fund**

The Motor Vehicle Snow and Ice Removal Safety Fund is a separate, non-lapsing, dedicated account. All fines imposed and collected as a result of the enforcement of N.J.S.A. 39:4-77.1, which requires motorist to remove snow and ice from their vehicles prior to driving, are deposited into the fund. Monies in the account can be used to offset the costs associated with the establishment of a public awareness campaign and to develop a grant program that private companies can use to purchase, install, and maintain equipment and technology to remove snow and ice from commercial motor vehicles. No applications for funding were received in FY2025. A listing of the 19 snow removal devices funded to date through this program is posted on the DHTS website.



## ***Alcohol & Other Drug Countermeasures — Project Summaries***

### **Drive Sober or Get Pulled Over Campaigns**

From December 6, 2024, to January 1, 2025, law enforcement agencies across the state collaborated on the Drive Sober or Get Pulled Over 2024 Year-End Holiday Crackdown. The campaign aimed to activate police departments during the crucial holiday season and increase public awareness of impaired driving dangers through high-visibility enforcement and targeted media efforts.

During this period, 130 agencies received overtime grants totaling \$732,400. The campaign led to 590 DWI arrests—fewer than the 603 in FY2024—along with 2,948 speeding tickets and 1,038 seat belt violations. To promote the message, police departments engaged their communities via press releases, PSA campaigns, and variable message boards. The 2025 statewide crackdown ran from August 15 to September 1, aligning with national enforcement efforts. For this, \$564,130 in overtime funds was allocated to 102 agencies, resulting in 502 DWI arrests—down from 633 in FY2024—along with 2,365 speeding citations and 1,264 seat belt violations.

### **DWI Training/Drug Recognition Expert Program**

In FY2025, law enforcement personnel received standardized training on detecting, apprehending, processing, and prosecuting DWI offenders. The four-day DWI Detection Standardized Field Sobriety Testing course was attended by 1,173 officers, an increase from 876 in FY2024. Additionally, 194 officers completed a four-hour refresher course.

The Drug Recognition Expert (DRE) training program was conducted, as well, with 44 police officers trained and certified as new DREs and another 10 officers certified as DRE Instructors. Advanced Roadside Impaired Driving Enforcement (ARIDE) courses were held for 549 police officers (up from 341 in FY2024).

The ARIDE program addresses the gap in training between the Standard Field Sobriety Testing and DRE programs by providing officers with general knowledge related to drug impairment and driving. In addition, the DRE Drug Impaired Driving (DID) course was delivered to an additional 406 officers. The ARIDE and DID training does not qualify participants as drug recognition experts, but is intended to make individuals competent in evaluating and documenting suspected abuse and impairment caused by drug use.

A DRE call-out program operates across much of the state with established policies and procedures for using DREs to evaluate and assess motorists arrested for driving under the influence of drugs and alcohol. The program was running in twelve counties during FY2025: Bergen, Atlantic/Cape May, Hudson, Monmouth, Morris/Sussex, Ocean, Somerset/Hunterdon, Middlesex, and Union. It employs qualified DRE personnel through shared services agreements with local police departments to help identify and remove intoxicated drivers from the roads. DREs are accessible to all county agencies on a call-out basis and support DWI sobriety checkpoints. Additionally, grant funding was provided to the New Jersey DRE Association to improve training and equipment for New Jersey DREs.

## Alcohol Breath Test System

The Alcohol/Drug Test Unit within the Division of State Police leads the ongoing training and re-certification of police officers statewide to operate the approved chemical breath test instrument (Alcotest System). To support and sustain the training program, funds were allocated to purchase the necessary equipment for training and re-certifying officers as breath test operators. In FY2025, a total of 2,851 officers from local, county, and state agencies were trained and re-certified on the Alcotest 7110 unit, while an additional 4,418 officers received training on the new 9510 model.

## College Programs

In FY2025, several New Jersey colleges and universities offered campus-based programs focused on healthy decision-making and substance abuse prevention. The College of New Jersey (TCNJ) deployed the Arrive Alive impaired and distracted driving simulator on campus and hosted multiple educational initiatives, including Training for Intervention Procedures (TIPS). TIPS is a two-hour practical training aimed at reducing intoxication, underage drinking, and drunk driving by improving students' decision-making skills. Peer educators also led various awareness campaigns across campus. Additionally, 53 students from various colleges statewide took part in the annual TCNJ Peer Institute, where they received training and resources to facilitate bystander intervention concerning impaired driving and traffic safety issues.

## Underage Enforcement

In FY2025, funds were allocated to the Division of Alcoholic Beverage Control (ABC) to carry out various educational and enforcement initiatives targeting the illegal sale of alcohol to minors.

During the project year, 103 licensed ABC establishments were identified for investigation of underage and/or intoxicated patron drinking activity. A total of 160 patrons were approached by local police and ABC enforcement personnel and asked to produce identification in order to verify that they were of legal age. Eighty-one persons were arrested for violation of the NJ Alcoholic Beverage Control Act. An additional 26 administrative violations were identified and have been submitted to the ABC Enforcement Bureau for prosecution of these violations.

Furthermore, ABC investigators conducted another round of surveys at licensed establishments to assess how they verify fictitious IDs and identify best practices. Additionally, ABC distributed educational materials during two major public events in June and September 2025 in Wildwood and Asbury Park, aiming to inform patrons about the repercussions of underage drinking and driving, as well as the laws and penalties associated with impaired driving. DHTS and ABC continue to work together to identify establishments that need training or regulatory actions, based on data from Last Drink Reports.

Twenty-two municipal police departments in five counties (Atlantic, Cape May, Middlesex, Monmouth, and Ocean) participated in the annual Cops in Shops Summer Initiative program. The program funded overtime salaries for police officers to work in an undercover capacity in liquor stores, restaurants, and bars in an effort to identify underage individuals who purchase or attempt to purchase alcoholic beverages and adults of legal drinking age who purchase alcoholic beverages for underage persons. There were 38 arrests made and 78 separate charges lodged during the project.





A county-wide underage enforcement grant was provided to the Cape May County Prosecutor's Office to implement undercover operations at locations licensed to serve alcoholic beverages. The purpose of the project was to identify individuals under the legal age attempting to purchase alcohol or providing alcohol to underage patrons and those utilizing fraudulent identification to purchase alcohol. The Cape May project reported carrying out 15 enforcement details during the grant year, resulting in numerous underage patrons being charged. There were also a number of violations issued against liquor establishments and beach concert permit holders relating to improper sale of alcohol to minors.



### John R. Elliott HERO Campaign for Designated Drivers

In 2025, the John R. Elliott HERO Campaign for Designated Drivers continued its essential efforts across New Jersey, aiming to reduce impaired driving and save lives

on the state's roads. A key focus of the Campaign in 2025 was expanding the HERO Patrol Vehicle Program, a statewide initiative supported by a grant from DHTS. Through this partnership, law enforcement agencies across the state have wrapped patrol and emergency vehicles with the HERO Campaign's distinctive navy blue and yellow message, "Be a HERO. Be a Designated Driver."

Celebrating its 25th anniversary, the nonprofit expanded its reach by adding more vehicles. These vehicles act as mobile billboards, frequently seen on patrol, at community events, and near schools, emphasizing that planning for a safe ride home is crucial to protecting lives. This collaboration continues to be a part of New Jersey's wider efforts to prevent alcohol-related crashes and encourage responsible choices behind the wheel.



### Mothers Against Drunk Driving (MADD)

In FY2025, the New Jersey Chapter of Mothers Against Drunk Driving (MADD) received funding to further promote awareness about impaired driving and its effects. They collaborated with county coalitions, youth service departments, schools, and law enforcement agencies. Over 5,000 students were engaged through presentations like Power of You(th), Power of Parents, and Promposal. Additionally, MADD New Jersey organized community outreach through the distribution of materials at school forums, conferences, local events, and seven concerts at the PNC Bank Arts Center.

# Occupant Protection — Project Summaries



## Click It or Ticket

The FY2025 Click It or Ticket seat belt enforcement campaign started on May 19 and continued until June 1. It featured high-visibility seat belt checkpoints and saturation patrols, combined with local and national publicity campaigns, to emphasize the importance of seat belts for saving lives.

Grant funding totaling \$598,780 was awarded to 107 police agencies. These agencies issued 5,352 seat belt summonses (down from 7,854 in the FY2024 campaign), 2,624 speeding summonses, and made 286 DWI arrests.

## Seat Belt Survey

The annual statewide seat belt survey, conducted for DHTS by the New Jersey Institute of Technology, showed a remarkable increase in seat belt use in the state in 2025. The 2025 front-seat belt usage rate is 94.33%, up significantly from 90.40% in 2024. Among the counties included in the survey, Cumberland, Burlington, and Union saw the most significant increases in belt use (11.24%, 7.67%, and 7.33%) while Salem and Somerset had declines based on the survey results (6.43% and 3.04%, respectively).

## Child Passenger Safety

In FY 2025, New Jersey's Child Passenger Safety (CPS) program enhanced efforts to lower traffic injuries and fatalities through coordinated enforcement and education campaigns emphasizing correct child restraint use in vehicles. CPS grants funded local and county police, a nonprofit, a state agency, and the NJ State Police for activities like technician training, re-training, and local program implementation. Moreover, CPS initiatives were incorporated into various comprehensive traffic safety (CTSP) and sustained enforcement grant projects.

The program's slogan is 100%, Everyone, Every Ride. The DHTS website, [www.njsaferoads.com](http://www.njsaferoads.com) offers extensive Child Passenger Safety resources, including a list of county coordinators who can assist the public with locating technicians, recertification, and safety program information in their counties. The public could contact these coordinators directly to arrange safety seat presentations or get guidance on proper installation



**Condado de Hudson**  
**Inspección de Seguridad de**  
**Asientos para Niños Pasajeros**  
**en Automóviles**

**Safe Kids Buckle Up**

**Abril a septiembre:**  
Abierto todos los jueves

**Octubre a marzo:**  
Abierto solo el primer y tercer  
jueves del mes

**10 a.m. - 2 p.m.**  
Edificio EMS de Jersey City Medical Center  
405 Montgomery Street, Jersey City  
No es necesario hacer una cita previa.

Para más información, llame al 201-915-2905.  
Las inspecciones son realizadas por técnicos certificados en  
Seguridad de Niños Pasajeros.

**SAFE KIDS**  
www.safekids.org

**RWJ Barnabas**  
HEALTH

**Jersey City**  
Medical Center



techniques. Throughout the year, many community-based Child Passenger Safety educational events were held, with a highlight being National Child Passenger Safety Week from September 21-27, 2025. During this week, numerous safety checks and educational events took place across the state, including multiple activities on Seat Check Saturday, September 27, 2025.

DHTS also coordinated and funded state CPS training efforts and supported the national child passenger safety certification program, which provides a standardized certification for trained individuals. Eighteen courses were held in 2025, training 289 new technicians. Currently 1,1215 individuals in the state are certified technicians working in public safety, health, and injury prevention programs, with 37 certified as CPS instructors. New Jersey's recertification rate for technicians in 2024 was 54%, exceeding the national average of 52%.

