



ANNUAL REPORT TO THE LEGISLATURE 2004



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INTRODUCTION

The New Jersey Division of Highway Traffic Safety (DHTS) was established to implement the requirements of the National Highway Safety Act of 1966. The mission of the DHTS is to: (1) annually develop a comprehensive highway traffic safety plan; (2) promote traffic safety, (3) procure and administer available federal traffic safety funds; and (4) coordinate traffic safety activities of state and local agencies toward a comprehensive statewide traffic safety program.

The DHTS is located in the Department of Law and Public Safety. The Division Director is appointed by and serves at the pleasure of the Governor. The Director serves as the Governor's Representative to the National Highway Traffic Safety Administration and the Federal Highway Administration of the United States Department of Transportation and is chairperson of the Governor's Highway Traffic Safety Policy Advisory Council. The Director's administration of the Division is under the direction and supervision of the Governor and the Attorney General. The Governor's Representative and Director of the Division of Highway Traffic Safety is Roberto Rodriguez.

The Highway Safety Plan for federal fiscal year 2004 (October 1, 2003 through September 30, 2004) was supported by \$8.0 million in federal funding and addressed nine priority program areas. Of the \$8 million, the State's contribution is \$338,000 which represents less than 1 percent of all funds for highway traffic safety initiatives. The funds included the annual allotment of Section 402 State and Community Highway Safety funds, Section 405 Occupant Incentive Grant funds, Section 410 Alcohol Incentive Grant Carryover funds, Section 157 Incentive Grant funds and Section 163 Incentive Grant funds. Funds from these programs have initiated projects to the areas of: alcohol and other drug countermeasures, police traffic services, occupant protection, pedestrian and bicycle safety, community traffic safety programs, roadway safety and traffic records. Projects funded through the Highway Safety Plan included both state and local programs.

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

The cooperation and participation of partners are critical to the overall success of the highway safety program. Many players were actively involved at all levels of government and other entities. The principal forum for the partners in traffic safety is the Highway Traffic Safety Policy Advisory Council. The Council consists of 21 members, appointed by the Governor, to assist in preparing traffic safety programs for New Jersey by reviewing and deliberating on issues and making recommendations. In addition, the National Highway Traffic Safety Administration and the Federal Highway Administration continued to provide leadership and technical assistance to the program. State agencies, such as the Division of State Police, Division of Alcoholic Beverage Control, Department of Transportation, Department of Education, Department of Health and Senior Services, Office of Emergency Medical Services and the Department of Community Affairs; local law enforcement agencies, including the Association of Chiefs of Police and the Traffic Officers Association; schools; civic and non-profit groups, such as the New Jersey State Safety Council and the American

Automobile Association; and other private sector businesses and organizations all play a key role in steering New Jersey's program in the right direction.

Continued proactive involvement in local, state and national arenas allows New Jersey to stay in the forefront of highway safety. Expanding and enhancing partnerships should contribute to an even more successful program in the future.

SOCIETAL COSTS

Motor vehicle crashes throughout the years have been a leading cause of death in the United States. In 2003, there were a total of 42,643 motor vehicle fatalities nationwide. During the same year, there were a total of 733 traffic-related deaths in New Jersey.

In 2003, motor vehicle crashes in the nation cost society more than \$230 billion . In New Jersey, the societal cost was approximately \$8.1 billion. Each fatality in New Jersey resulted in an estimated cost to society of \$920,700, each severe injury \$778,500, each moderate injury \$14,174 and each minor injury \$5,096.²

The societal cost estimates represent the monetary burden on society caused by injury-related illnesses and premature death resulting from motor vehicle crashes. This cost takes into account the cost incurred the year in which the injury occurred and the cost incurred in each successive year.

The economic cost has two components: direct and indirect costs. Direct cost includes the amount for personal health care, including hospital and nursing home care, overhead and administrative costs for automobile and health insurance. The indirect cost is the value of the cost output due to reduced productivity caused by injuries and disability and losses due to premature death. This estimate does not include the non-quantifiable costs associated with human suffering and trauma. If those costs were included, the cost associated with each fatality and injury would be greatly increased.

Because the cost per injury and the cost of repair resulting from a minor vehicle crash increases each year, a downward trend in highway crash rates will not by itself reduce society's economic burden. Rather, both the frequency of crashes and the severity of personal injury and property damage resulting from each crash that cannot be prevented must be reduced. Prudent investment of governmental and private sector resources in proven highway safety countermeasures is the best way to achieve this goal.

¹ National Traffic Safety Administration Model, The Economic Cost of Motor Vehicle Crashes, 2002