Additionally, two regional Child Passenger Safety One-Day Conferences took place in the southern and northern parts of the state in September 2025. The 250 attending car seat technicians broadened their knowledge and skills and heard directly from manufacturers about current safety trends.

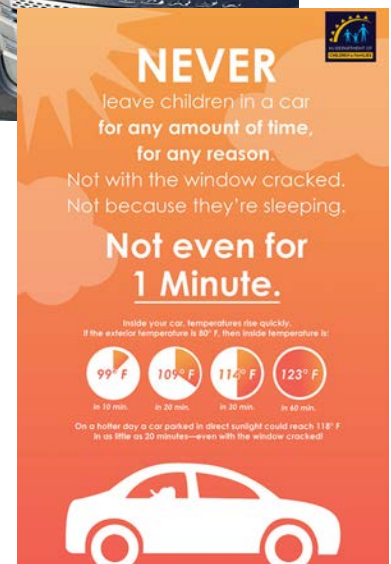
## Unattended Passengers

In the Summer of 2025, DHTS launched a new campaign aimed at reducing the tragic incidents of children succumbing to extreme heat from being left unattended

in vehicles. DHTS provided grant funding to the Department of Health, Office of Emergency Medical Services (OEMS), to support its Hot Car Death and Illness Prevention program.

The project utilized a parked vehicle and a tripod-style display thermometer that showed how quickly the temperature inside a vehicle rises compared to the ambient temperature outside. This display provided a unique opportunity to educate families about heatstroke and the risk of leaving a child in a hot car. The program was presented at numerous county fairs and other public events, including National Night Out, and was seen by more than 55,000 New Jersey residents and visitors.

To further expand this important messaging to the public, DHTS also provided funding to the Department of Children and Families to produce heat stroke awareness posters, tip cards, and stickers. These materials were made available to 4,100 licensed day care facilities in the state, as well as 59 Family Success Centers operated by DCF.



# ***Pedestrian and Bicycle Safety — Project Summaries***

## **Pedestrian Enforcement and Education**

Improving pedestrian safety in New Jersey is a top priority due to the state's historically high pedestrian fatality rates. In FY2025, the Division focused on enhancing the Street-Smart NJ Campaign by collaborating with the Federal Highway Administration, New Jersey Department of Transportation, and North Jersey Transportation Planning Authority. This campaign combines community-focused education and awareness efforts with strict law enforcement to decrease pedestrian injury crashes.

Fifty agencies received grants from the State Pedestrian Safety, Enforcement and Education Fund and Federal Sections 402 and 405(g) Non-Motorized Fund. The grant funds were used to pay for overtime police enforcement that targeted high pedestrian crash locations and provided Street Smart NJ Campaign education materials for delivery to high-risk segments of the population.

The Street-Smart Campaign continued to reach new communities, focusing on a data-driven strategy to increase awareness among pedestrians and drivers, while also enforcing laws and encouraging behavioral change. Over 275 communities and organizations have taken part, many supported by DHTS funding. The campaign promotes key pedestrian safety rules through various slogans: obey the speed limit; stop for pedestrians; use crosswalks; and heads up, phones down. It employs outdoor ads, radio public service announcements, online ads, and outreach materials such as street signs, posters, and tip cards.

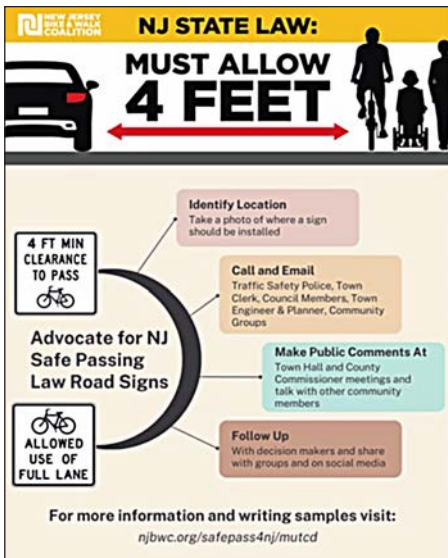
Among the many communities to undertake a significant Street-Smart NJ program in 2025 were the Township of

Teaneck and the Borough of Harvey Cedars. In Teaneck, the police department worked with city and county officials, the EZ Ride TMA, and the school district to educate students, employees, and residents about safe driving and walking practices and to enforce driver and pedestrian-related laws. In Harvey Cedars, several Ocean County communities came together to promote pedestrian safety during the critical summer season along the Jersey shore.



## **Crossing Guard Program**

The New Jersey Safe Routes Resource Center at Rutgers University's Alan M. Voorhees Transportation Center (VTC) has been developing a standardized, statewide crossing guard training program through ongoing research. Funded by DHTS, the New Jersey Department of Transportation, and the Municipal Excess Liability Joint Insurance Fund of New Jersey (NJMEL), VTC continues to offer training and resources for crossing guards and their supervisors, all accessible on the program website: [www.njcrossingguards.org](http://www.njcrossingguards.org). Supported by DHTS grant funding, VTC representatives held two virtual crossing guard supervisor classes on May 29 and August 5, 2025, with 163 participants from across the state. Additionally, in-person trainings were held in three at-risk communities: North Bergen on June 19, 2025; Trenton on August 27, 2025; and Passaic on August 28, 2025. A Spanish-language version of the training video "Crosswalk Heroes: Challenging Crossings" was also produced and posted online.



## Bicycle Safety

Promoting the “Safe Passing Law” continued to be a priority in 2025. DHTS supported the New Jersey Bike and Walk Coalition through grant funding for a broad public awareness campaign on the state’s “Safe Passing Law.” The law seeks to reduce near misses, injuries, and fatalities that often happen when motorists pass cyclists, pedestrians, scooters, people in wheelchairs, or other vulnerable road users unsafely. It offers many benefits, such as increasing space provided by careful drivers, which improves the comfort and safety of all road users. The 4-foot distance also helps prevent falling cyclists from colliding with passing vehicles. An active website provides information about the law, downloadable materials and resources, a social media toolkit, and other helpful links. The Coalition also introduced a new online “E-Bike Training for Teens” course in FY2025 that aims to address some of the confusion and concerns related to electric bicycle use and safety.

The 14th Annual NJBWC Summit took place on March 29, 2025, at Princeton University. The event brought together nearly 300 bicycle and pedestrian advocates, elected officials, transportation and urban planners, bike shop owners and managers, cycling, walking, fitness and health enthusiasts, and others who are interested in making New Jersey a better place to live through safer streets and greater mobility options.

Local bicycle safety programs for riders of all ages were provided by the eight Transportation Management Associations in New Jersey. Bicycle rodeos were organized to teach young riders important safety lessons about cycling and proper helmet use. The Bike to Work and Bike to School programs were advertised across the state, and many virtual and in-person educational activities targeted different age groups. The main objectives of these initiatives included building bike-friendly communities and promoting safe cycling, while also highlighting the benefits of regular physical activity.

## Community Traffic Safety Programs — Project Summaries

### Community Traffic Safety Programs (CTSP)

Each year, the Division supports community-based traffic safety initiatives that involve local residents and deliver essential safety programs. In FY2025, these Community Traffic Safety Programs utilized local leadership, resources, and expertise to target specific community needs in areas such as pedestrian, bicycle, and child passenger safety; aggressive, impaired, distracted, and teen driving; seat belt compliance; and older driver safety. The counties participating in the 2025 CTSP-funded projects included Atlantic, Burlington, Cape May, Gloucester, Hudson, Hunterdon, Middlesex, Morris, Somerset, Sussex, Union, and Warren.

DHTS also partnered with various regional and statewide non-profit organizations to provide traffic safety outreach, engagement, and education to community groups, employers, and students. In FY2025, activities included the following projects:

The Brain Injury Alliance of New Jersey (BIANJ) expanded its statewide traffic safety efforts through in-person education, online workshops, community partnerships, and targeted outreach. It held 468 workshops and safety events, reaching over 37,600 people, including 47 workshops and 26 community events in Spanish to serve diverse audiences better.

BIANJ continued focusing on high-crash and underserved areas like Camden, Newark, and Greater Trenton, hosting 88 workshops and events that engaged children, parents, and adults on pedestrian, bicycle, and driver safety. To broaden its impact, BIANJ partnered with a marketing firm on a pedestrian safety campaign featuring student ambassador videos, bilingual ads, and interactive social

media content promoting safe walking and driving. The campaign achieved 2.7 million impressions, over 76,000 clicks, and 42,000 website views, significantly boosting awareness and engagement across New Jersey.



Now in its 15th year, the U Got Brains Champion Schools Program continues to leave a lasting impact on teen driving safety, reaching nearly one million students since its inception. It empowers students to lead peer campaigns promoting safe behaviors among drivers, cyclists, and pedestrians. This year, BIANJ collaborated with 63 high schools across 18 counties. Evaluation showed safety improvements: seatbelt use increased by 31%, focused driving by 66%, and reported speeding decreased by 22%.

In its third year, the College Roads and Safety Habits (CRASH) Project involved college students in designing safety campaigns on campuses. Nine colleges—Kean University, Monmouth University, Montclair State University, New Jersey Institute of Technology, Passaic County Community College, Rutgers University-New Brunswick, Seton Hall University, Stockton University, and Sussex County Community College—completed the program and submitted final reports. The virtual showcase awarded Passaic County Community College first place and named New Jersey Institute of Technology as the runner-up.

BIANJ also expanded efforts to educate older adults on safe walking, driving, fall prevention, and brain health, which are essential for decision-making and safety. This year, staff conducted 50 senior workshops and participated in 36 senior- focused events, reaching over 3,600 individuals across 13 counties. These sessions covered topics such as impairment, distraction, and speeding, helping adults aged 50 + stay safer on the roads.



To improve awareness and enforcement of New Jersey Title 39 traffic laws, BIANJ partnered with These Guys, LLC, to train law enforcement officers on cyclist-motorist interactions, including the Safe Passing Law (39: 4- 92. 4). Twenty officers attended seven sessions in Sussex, Camden, and Mercer Counties. Pre- and post- tests showed improvement from 57% to 76%, with course evaluations averaging 4.4 out of 5.

Responding to public interest, BIANJ hosted a pilot session titled "It's All Traffic: Traffic Law and Vulnerable Road Users" in Princeton, aimed at non- law enforcement audiences. Twenty- five community members attended, eager to learn about Title 39 and vulnerable road users. Attendees were highly engaged, providing feedback, asking questions, and showing enthusiasm, demonstrating a demand for more public sessions on traffic laws and the rights and responsibilities of all road users.

BIANJ continued to lead the New Jersey Bike and Pedestrian Safety Coalition, hosting quarterly meetings and distributing bilingual safety messages weekly to nearly 300 partners and law enforcement agencies across the state. Additionally, the Driver Education Committee, co-hosted quarterly by BIANJ,

brings together educators and traffic safety professionals to ensure high-quality driver education.

The North Jersey Foundation for Safety (AAA Clubs of New Jersey) conducted safety presentations and Car Fit sessions for older drivers, both in person and online. It also certified new Car Fit Technicians and event coordinators across the state. A "Slow Down/Move Over" campaign was launched at rest stops on the New Jersey Turnpike, Garden State Parkway, and Atlantic City Expressway, as well as on buses and billboards statewide. Teen drivers learned about impaired driving through the course Shifting Gears: The Blunt Truth on Marijuana and Driving. Additionally, law enforcement officers received pedestrian and bicycle safety training via programs like Cops in Crosswalks and crash investigation courses.

In FY2025, New Jersey's eight Transportation Management Associations (including Avenues in Motion, Hudson TMA, RideWise, Keep Middlesex Moving, goHunterdon, Greater Mercer TMA, Cross County Connection, and EZRide) utilized DHTS funding to launch a variety of safety outreach programs targeting bicyclists, pedestrians, and drivers at the local level. These TMAs strongly support the Street-Smart NJ pedestrian safety campaign, providing both assistance and technical

guidance to participating communities. Throughout the year, they release traffic safety messages aligned with major national campaigns and local events. Detailed information about the TMA's traffic safety efforts can be found in the Public Participation and Engagement section of this report.

Safe Kids New Jersey (SKNJ) carried out various Children in and Around Cars safety education programs in areas of need. In partnership with its statewide coalition network, it reached 45,615 community members. Its child safety seat inspection stations examined 5,260 car seats, engaging 11,400 parents and caregivers and 5,330 children. Additionally, 1,200 car seats and 3,600 bike helmets were distributed to families in need.

Targeted outreach initiatives complemented by extensive social media campaigns included International Walk to School Day, National Child Passenger Safety Week, Project Prom Night, Safety Town, National Night Out, and Never Leave Your Child Alone (Heatstroke Prevention).

Kean University, via its Statewide Comprehensive Traffic Safety Project, led the organization of 22 crash investigation training courses in FY2025, covering topics like Basic and Advanced Crash Investigation, Math and Physics Review, Crash Data Recorder Instructor (NJSP), and Advanced Driver Automated Systems, with 595 police officers completing the training. Kean also continued sponsoring the Traffic Safety Specialist program, which recognizes police officers nationwide who have achieved significant levels of experience, education, and training in highway safety and traffic enforcement. In FY2025, 63 officers were recognized after completing either Level I or Level II of this program.



# Public Participation and Engagement — Project Summaries

## Public Participation and Engagement

During FY2025, DHTS continued to prioritize meaningful Public Participation and Engagement (PP&E) initiatives throughout New Jersey. Embracing this approach has helped both the Division and many of its grantees shape and guide their programs and outreach efforts to effectively address traffic safety needs in local communities.

In FY2025, the Division focused its efforts on three main areas:

1. **Providing guidance to grantees and facilitating connections to communities**
2. **Increasing the agency's presence in communities and in support of grantee activities**
3. **Oversee grantee PP&E reporting process and review submissions**

DHTS grantees are encouraged to submit PP&E reports twice annually, at the midpoint and end of the grant cycle. The FY2025 report asked agencies and organizations to select a target audience, outline the steps taken to reach communities, describe participants, report results, and provide an overview of lessons learned and future plans. The PP&E reporting process and expectations were reviewed during a mandatory meeting for all prospective grantees before DHTS's FY2025 application deadline.

## Providing Guidance

### *PP&E Workshop for Grantees*

After the close-out of federal fiscal year 2024, DHTS surveyed law enforcement grantees to learn about challenges with fulfilling PP&E activities. The results revealed that agencies would benefit from additional guidance, specifically on ways to approach the community regarding traffic safety needs.

DHTS engaged hired goHunterdon, a Transportation Management Association (TMA), to create a training program highlighting real-world community engagement experiences to help guide our law enforcement partners. GoHunterdon has excelled in community engagement with outreach to the large Hispanic and Latino population in their area and residents directly affected by traffic safety hazards in their region.

DHTS and goHunterdon hosted an in-person workshop titled Effective Strategies for Community Engagement in Traffic Safety Planning. On January 30, 2025, 70 attendees gathered for an interactive session with lessons on understanding the value of PP&E, analyzing data using a person-centered approach, and developing appropriate engagement strategies for individuals and communities.

The event featured presentations from goHunterdon to demonstrate successful outreach, partnerships, and initiatives as a non-profit grantee, as well as presentations from the Piscataway Police Department and the Holmdel Police Department. Both law enforcement agencies have also excelled in generating meaningful engagement and change in their respective communities by incorporating PP&E into their initiatives.

Event attendees were given an event workbook with resources for developing plans to carry out PP&E efforts successfully. The workshop was recorded, and the video has been added to DHTS's websites for current and future grantees to reference when developing PP&E strategies.

### *Facilitating Connections Between Grantees and Communities*

In November 2024 and May 2025, DHTS held virtual Traffic Safety Roundtables with non-profit traffic safety grantees and community and faith-based leaders across the state. These events served several purposes:

1. **Inviting non-profit grantees to introduce their traffic safety services and programs**
2. **Facilitating connections between non-profits and statewide community and faith-based leaders**
3. **Providing an opportunity for community and faith-based leaders to describe traffic safety concerns observed in their communities**
4. **Allowing non-profit grantees to expand their reach and develop partnerships to address traffic safety issues on the local level**

## **DHTS Presence in Communities**

Traffic crashes killed 684 people in New Jersey in 2024, a 12.9% increase from 606 fatalities in 2023. In FY2025, DHTS staff increased their presence in communities to interact with New Jersey residents, provide education on traffic safety laws and behaviors to prevent crashes, and gather input from residents to help inform future plans. On several occasions, DHTS was invited by grantees to attend events and support their activities. Below is a summary of activities where DHTS engaged and interacted with communities and stakeholders in FY2025:

### ***Traffic Safety for Older Adults, Burlington County***

In FY2025, DHTS continued to focus on the older adult population in Burlington County, an effort that started in the prior fiscal year. In the spring of FY2024, DHTS learned about concerns of reckless driving from residents of Leisure Towne, a large 55+ community in Burlington County. At the start of FY2025, DHTS organized a presentation for the residents of Leisure Towne in partnership with AAA, the Burlington County Prosecutor's Office, and the New Jersey State Police to provide an overview of relevant traffic safety matters. In May 2025, DHTS also attended the Burlington County Senior Expo in partnership with the Burlington County Sheriff's Office, a grantee of the Division, to promote traffic safety and engage with older adults.

### ***NJ Bike and Walk Summit***

DHTS attended and tabled the 2025 Bike & Walk Summit, sponsored by the NJ Bike & Walk Coalition. This event provided DHTS the opportunity to be represented at the event and connect with other safety organizations and citizens regarding bike and pedestrian safety. Discussions with the NJ Bike & Walk Coalition revealed that advocates around the state would benefit from education on DHTS's grant opportunities to share with municipalities, counties, and law enforcement agencies that are eligible for funding. In response, the Bike & Walk Coalition is building a toolkit for future use, which will include DHTS's funding information to share with community stakeholders.



*DHTS staff attends the 2025 NJ Bike & Walk Summit*

### ***Healthy Kids Day - Capital Area YMCA***

DHTS staff attended a Healthy Kids event at the Capital Area YMCA in New Jersey's capital of Trenton. DHTS tabled the event alongside other local community organizations to engage with attendees on traffic safety topics and provide safety materials based on walking, biking, and driving mode preferences. Another organization donated kids' bicycles and helmets for children at the event, and DHTS focused on providing handouts on bicycle laws and safety tips to attendees.



*Piscataway Police Department's Community Roadway Safety Assessment*

### ***Piscataway Safe Streets Initiative***

Throughout the year, DHTS attended town halls and community outreach events with the Piscataway Police Department as part of their Safe Streets campaign. These events served as an opportunity for residents to meet police officers, discuss speeding and traffic safety concerns in their neighborhoods, and receive campaign lawn signs to display on their properties. Both DHTS staff and Piscataway used these events to interact with residents and gather feedback on traffic safety needs.

### ***Bicycle Education Events***

DHTS staff were invited to participate in bicycle Learn to Ride events and Bike Rodeos alongside law enforcement partners in the municipalities of Hazlet, Plainsboro, and Brick. These events are often conducted in collaboration with non-profit safety organizations and focus on teaching children how to ride a bicycle, the importance of helmets, and safe riding skills.

### ***New Jersey State Interscholastic Athletic Association (NJSIAA) High School Track & Field State Championships***

DHTS provides funding to NJSIAA, a non-profit organization that conducts tournaments and championships for high school sports in New Jersey. This year, DHTS attended NJSIAA's Track & Field State Championships. This partnership provides a unique opportunity to engage with teens, parents, and spectators to promote safe driving to young drivers. DHTS staff promoted New Jersey's Graduated Driver's License Law

and discussed safety tips with new drivers who mentioned that they recently received or are preparing to get their license.

### ***Community Roundtables***

DHTS regularly participated in community roundtables that address a variety of concerns in underserved communities. At these meetings, DHTS listens to community concerns relating to traffic safety and assists in finding solutions by providing connections to grantees and partners.

### ***Capital City Community Coalition (4Cs) – Trenton, NJ***

The 4Cs brings together dozens of people from various government sectors, education, law enforcement, health, faith-based leaders, and the Trenton Street Team to share information and educate the roundtable on the topics affecting residents of Trenton. In March 2025, DHTS invited non-profit grantees to a 4C's meeting to present their traffic safety programs and services that can be utilized in Trenton.

**Perry Street Project:** By participating in the 4C's, DHTS learned of concerns where Perry Street meets the on/off ramps of US Route 1 in Trenton. A school is situated at the on/off ramps and community members advised of hazardous pedestrian conditions in the area, especially for students before and after school. As a result, DHTS convened local non-profits serving Trenton, representatives from the school and the City of Trenton to discuss solutions. Regular meetings continue to be held relating to Perry Street and education, enforcement, and engineering solutions are underway in the area.

### ***Newark Community Street Teams Roundtable (NCST) – Newark, NJ***

This year, DHTS regularly participated in Newark Community Street Team's bi-weekly meetings. This is a citizen and community-led group in New Jersey's largest city that leads the state in overall fatalities and pedestrian fatalities. The group meets to discuss a variety of issues in Newark, including traffic safety. Similar to the concerns of Perry Street in Trenton, concerns were raised

about speeding and unsafe pedestrian conditions at Nye Avenue and Clinton Place, an intersection near several schools in Newark. DHTS connected with EZ Ride TMA, the North Jersey Transportation Planning Authority (NJTPA), Newark Police Department, and a concerned citizen to discuss solutions.

### ***TCNJ Peer Institute***

In June 2025, DHTS attended the College of New Jersey's (TCNJ) Peer Institute, a program the college runs as part of their grant with the Division. Utilizing a peer-based approach, the program focused on skill-building for students to intervene if their peers are engaging in distracted and impaired driving.

### ***Somerset County Prosecutor – Think Fast Interactive Presentation***

Somerset County Prosecutor's Office hired Think Fast Interactive, an interactive educational program using a game show trivia approach to educate middle school students on traffic safety. DHTS attended three sessions to observe and interact with student participants.

### ***Connecting Dover - Dover, NJ***

DHTS participated in Connecting Dover, a group working to address issues in Dover, New Jersey. DHTS informed group leaders to reach out with any traffic safety-related concerns and provided introductions to grantees of the Division including Avenues in Motion TMA, the Brain Injury Alliance of New Jersey, and Safe Kids.

### ***TCNJ's Thrive Wellness Expo***

DHTS attended the College of New Jersey's (TCNJ) Thrive Wellness Expo on April 9, 2025. TCNJ was an FY2025 grantee of the Division focusing on initiatives that prevent impaired driving amongst college students. The event brought together multiple vendors and organizations to present on health, safety, and wellness topics, with DHTS focusing on traffic safety.

## **Grantee Activities**

### ***Atlantic-Cape May Highway Traffic Safety***

In 2025, Atlantic Avenue in Atlantic City was re-designed with several improvements to enhance traffic flow and encourage alternative transpor-

tation modes, such as bicycle infrastructure and crosswalks. Civic associations in each of the city's wards hosted town hall-style events to give an overview of the project and promote compliance with traffic safety measures. Five events were held, attracting a total of 150 attendees. The most common concern among participants was unsafe pedestrian crossings. Residents expressed satisfaction that the police department would issue warnings and support enforcement efforts to make walking safer throughout the city. Later in the year, Atlantic-Cape May Highway Traffic Safety planned a Healing Mass with county and municipal partners to gather law enforcement, faith leaders, and the community to raise awareness of the county's 10-year high in traffic deaths in 2024.



*Healing Mass, Atlantic County, NJ*

### ***Middlesex County - Comprehensive Traffic Safety Program***

With Comprehensive Traffic Safety Program funding, Middlesex County receives and responds to public input via their website. The agency is working on a countywide approach and to solicit municipalities that have not engaged in coordinated efforts. The agency has also engaged with high school students on traffic safety focused programs and worked with safety partners throughout the county. After receiving complaints of speeding in Metuchen, New Jersey, the agency worked with the municipality to launch a "slow down" initiative where residents can use lawn signs to urge motorists to slow down on residential streets. This approach has been successful in other areas of the county.

### **Brain Injury Alliance of New Jersey (BIANJ)**

The Brain Injury Alliance of New Jersey (BIANJ) focused its efforts in Camden County, Middlesex County, the City of Trenton and the City of Newark. Each focus area included strong partnerships and education programs to address safe walking, biking, and child passenger safety reaching a variety of age groups and organizations including schools, city street teams, law enforcement, and libraries. While participating in community events, BIANJ included surveys to collect feedback and analyze traffic safety concerns in focus areas. Survey questions ask participants to rate their perception of safety on the road, their most concerning traffic safety behaviors, and gauges support for countermeasures. Aggressive driving/ speeding and distracted driving were the most frequently mentioned concerns.

### **Jersey City Medical Center**

Jersey City Medical Center analyzed trauma registry data to assess injury mechanisms and targeted 10 zip codes within Jersey City with a history of pedestrian and bicyclist crashes over the past three years. Program providers engaged with the community through car seat inspection stations and bicycle and pedestrian injury prevention education at Jersey City's Housing Authority locations. Voluntary surveys were distributed at these programs with results showing that distracted driving, pedestrian safety, and wheeled sport safety were top concerns and school-aged children and teens were viewed as the most at-risk populations. Participants also indicated preference for both in-person and virtual activities and outreach in the future incorporating both English and Spanish languages.

### **New Jersey's Transportation Management Associations (TMA)**

All communities in New Jersey are served by a TMA, non-profit organizations tasked with addressing transportation needs and traffic safety in New Jersey.

### **EZ Ride**

EZ Ride conducted several community outreach and traffic safety programs throughout its service area in FY2025. Additional focus was given to the municipalities of Teaneck, Roselle Park and Oradell where communities participated in pedestrian safety campaigns as well as focus groups and surveys. In Teaneck, residents were asked where they experienced speeding and drivers disregarding pedestrian safety. As a result of this feedback, a temporary demonstration project was planned in a focus area where painted curb extensions and delineators were installed to improve pedestrian safety. Prior to installation, a survey was circulated, and 271 participants provided input into the project. In Roselle Park, a focus group and survey found that the area of Webster Avenue and Myrtle Avenue was identified as having traffic safety challenges and a focus group in Oradell showed that Oradell Avenue and Grant Avenues is a top location of concern. EZ Ride is working to address traffic safety issues at these locations alongside the municipalities and communities.



### **goHunterdon**

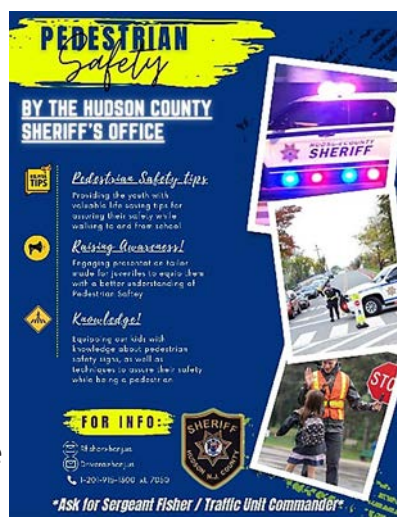
GoHunterdon, a TMA serving Hunterdon County, NJ, focused its efforts in the communities of Flemington and Lambertville in partnership with police departments and fellow non-profits. Efforts included conducting focus groups and street interviews to facilitate dialogue with the communities. Specific focus was given to individuals and groups that are disproportionately affected by serious crashes to collect their feedback and inform broader statewide safety efforts. Street-level interviews reached 260 individuals who rely on biking or walking for transportation. During this outreach, staff receive feedback and share bicycle and pedestrian laws

and tips, emphasizing visibility at night. This engagement is often conducted at convenience stores, food markets, churches, and along bike/walking routes. GoHunterdon also conducted a focus group in Lambertville at the public library to engage in dialogue about challenges faced while walking and biking in the city. GoHunterdon also partnered with the Flemington Area Food Pantry to observe walking, driving, and biking behaviors during food distribution hours and talk with clients about traffic safety challenges when accessing the food pantry. As a result, goHunterdon offered suggestions to the pantry staff on how to improve safety for clients and provided an in-street “stop for pedestrians” sign for use during food distribution. Personal safety lights were also provided to pedestrian and cycling clients.

### **Hudson TMA**

Hudson TMA serves the densely populated Hudson County, NJ, where many people travel by walking, biking, and public transit. Their efforts focused on older adults, children and parents, low-income populations, transit riders, micromobility

users, and bicycle delivery workers. At several events across the county, Hudson TMA collected feedback on concerns related to speeding, poor lighting, language-appropriate materials, pedestrian-driver conflicts around schools, and signal timing needs for seniors. The organization is addressing e-bike and bicycle safety needs for delivery workers, a typical road user in the urban areas of the county, and will continue to provide education and safety equipment to this group and to local restaurants. The TMA also collected feedback surveys that are being shared with municipalities quarterly.



### **Keep Middlesex Moving**

Keep Middlesex Moving (KMM) serves Middlesex County, NJ, and assists in fulfilling tasks associated with the county's Vision Zero Action Plan. KMM assisted in the development and selection of high-risk roadways to undergo Road Safety Audits

(RSA), which featured a public participation session for each location. KMM also launched safety advertisements targeted at populations in the county and promoted messaging at farmers' markets, health fairs, and schools. The public was invited to share their concerns about road safety at events by writing comments on post-it notes or by drawing their ideas. Residents often cited speeding as a primary concern, and the feedback collected is shared with municipalities to help guide future safety initiatives and community planning efforts.

### **Ridewise**

Ridewise conducted several pedestrian and bicycle safety programs for children and their parents. At a pedestrian safety community event in Bridgewater, NJ, Ridewise provided education to children while also giving parents an opportunity to share their thoughts on traffic safety needs in Bridgewater, which will help guide future safety efforts in the community. Ridewise engaged with Somerville, NJ, on a walkability audit attended by the Downtown Somerville Alliance, the environmental commission, residents, and business owners. The participants walked the Main Street corridor assessing pedestrian safety issues. Online comments were also accepted for those who were unable to attend, and feedback from both in-person and virtual participants was documented. Ridewise



*Keep Middlesex Moving community outreach and engagement*

also hosts an annual traffic safety video challenge. The 2025 winners were announced at a virtual event where parents and two council members from a local municipality attended. Students were able to share their perspective on traffic safety for vulnerable road users and identified distracted driving and speeding as primary safety concerns. Parents cited inadequate sidewalks as a safety concern along Easton Avenue, a heavily trafficked road corridor.

### ***Avenues in Motion***

Using crash data from Numetric and population data from NJTPA, the municipalities of Dover, Morristown, and Parsippany-Troy Hills were identified as having high-risk populations for traffic crash injuries. In response, Avenues in Motion carried out a bicycle helmet use and perceptions survey in the Dover school district. The purpose was to assess helmet use, attitudes, and barriers among children aged 12-15. The survey found that 9 in 10 students agree that helmets reduce the risk of head injury in a crash, yet only 8% report regularly wearing a helmet. Recommended countermeasures to increase helmet use include normalizing helmet use through visible, positive experiences and increasing, through education, student perceptions that the road is unpredictable and injuries can occur due to circumstances outside of their control or riding skills, such as unsafe behaviors of other roadway users, weather, or hazards and that wearing a helmet is the best way to protect themselves in any situation.

Avenues in Motion launched Traffic Safety Explorers in the summer of 2025 to engage youth on topics of traffic safety. In multiple programs conducted in partnership with summer camps in northwestern NJ, Avenues in Motion staff taught about bike and pedestrian safety. They fostered conversations among young campers about how to get around on foot or by bicycle. In one program, campers were joined by older adults, creating a unique perspective where participants were able to discuss their own experiences in walking and biking, and how it can be viewed differently depending on the road user's age and experience.

### ***Cross County Connection***

Cross County Connection serves the southern region of the state. The organization used digital and social media campaigns to engage with its audience, as well as partnered with police departments and municipalities at 22 community events during the year. Education programs included bike rodeos, pedestrian and bicycle safety assemblies with schools, attendance at nine National Night Out events, and outreach during Memorial Day Weekend in a popular shore community. In response to growing concerns about e-bike safety following fatal crashes in the area, Cross County Connection TMA is developing an education program to address these concerns.

### ***Greater Mercer TMA***

Greater Mercer TMA (GMTMA) serves both Mercer County and Ocean County, New Jersey. This year's efforts focused primarily on Trenton, an underserved community and the state capital. GMTMA partnered with community organizations as well as the city and school district staff. GMTMA regularly meets with the principal and parent liaisons after learning of safety concerns at a school on Perry Street near the ramps to US-1 during arrival and dismissal. GMTMA observed arrival and dismissal to examine pedestrian-driver conflicts and share recommendations. Throughout the year, GMTMA conducted traffic safety programming to other communities in its service area, including Princeton, Hamilton, Hopewell, and Lacey. A walk audit was conducted in Hopewell after learning of speeding concerns near a school from a community member.

### ***Alcoholic Beverage Control Division***

DHTS allocates funding to the Department of Law and Public Safety's Division of Alcoholic Beverage Control (ABC) to combat underage drinking, overconsumption, and impaired driving. ABC attended two popular and widely attended music festivals in New Jersey: Barefoot Music Festival and SeaHearNow. ABC provided educational materials and outreach to concert-goers, encouraging responsible drinking and sober driving.

### **Central Jersey Family Health Consortium (CJFHC)**

The Central Jersey Family Health Consortium (CJFHC) was present at 70 events, including Car Seat checks/installations, community baby showers, bicycle safety, pedestrian safety, school bus safety, and National Night Out. These events were targeted to the general public, parents, caregivers, children, educators, community stakeholders, neonatal intensive care unit staff, and other healthcare personnel on traffic safety topics, including increasing seat belt usage, promoting proper child passenger restraints, decreasing impaired driving, and increasing traffic enforcement to reduce speed, aggressive, and distracted driving.

### **Morristown Medical Center Safe Kids / Safe Communities**

Safe Kids / Safe Communities, based out of Morristown Medical Center, coordinated a viewing of the film *The Pedestrian Project* for National Injury Prevention Day, which included attendees from the organization's pedestrian task force and representatives from North Jersey Transportation Planning Authority (NJTPA), the Morris County office of Emergency Management, local municipalities, and other injury prevention advocates. Safe Kids / Safe Communities participated in National Night Out events and plans to focus on traffic safety concerns, including e-bikes, pedestrian safety, and child passenger safety.



## **Police Traffic Services and Training — Project Summaries**

### **Comprehensive Law Enforcement Programs**

In FY2025, law enforcement focused heavily on sustained enforcement activities in key areas such as speed, occupant protection/seat belts, distracted driving, and impaired driving, which were central to DHTS grant efforts. Crash ranking lists were created for these four categories, and funding for sustained enforcement was provided—mostly accepted—by police agencies in high-crash counties and communities. Overall, 95 sustained enforcement grants were funded in FY2025 through Section 402 and 405 funds.

These programs included targeted, multi-jurisdictional campaigns in Essex County and Middlesex County, two high-crash areas in New Jersey. DHTS allocated grants to local and county police to enhance enforcement and conduct educational activities, focusing on aggressive driving and pedestrian safety.

Additionally, countywide police agencies in Bergen, Camden, Hudson, Monmouth, Ocean,

Passaic, and Union received grants in FY2025 for yearlong sustained enforcement efforts.

During the project year, the Passaic County Sheriff's Department reported issuing 208 seat belt summonses, 185 careless driving summonses, and another 762 summonses for failing to stop for a pedestrian. The Bergen County Sheriff's Office was also active, issuing 185 speeding violations and more than 130 summonses for careless driving. At the local level, the Woodbridge Police Department focused on seat belt usage, speeding, and cell phone use by motorists in the community, which is one of the largest and most heavily traveled in the state, and issued more than 450 summonses in those priority categories.

### **Distracted Driving Crackdown**

New Jersey qualified again to receive distracted driving incentive grant funds in FY2025. These funds have supported a major enforcement effort for the national "Put the Phone Away or Pay" distracted driving crackdown. The 2025 crackdown occurred in April, with \$1.1 million in

grant funding awarded to 158 state, county, and local police agencies. During the campaign, these agencies issued 6,872 summonses for handheld cell phone use while driving, along with 4,337 summonses for careless driving.

## **Crash Investigation Training**

Through DHTS funding and in collaboration with the New Jersey State Police and Kean University, New Jersey offered a detailed schedule of crash investigation training courses in FY2025. The Basic Crash Investigation course was delivered 12 times at various training sites across the state, while the Advanced Crash Investigation course was held seven times. In total, these 19 sessions trained 551 officers. Additionally, ten specialty crash investigation courses covering topics like Pedestrian/Bicycle Crash Investigation, Use of the Event Data Recorder (black box) for Crash Reconstruction, and Motorcycle Crash Investigation were conducted. These specialized courses were in high demand and were attended by 291 officers statewide.

## **Traffic Safety Resource Prosecutor**

During FY2025, three Deputy Attorneys General in the Department of Law and Public Safety served as Traffic Safety Resource Prosecutors (TSRPs). They organized and participated in training sessions, served on committees, attended workshops related to traffic safety, provided support to county prosecutors and law enforcement on various issues, represented the state in traffic safety court cases, and assisted prosecutors with brief preparations and appearances before the New Jersey Supreme Court. The TSRPs also led several training programs, including Prosecutor Alcotest Training, Radar Instructor Refresher courses, Basic Motor Vehicle Courses for DCJ Investigators, and legal aspects of the Basic DRE Course for municipal prosecutors and DREs.

A significant amount of time in FY2025 was dedicated to preparing for legal challenges

against the implementation of the Alcotest 9510, New Jersey's new evidential breath testing device, which is set to be rolled out across all 21 counties in 2026. Two of the TSRPs are involved in the litigation team and attended case management conferences with the court-appointed Special Master, as well as met with experts to discuss the 9510 and New Jersey's evidential breath testing program. The TSRPs play a key role in New Jersey's traffic safety initiatives and regularly participate in and provide updates on their activities at HTSPAC, New Jersey Police Traffic Officers Association, NHTSA Region II, and Regional Law Enforcement Liaison (LEL)/Judicial Outreach Liaison (JOL) meetings.

## **Fatal Crash Unit**

The New Jersey State Police Fatal Accident Investigation Unit (FAIU) handles various tasks related to investigating fatal and serious injury motor vehicle crashes, as well as gathering statistical data on fatal incidents. Its staff investigate serious and fatal crashes within the patrol areas of the State Police and respond to requests for technical assistance from county prosecutors' offices and municipal police departments, whether on-scene or after collisions. Additionally, the FAIU reviews, reinvestigates, or reconstructs every fatal crash in the state to ensure precise reporting to the Fatal Accident Reporting System (FARS), which is essential for the DHTS program and planning. The unit relies on their advanced training, technical skills, specialized equipment, and support—partly funded by DHTS again in FY2025—to perform these critical functions effectively and efficiently.

## **New Jersey Police Traffic Officers Association**

The New Jersey Police Traffic Officers Association (NJPTOA) was established in 1974, and 51 years later, it remains one of the nation's few dedicated statewide organizations focused on police traffic officers' work. The organization has proven to

be an invaluable partner to DHTS, which has again awarded grant funding to the Association in FY2025. The NJPTOA reports on all current traffic safety issues, including DHTS's campaigns and priorities, traffic-related case law, new and emerging technology, training updates, and upcoming concerns. It offers and provides access to training events tailored to the state's needs. The NJPTOA uses a website, monthly meetings, a newsletter, and mass emails to keep its members informed about critical issues facing the traffic safety community. Its monthly meetings also serve as a platform for the Director of DHTS to speak with local law enforcement officers and promote new grant-funded projects.

## **Law Enforcement Liaison**

FY2025 was another productive year for New Jersey's Law Enforcement Liaison (LEL), supported by a grant from DHTS to the NJ State Association of Chiefs of Police (NJSACOP). The LEL's activities included assisting DHTS staff in promoting law enforcement grants during seat belt, impaired driving, and distracted driving campaigns, as well as promoting the division's traffic safety initiatives at monthly NJSACOP meetings and NJPTOA gatherings. They also shared traffic safety news with municipal police chiefs and partners through regular email updates and supported DHTS leadership with ongoing projects and special events.

To increase awareness about the importance of enhanced traffic enforcement in reducing motor vehicle crashes and fatalities, NJSACOP produced and distributed a training video in FY2025 featuring testimony from state, county, and local law enforcement leaders.

Understanding the vital role LELs play in the state's traffic safety efforts, the NJ LEL program will expand in FY2026 with the addition of a second, part-time, grant-funded LEL.

## **Comprehensive Police Training**

In FY2025, Rutgers University offered a variety of law enforcement training programs through its Comprehensive Police Training Grant from DHTS. The Data-Driven Countermeasures for Traffic Safety course, conducted in one session, aimed to help potential DHTS grantees improve their project proposals by utilizing data analysis. This three-day training taught participants to use the Crash Analysis Tool (CAT) in either a computer lab or virtual setting, starting with creating queries for specific towns to identify crash-prone areas and contributing factors. These queries are then saved and exported to support grant proposals. Participants also received instruction on grant writing using the DHTS SAGE e-grant system and learned about NHTSA's proven countermeasures, including how to choose appropriate strategies and measure their impact. During this session, 17 officers from 12 police agencies participated.

The Drone Certification and Crash Reconstruction Workshop covered using unmanned aircraft (drones) in crash investigations. In two five-day sessions in April and June 2025, 41 NJ Crash Reconstructionists earned FAA licenses to operate drones for scene reconstruction. Other training topics included NJTR-1 Crash Reports and Work Zone Safety, as detailed elsewhere in this Annual Report.

In FY2024, a new course called the Traffic Enforcement and Engagement Acuity Workshop was introduced. It was held in three sessions in FY2025, with 111 officers attending. The course highlights the importance of traffic safety, courtroom testimony, and professional interactions with the public.

For FY2026 planning, DHTS organized a mandatory virtual meeting in March 2025 for partner agencies and potential grantees. Over 175 participants learned about the FY2026 grant process, priorities, and expectations. Presenters included federal and state partners who discussed project evaluation, data resources, law enforcement opportunities, and reporting requirements.

MANDATORY Grantee Virtual Training Meeting - Tuesday, March 18 at 10am

36/04

Take control Pop out Chat People Rate React View Notes Apps More Camera Mic Share Leave

WELCOME

DHTS FY2026 GRANTEE WORKSHOP

Good Morning! We will be starting our workshop momentarily.

- ✓ Please mute your microphone.
- ✓ Sign in on the chat box with your name and agency.
- ✓ Any questions/comments should be added to the chat box.

WELCOME

Click to add notes

Type here to search

MANDATORY Grantee Virtual Training Meeting - Tuesday, March 18 at 10am

01:43:09

Take control Pop out Chat People Rate React View Notes Apps More Camera Mic Share Leave

Numetric

- Crash Query Application

Crash Query Application

Map showing crash locations with markers.

11:09 AM 3/18/2025

MANDATORY Grantee Virtual Training Meeting - Tuesday, March 18 at 10am

01:44:18

Take control Pop out Chat People Rate React View Notes Apps More Camera Mic Share Leave

NJSP Fatal Crash Statistics

Fatal Crash Statistics

2025 - Year to Date by County

This page is updated nightly between 10:00 and 10:05 AM.

Statistics current as of: Wed Mar 12 10:00:04 EDT 2025

This web page provides internal statistics about Fatal Crashes in the state of New Jersey as recorded by the New Jersey State Police. These statistics are available and subject to change until the associated case is completed by the NJSP-Fatal Accident Investigation Unit.

New Jersey State Totals for 2025

| Crashes | Fatalities |
|---------|------------|
| 10      | 88         |

Click These Links for Additional Statistics (PDF Files)

NJSP Fatal Crash Statistics for 2025

Click a county in the image of New Jersey to see statistics for that county. Click off-state to see all.

Statistics are available by date & time - select desired for Fatalities (Driveway, Bicyclist, Pedestrian).

Bergen County

| Municipality          | Date       | Time  | Location                      | Fatalities |
|-----------------------|------------|-------|-------------------------------|------------|
| Hoboken Heights B     | 03/06/2025 | 10:19 | State Highway 17              | 10         |
| Alpine Boro           | 03/06/2025 | 08:08 | Patuxent Intermediate Parkway | 10         |
| Loft Boro             | 03/06/2025 | 2:00  | State Highway 46              | 10         |
| Parsippany Boro       | 03/06/2025 | 18:03 | Parsippany Boro               | 10         |
| Patuxent Boro         | 03/06/2025 | 17:02 | Patuxent Boro                 | 10         |
| Englewood Cliffs Boro | 03/06/2025 | 14:04 | Patuxent Intermediate Pkwy    | 10         |

Accident Count: 8 County

2025 - AGE OF VICTIMS

| AGE          | DRIVER | PASSENGER | BICYCLIST | PEDESTRIAN |
|--------------|--------|-----------|-----------|------------|
| 16 AND UNDER | 0      | 0         | 0         | 0          |
| 17           | 0      | 0         | 0         | 0          |
| 18-24        | 0      | 0         | 0         | 0          |
| 25-34        | 0      | 0         | 0         | 0          |
| 35-44        | 0      | 0         | 0         | 0          |
| 45-54        | 0      | 0         | 0         | 0          |
| 55-64        | 0      | 0         | 0         | 0          |
| 65 AND OVER  | 0      | 0         | 0         | 0          |

MANDATORY Grantee Virtual Training Meeting - Tuesday, March 18 at 10am

01:48:28

Take control Pop out Chat People Rate React View Notes Apps More Camera Mic Share Leave

New Jersey Traffic Safety Overview

Annual data on drivers, pedestrians, and bicyclists in crashes

Passaic County 2019

The focus of this dashboard is on the people involved in crashes or those who were injured - who they are, where they live, and their experience in road safety - rather than where a crash took place. Existing crash rates by county of residence and county of crash location are available in the sidebar.

New Jersey Crash Rates and Counts

| Category               | Count | Rate per 100,000 |
|------------------------|-------|------------------|
| New Jersey Drivers     | 657.9 | 405,988          |
| New Jersey Pedestrians | 49.2  | 4,376            |
| New Jersey Bicyclists  | 19.9  | 1,765            |

County-level data

Crash rates among residents

Historical trends (2010-2019)

TOPICS

- Impaired Driving
- Seat Belt Use
- Pedestrian and Bicycle
- Community Traffic Safety
- Young Drivers
- Mature Drivers

njsho.chop.edu/data/data-dashboard

11:14 AM 3/18/2025

## ***Traffic Records — Project Summaries***

New Jersey's highway safety program relies on a comprehensive traffic records system. Projects funded or supported in FY2025 by DHTS aimed to expand statewide data collection and transmission systems to improve the timeliness, completeness, accessibility, accuracy, and linkage of safety information. The main goal is to have data that enables analysis of all traffic crashes for policy and program development.

### **New Jersey Safety and Health Outcomes Center for Integrated Data**

This three-year project aimed to establish the New Jersey Safety and Health Outcomes (NJ-SHO) Center for Integrated Data, serving as a platform to share vital injury, safety, and transportation information with stakeholders statewide. The Center addressed a significant need within NJ's safety and health communities by providing access to data and analytical expertise, helping to develop and assess local and statewide strategies to reduce injuries and fatalities. Central to the Center is a data warehouse that acts as a comprehensive resource for researchers, offering longitudinal data on health and safety for 24 million individuals of all ages over nearly 20 years.

The NJ-SHO Center's Dashboard showcases the data warehouse's unique features, such as detailed crash injury information through integration of crash reports with hospital discharge data, identification of residential communities of crash-involved individuals, and inclusion of measures at both the individual level (e.g., race and ethnicity) and community level (e.g., community resilience estimates). By linking records of the same individuals across datasets, users can view their experiences within the broader context of their lives. The data warehouse provides researchers with extensive information, supporting the publication of numerous peer-reviewed studies on topics like Graduated Driver Licensing (GDL) policies in New Jersey, child passenger safety, lifespan driving behaviors, and vulnerable road users like bicyclists and pedestrians.

### **NJTR-1 Training**

New Jersey's crash report form, the NJTR-1 crash report form is filled out by law enforcement for any incident that results in injury, death, or damage exceeding \$500. Accurate completion of the report by officers in the field is essential for collecting reliable crash data. In FY2025, ten refresher workshops were conducted six in person and four virtual. A total of 426 state, county, and municipal police officers and safety personnel received training on how to properly complete the crash form. Additionally, technical assistance was provided to more than 60 other officers.

### **Statewide Traffic Records Coordination and Analysis**

The Statewide Traffic Records Coordinating Committee (STRCC) is responsible for the critical job of integrating and exchanging traffic records data between federal, state, and local traffic-related agencies and organizations in an effort to reduce fatalities, crashes, and injuries. STRCC agency representatives include those involved in highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, and motor vehicle and driver licensing. The committee provides a forum for the discussion of highway safety data and traffic records issues, represents the interests of the agencies and organizations within the traffic records system, and develops and carries out a traffic records strategic plan. Several meetings of the committee were held during FY2025. STRCC work was instrumental in contributing to the successful data integration and enhancement efforts highlighted throughout this program area.

## Electronic Patient Care Reporting and EMS Data Repository

In FY2025, the Department of Health, Office of Emergency Medical Services (OEMS) continued its ongoing program to improve the quantity and timeliness of electronic patient care reporting (ePCR) for Emergency Medical Services (EMS) and the EMS Data Repository. Before the ePCR program, all patient data was collected individually by multiple organizations either manually or through unlinked desktops and servers. With the ePCR program, patient and circumstantial data are collected through tablet personal computer devices by both Advanced and Basic Life Support providers who are the first responders to emergency incidents. As the data fields within the ePCR are completed, the information is transferred via Wi-Fi or cellular connection, in near real-time, to the receiving hospital so all relevant data to the patient and their injuries are available to treating clinicians. The data is also transferred and stored in the repository in such a way that it is accessible by multiple state and federal agencies.

The EMS Data Repository continues to see significant growth in the quality of data being submitted by EMS providers through the ePCR. The total number of records transmitted to the data bridge increased in 2025 by 8.9% from 1,882,037 in 2024 to 2,049,699. The average number of days for the data to be entered (timeliness) increased from 1.89 days to 2.50. For completeness, the overall number of agencies non-compliant with ePCR (not submitting data) was reduced to zero in 2024.

## Electronic Data Transfer

The New Jersey Department of Transportation deployed the state's first integrated and all-inclusive crash reporting system in FY2021, which electronically accepts crash reports from police departments into the state system. This application was developed and maintained by Lexis Nexis on behalf of the New Jersey DOT to serve as a portal into the State of New Jersey's repository for traffic crash reports. The program,

known as NJ Crash, provides a revolutionary new approach for law enforcement agencies to create and submit crash reports.

A significant catalyst in the effort to increase EDT usage was the signing into law in March 2023 of legislation requiring all police departments in New Jersey to begin implementing the NJ Crash electronic crash reporting application either through their third-party RMS/CAD vendors or through NJ Crash directly. As of the end of 2025, 99.7% of New Jersey police agencies (624 of 626) are now submitting their crash reports electronically through NJ Crash, with efforts ongoing to onboard the final two agencies and reach 100% compliance during FY2026.

## Crash Analysis Tool (Numetric)

DHTS utilizes Numetric's crash safety application suite to make data-driven decisions about traffic safety programs and grant funding priorities. The system is also used by other public and private agencies, as well as traffic safety professionals, to help identify and evaluate the most cost-effective methods to improve safety on the state's roads. The Crash Analysis Tool is a vital program used in all aspects of the Division's traffic safety efforts.

## Traffic Engineering Interns

Through a long-term project, the Warren County Engineer's Office once again received grant funding to hire two engineering students. These students collect traffic crash data and assist with safety studies at high-crash locations. Under the supervision of the Assistant County Engineer, they gather crash data, create a computerized crash database, and conduct field investigations as needed. The 2024 Warren County Traffic Crash Data and Road Safety Assessment Report was produced, highlighting the top crash locations on county roads based on 2024 data, along with improvement recommendations. Additionally, the 2025 Traffic Study Locations Report provides crash data and analyzes roadway locations that have previously been improved or identified through this program.

## Other Vulnerable Road Users – Project Summaries

### Younger Drivers

A grant-funded partnership was renewed in FY2025 with the New Jersey State Interscholastic Athletic Association (NJSIAA), the governing body for high school sports in New Jersey. A paid social media campaign centered around the slogan “Be a Winner Behind the Wheel” was implemented to deliver key traffic safety messages to young drivers and their parents through NJSIAA’s annual calendar of athletic tournaments and events, reaching its 435 member high schools. The campaign included banners, print ads, public address announcements at major events, social media posts, and innovative tools to engage young drivers, parents, teachers, and school administrators.



### Older Drivers

The Voorhees Transportation Center at Rutgers University received funding again in FY2025 to expand its older driver safety training curriculum and resources available on a web-based Older Driver Traffic Safety Resource Center. The Resource Center, [maturedriversnj.org](http://maturedriversnj.org), is now the main hub for New Jersey’s mature driver safety program. It offers safety materials, links, and educational programming that can be accessed and used by New Jersey safety partners in a coordinated effort on this important issue. Several in-person and online train-the-trainer courses were also provided, equipping community members with the skills to teach older drivers about safer driving practices

over time, driving limitations, driving retirement, and transportation options.

### Motorcycle Safety

The Brain Injury Alliance of New Jersey (BIANJ) continued to expand its motorcycle safety programs through statewide education, outreach, and collaboration. This year, BIANJ took part in over 100 safety events, including 26 conducted in Spanish, reaching more than 26,000 individuals across 20 counties. BIANJ also visited high school driver education classes to talk to new drivers about motorcyclist visibility, sharing the road, and mutual responsibility among all roadway users.

Building on prior outreach, BIANJ partnered with NJ Transit and three minor league baseball teams, the Somerset Patriots, Jersey Shore BlueClaws, and Sussex County Miners, to launch a statewide campaign promoting the message “They Ride. They Walk. They Need You to See Them. Share the Road.” Digital placements and bus ads helped amplify this message throughout New Jersey, reaching diverse audiences and reinforcing safe driving habits during the busy summer travel season.

In May, BIANJ hosted a Motorcycle Safety Awareness Month press event on the Asbury Park Boardwalk, bringing together key partners, riders, and stakeholders to highlight the importance of motorcycle safety, which resulted in print, web, and radio coverage. To further expand public engagement, BIANJ worked with a media and marketing firm to promote the Share the Road message through radio, podcasts, digital streaming, and online ads, supported by partner newsletters and community outreach. This multi-channel effort ensured the campaign reached audiences across both traditional and digital platforms statewide.

BIANJ also advanced its Share the Road pledge program, encouraging both riders and motorists to commit to safer road behaviors. More than 3,300 individuals signed the pledge this year,

including motorcyclists who received incentives of up to \$250 for safety gear or training, supported by private sponsorship. The Share the Road message was also promoted to all students participating in the Champion Schools Program and the CRASH Project. Students were encouraged to gather pledges from their peers, creating valuable conversations around visibility, safe driving, and sharing the road. As an added incentive, students involved in the Champion Schools Program and the CRASH Project received cash prizes for collecting the highest number of pledges.

Throughout the year, BIANJ maintained a strong presence at community events across New Jersey, including motorcycle runs, bike nights, fairs, and sporting events, with an emphasis on outreach in high-crash areas. These efforts, combined with targeted digital media placements, significantly increased traffic to the Share the Road (STR) webpage and related social media platforms. The JerseyDrives.com website, updated quarterly, continued to serve as a resource for motorcycle and traffic safety education, complemented by weekly bilingual safety messages shared across social media channels and partner networks. These platforms emphasized visibility, proper gear use, responsible riding, and continuous learning.

The New Jersey Motorcycle Safety Coalition, hosted by BIANJ, grew to 64 members, representing riders, training site owners, law enforcement, healthcare professionals, and community partners. Coalition meetings continued to foster collaboration, information sharing, and statewide alignment on rider safety initiatives.

BIANJ also oversaw the Motorcycle Quality Assurance Program, which completed 39 site visits across all 18 training centers in New Jersey to ensure compliance with Motorcycle Safety Foundation standards. Additionally, BIANJ hosted three regional trainings, attended by 114 Rider Coaches representing approximately 80 percent of all Rider Coaches statewide. The trainings provided updates on the MSF Curriculum, along with an overview of BIANJ's motorcycle safety

and Share the Road programs and services. Each session included a presentation, guided discussions, and small group activities. Evaluations confirmed that the training met participant expectations, and nearly 100 percent of attendees reported that the sessions enhanced their understanding of the curriculum and would be applied in their future classes.



## Work Zone Safety

With funding from the Rutgers University Comprehensive Police Training Grant, work zone safety training and education were delivered throughout FY2025 to law enforcement officers, municipal traffic engineers, and public works staff.

The annual statewide Work Zone Safety Conference took place on April 9, 2025, aiming to raise awareness about work zone safety on local and state roads among a diverse group of construction, engineering, public safety, maintenance, and operations personnel. The conference featured a presentation by the NJDOT Permits Unit on the permitting process and the expectations when working on state roadways, insights into the latest digital technologies to protect motorists and workers in work zones, and an overview of the Work Zone Data Exchange, which allows infrastructure owners and operators to share harmonized work zone data with third parties. A total of 256 participants attended the event. Additionally, one virtual and one in-person Work Zone Safety Train-the-Trainer for Police workshops trained 38 officers, while two virtual Work Zone Safety Awareness for Police workshops trained 81 officers.

## ***Paid/Earned Media & Public Information — Project Summaries***

### **Comprehensive Paid Media Campaign**

DHTS conducted a comprehensive statewide paid media campaign in FY2025, focusing on key traffic safety issues such as impaired and distracted driving, speeding, seat belt use, pedestrian and motorcycle safety, and the state's Move Over Law. The campaign was promoted across social channels, including Facebook and Snapchat, as well as through static billboards, paid search, radio, streaming audio, and sports/entertainment venues. Overall, the campaign generated more than 275 million impressions, an increase from 169 million impressions in the previous FY2024 campaign.



Some of the 2025 highlights of the impaired driving segment included aerial banner advertising along the New Jersey shore during the summer and Hero Touchscreen Ads, interactive digital kiosks located in over 500 New Jersey bars and restaurants. These kiosks feature a digital jukebox that displays multimedia traffic safety messages alongside patrons' music choices, along with an interactive quiz testing safe driving knowledge. The interface also includes a cab finder feature to help users call for a safe ride home.



Pedestrian safety messages were displayed on several major radio stations, at the Prudential Center and Trenton Thunder stadium, on static billboards in Newark, and on NJ Transit bus tails and shelters. Pedestrian safety messaging alone has achieved over 24 million impressions.

Radio ads emphasizing the dangers of driver distraction were broadcast on 37 different stations, with digital banner ads also running on many station websites. These efforts resulted in more than 14 million impressions.

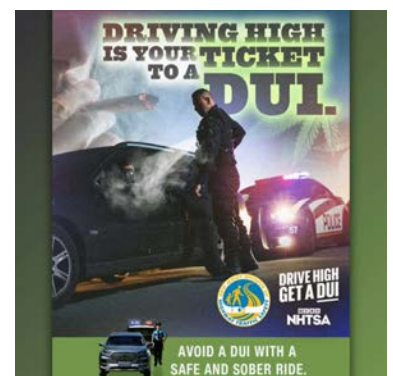




## Social Media

In FY2025, the Division maintained a strong social media presence to promote road safety and boost awareness of the state's traffic safety initiatives in real time. Platforms like Twitter, Facebook, Facebook Stories, and Instagram Stories were used to engage and inform the public about the Division's campaigns and programs. The Division's social media pages are as follows: Facebook - @NewJerseyDivisionofHighwayTrafficSafety, Twitter - @NJTrafficSafety, Instagram - @NJTrafficSafety.

The social media channels were integral in disseminating safety messaging to the public in FY2025. Multiple posts went out each week following the NHTSA communications calendar and tying traffic safety awareness to holidays, seasonal changes, and special events. Social media partnerships with other state and federal traffic safety partners, such as the New Jersey State Police, New Jersey Department of Transportation, AAA, Brain Injury Alliance, and NHTSA, have allowed consistent and cohesive messages to be distributed for maximum reach and effect.



*The following projects included in the FY2025 Annual Grant Application were not implemented:*

### **Program Area: Occupant Protection**

#### **Countermeasure Strategy: Child Passenger Safety Education and Enforcement**

DHTS annually awards numerous grant-funded projects in the priority program area of child passenger safety. DHTS also, when possible, endeavors to consolidate multiple grant projects to the same agency into one comprehensive grant, to allow for more efficient program development, implementation, and reporting.

Middletown Township originally had a child passenger safety grant project included in the FY2025 AGA. The decision was made to consolidate these CPS-related activities into a larger year-long sustained enforcement grant project also awarded to Middletown, which included other activities such as driver distraction enforcement, impaired driving patrols, and community engagement efforts.

### **Program Area: Pedestrian and Bicycle Safety**

#### **Countermeasure Strategy: Targeted Enforcement and Education**

Pedestrian crashes occur for a variety of reasons, including errors in judgment by pedestrians and drivers, excessive motor vehicle speed, impairment on the part of the driver or the pedestrian, and shortcomings in traffic engineering. Funds within this countermeasure are provided to develop and implement pedestrian safety enforcement and education campaigns in communities that have a high incidence of pedestrian crashes, injuries, and fatalities. Emphasis is placed on citing those motorists who fail to stop for pedestrians in the crosswalk. Funds are used for overtime enforcement and for printed materials to reinforce safety messages and campaign themes.

The Somerset County Prosecutor's Office was listed in the FY2025 AGA as receiving a pedestrian safety enforcement and education grant, focusing on Somerset and Hunterdon Counties. Due to the rural nature of these two counties and the relatively low number of pedestrian injuries and fatal crashes compared to other parts of the state, DHTS made the decision to reallocate these pedestrian safety funds to other high-priority projects.

# **Evidence-Based Traffic Safety Enforcement Program / Law Enforcement Community Collaboration**

Evidence-based enforcement starts by analyzing relevant data to identify issues. The next step is implementing proven strategies targeting those specific problems. This process should involve active collaboration with the community to build support, strengthen relationships between law enforcement and residents, and spot any inconsistencies in enforcement efforts. Ongoing follow-up and adjustments to the plan are also crucial.

At both the state and local levels, the Numetric Crash Analysis Tool is used to examine crash data. This multi-layered support program is provided to law enforcement and decision-makers to help find the most cost-effective ways to improve roadway safety through a data-driven approach. The system offers a suite of applications that simplify over four million crash records for analysis, performance measurement, and reporting.

## **Evidence-based Enforcement and Community Collaboration**

Each year, DHTS relies on three main data sources for its evidence-based enforcement program: the New Jersey Crash Records system maintained by the DOT, Bureau of Safety Programs; the FARS managed by the Division of State Police; and citation data from the Administrative Office of the Courts (AOC). All reportable crashes in the state are reported to DOT and entered into the statewide crash records system. This data enables analysis of crashes based on categories such as person (age and gender), location (roadway type and geographic area), vehicle characteristics (like mechanical conditions), and the interactions among factors like time of day, day of the week, and driver actions.

DHTS also receives statewide motor vehicle citation data from the AOC every month. This data includes all moving violations issued by New Jersey law enforcement agencies during the previous month. DHTS uses this new data source to evaluate overall enforcement activity within its program areas. Trend analysis of citation, crash, and fatality data is conducted for the four NHTSA-sponsored annual mobilization campaigns. The analysis aims to identify locations across New Jersey where enforcement efforts positively impact traffic safety, as well as areas that require a revised strategy.

# **Law Enforcement Community Collaboration — Project Summaries**

## **Law Enforcement Community Collaboration**

In FY2025, DHTS collaborated closely with law enforcement partners to integrate community involvement into traffic safety efforts. Acknowledging the statutory mandate for community collaboration and its benefits for safety, DHTS developed a plan in FY2025 to provide guidance to grant-funded agencies and gather reports on their community engagement activities. In January 2025, DHTS Staff partnered with the goHunterdon Transportation Management Association and Traffic Safety Officers from the Holmdel and Piscataway Police Departments to lead a workshop dedicated to effective community engagement strategies. DHTS grant recipients are required to engage in meaningful community engagement, and grant-funded initiatives must be the result of public participation and collaboration. Law enforcement agencies from throughout the state attended the interactive workshop, where they learned valuable techniques and left with toolkits to use for their communities.

In FY2025, many New Jersey law enforcement agencies undertook notable efforts to engage with their communities and include them in program initiatives. From town hall meetings to bike rodeos to community festivals to community walks, DHTS law enforcement partners undertook meaningful and effective community collaboration strategies with positive impacts on grant-funded traffic safety measures. In many cases, DHTS staff either attended or participated in these events to support its sub-grantees.

## **Hudson County Sheriff's Office**

Hudson County has a county-wide Vision Zero Action Plan. To support these efforts, the Sheriff's Office reviews comments on their website and local social media pages to monitor traffic safety concerns reported in the county. The agency also actively participates in Vision Zero meetings

in the county to engage with residents and community groups, listen to concerns, and adjust enforcement strategies based on reported needs and issues. The agency also hosted a traffic safety-focused "Coffee with a Cop" event and conducted multiple traffic and pedestrian safety presentations at grammar schools.

## **Bloomfield Police Department**

The Bloomfield Police Department is focusing on pedestrian safety within the municipality. The department has identified the most dangerous roads in its jurisdiction and targeted enforcement efforts based on times of day and lighting conditions to address concerns for underserved residents and public transit users. Community engagement tactics included Walk to School Days, Coffee with a Cop, presentations at a local college, and ward meetings. About 20 to 30 residents attended each ward meeting, and results showed that concerns commonly involved speeding on specific roads, especially during school hours. The police department is tackling these issues with increased enforcement details, speed radar devices, and the use of the Pedestrian Decoy Program. Additionally, the department is installing delineators at key intersections to slow drivers and enhance pedestrian visibility.

## **Dover Police Department**

The Dover Police Department focused its efforts on pedestrian safety concerns in the community. In their interactions with the community, the Dover Police Department learned that residents are concerned about drivers not yielding to pedestrians, parking too close to crosswalks, speeding, and e-bikes. To address these issues, the department is developing an e-bike education program and deploying yard signs in the community for residents to display to remind drivers to slow down. In addition, the department reached residents through Coffee with a Cop and engaged with high school students and parents for a Share the Keys teen driver education program.

## Linden Police Department

The Linden Police Department identified populations who are most likely to travel as pedestrians in the community. To engage with residents, the police department reached out to residents at the Polish Festival, the senior center, a September 11th Motorcycle Ride, the Linden Public Health Fair, and National Night Out. The department was able to engage in meaningful discussion with the community, including with seniors, where they discussed needs related to safe crossing for this age group. The department has addressed pedestrian safety concerns to the city council, and actions have been taken to implement ordinances and install signage and engineering improvements.

## Wayne Police Department

E-bikes were determined to be the area of focus for the Wayne Police Department. A website was established for the department to receive and review traffic safety concerns from residents. An e-bike presentation was conducted during a televised town council meeting, which included a Q&A session. The department is working to address concerns after receiving input related to e-bikes and speeding in school zones and in their lake communities. The Traffic Bureau engaged with youth in two Safety Town sessions focused on bike safety, which reached 100 students. In addition, bike safety education will continue to be conducted in the middle schools during the school year.

## Piscataway Police Department

The Piscataway Police Department has had a successful PP&E structure that has been growing since 2022 through their Safe Street Campaign, focused on addressing residential speeding on 25 mph roads. The department regularly engages with the community by hosting several events throughout the year where residents are invited to learn about the campaign and provide input. In FY2025, these events include an open public forum on speeding, a roundtable for Citizens' Police Academy graduates, a senior citizen roundtable, four community roadway

safety assessments, several traffic safety education programs at Piscataway High School, and continued operation of the free lawn sign program for residents. Feedback from this year's efforts will result in continued residential speed enforcement, hosting educational programs for young drivers at local religious centers, and expanding the campaign to 30 and 35 mph roadways. Piscataway Police Department's Safe Streets program was awarded the Peter K. O'Rourke Special Achievement Award at the Governors Highway Safety Association (GHSA) 2025 Annual Meeting for achieving a significant reduction in speed-related crashes on residential roads through successful public participation and engagement.



*Piscataway Police Department, joined by DHTS staff, receives Peter K. O'Rourke Special Achievement Award at the Governors Highway Safety Association 2025 Annual Meeting*

## Maplewood Police Department

The Maplewood Police Department held events throughout the year, including National Night Out, Coffee with a Cop, Ice Cream with a Cop, and Senior Seminars to promote pedestrian and driving safety in the community. Officers at these events received feedback from residents about concerns related to distracted driving, failing to stop for pedestrians, and speeding, especially in school zones. In response to these concerns, the Maplewood Police Department carried out enforcement details, issuing tickets and educating drivers and pedestrians during stops.

## **Eatontown Police Department**

The Eatontown Police Department held a meeting in partnership with the Borough's Traffic Advisory Committee, which discussed the Eatontown Police Department's grant from DHTS and reviewed top crash locations and planned enforcement efforts. Attendees provided feedback on enforcement and cited speeding, vehicles passing school buses, aggressive driving, and cell phone use as top concerns. To address these concerns, officers increased enforcement of these issues during patrols.

## **Hoboken Police Department**

The City of Hoboken has achieved national recognition for its Vision Zero Action Plan. In March 2025, the police department set up an information tent at the busy intersection of 3rd Street & Washington Street to speak to the community about pedestrian safety concerns, their opinion on plans for future safety initiatives, and information on e-bikes. About 40 e-bike delivery workers received safety vests and were registered at the event, per Hoboken's city code. The event gathered feedback on resident concerns and ideas to address traffic safety issues, including suggestions to install more signage and speed bumps to slow down drivers. In addition, the police department hosts quarterly Community and Public Safety meetings where residents and business owners can provide feedback about various public safety and pedestrian safety topics.

## **Brick Township Police Department**

The Brick Police Department hosted its first annual bike rodeo, focusing on bicycle safety, especially for e-bikes, which have been a common concern in the community. The department also connected with residents through school education programs, Coffee with a Cop, and Neighborhood Watch meetings to gather feedback on traffic safety issues.

## **Burlington County Sheriff's Office**

Burlington County Sheriff's Office cultivated partnerships across many local municipalities to increase targeted enforcement, awareness, and overall presence in high-crash areas. The agency is engaging in many partnerships, such as faith-based communities, non-English speaking communities, schools, human services, and local municipalities, to increase awareness of traffic safety concerns and efforts. To reach and educate residents, the agency coordinated defensive driving courses, reaching 323 residents, and child passenger safety services, resulting in 219 seat checks during the year.

## **Caldwell Police Department**

The Caldwell Police Department is utilizing a 3-E (enforcement, education, and engineering) approach to improve traffic safety in its community. Utilizing crash data to identify high-risk intersections, the police department is increasing enforcement for drivers and pedestrians, and evaluating specific locations for engineering improvements, such as crosswalk markings, lighting, and signage, and speed radar signs can be strategically placed. Officers engaged with residents using social media and at a bike rodeo and National Night Out.

## **Mansfield Police Department**

The Mansfield Police Department conducted a community outreach event at a local Walmart in partnership with Safe Kids North Jersey to demonstrate the importance of never leaving a child in a car, especially during the summer months. The department engaged with 200 people at the event, which included an interactive display of the temperature inside and outside of the car.

## **Cherry Hill Police Department**

The Cherry Hill Police Department identified speed and parking in the area of school bus stops as key concerns cited by residents. To reach the community, police officers were present at Coffee with a Cop and the town's Harvest Fest, where attendees were given an opportunity to express traffic safety concerns in their neighborhoods.

## Lodi Police Department

The Lodi Police Department focused on pedestrian safety concerns in their community and used grant funding for activities including pedestrian decoys, speeding, and seat belt checks, and identified focus roadways for activities. To reach their community and raise awareness about traffic safety, the department utilized Street Smart NJ Pedestrian Safety Campaign messaging, social media, community workshops, and events such as Bicycle Safety Day, Walk to School Days, Ice Cream with a Cop, the Junior Police Academy, and a helmet safety program for youth.

## Matawan Police Department

The Matawan Police Department participated in the Monmouth County Goal Zero initiative, a county-wide approach involving law enforcement to address unsafe driving behaviors. The department was present at National Night Out, Matawan Day, Coffee with a cop, Matawan 5K Turkey Trot, Matawan 5K Shark Run, Matawan Family Movie Night Under the Stars, Teen Night in the Park, Matawan Concert in Park nights, and 7-11's Operation Chill for positive reinforcement of bike helmet use. At each event, officers discussed the importance of traffic safety and different ways to assist residents in addressing concerns.



## Collecting Data and Identifying Disparities

Gathering detailed traffic stop data from police departments is essential for identifying and tackling disparities in law enforcement practices. By keeping track of information such as the outcomes of driver stops, DHTS can analyze trends that may highlight discrepancies in how funds are used. A closer look at the specific violations cited during these stops also sheds light on enforcement priorities. Focusing on serious violations like speeding, reckless driving, and impaired driving has proven to enhance road safety and save lives.

Conversely, placing too much emphasis on minor infractions, particularly those that disproportionately impact individuals who do not pose a risk to public safety, can erode community trust. This approach runs counter to the goals of initiatives funded by DHTS.

DHTS continually evaluates how grant funds, like those allocated for campaigns such as “Click It or Ticket,” “U Drive, U Text, U Pay,” and “Drive Sober or Get Pulled Over,” are utilized by law enforcement agencies. DHTS has expanded reporting requirements for all law enforcement agencies receiving these funds, particularly for yearlong sustained enforcement grants. Participating officers are now required to provide more detailed reports on their stop outcomes, allowing the Division’s program staff to ensure alignment with grant objectives. Officers will now report on 24 distinct violations, giving DHTS a clearer picture of how they enforce dangerous driving laws. Previously, too many violations fell into a vague “other” category, making it difficult to discern the specifics of what was being enforced.

With these updates, DHTS staff will better understand law enforcement activities. This will help them make more informed decisions about future grant applications. This ensures that funds are directed toward effective enforcement strategies that prioritize public safety and advance its intended goals. By tracking outcomes, such as reductions in impaired driving incidents or increased seatbelt usage through enforcement, DHTS aims to hold agencies accountable. By engaging in comprehensive data collection and analysis, DHTS and law enforcement agencies can address any potential misunderstandings related to funding objectives, foster best practices, and improve traffic safety for all road users.

# Recent Legislative Enactments

*The following highway safety legislation was approved or enacted during FY2025.*

## **P.L. 2024, JR-3**

Designates the third Sunday of November of each year as “World Day of Remembrance for Road Traffic Victims” in New Jersey.

Recognizing that traffic crashes cause death, injury, disability, and grief for many New Jersey residents each year and that opportunities exist to spread awareness of the devastation and the preventability of many traffic incidents and to educate the public on crash prevention; and that the United Nations and the United States Department of Transportation recognize “World Day of Remembrance for Road Traffic Victims,” that it is fitting and proper that New Jersey designate the third Sunday of November of each year as “World Day of Remembrance for Road Traffic Victims” in the state.

This joint resolution shall take effect immediately.

Approved November 18, 2024.

## **P.L. 2024, c.109**

Establishes “New Jersey Target Zero Commission.”

This legislation establishes a 13-member commission that is charged to study, examine, and review all aspects of traffic safety with a particular focus on access, equity, and mobility for all road users using the safe system approach and to advise the Governor, the Legislature, and the Department of Transportation regarding policies, programs, research, and priorities to help achieve the goal of eliminating traffic fatalities and serious injuries by 2040. The Commission will report annually to the Governor and to the Legislature on the findings and activities of the Commission, including the number of road traffic fatalities and serious injuries, and the review of the implementation of its action plans.

This act shall take effect immediately.

Approved January 13, 2025.

## **P.L. 2025, c.103**

An Act concerning driver education requirements and safety information for certain road users and amending various parts of the statutory law.

This legislation requires that the driver’s manual include information on the importance of operating a motor vehicle in a manner that safely shares the roadway with pedestrians, cyclists, skaters, riders of motorized-scooters, and other non-motorized vehicles, which shall include, but not be limited to, a driver’s responsibilities when approaching and passing a pedestrian or person operating a bicycle or personal conveyance on the roadway.

The driver’s manual shall also include information that instructs pedestrians, cyclists, skaters, riders of motorized scooters, and riders of other non-motorized vehicles on the proper safety procedures while sharing the roadway with motorists.

This act shall take effect on the first day of the 13th month after enactment.

Approved July 17, 2025.







# SAFE PASSAGE

*moving toward zero fatalities*



[WWW.NJSAFEROADS.COM](http://WWW.NJSAFEROADS.COM)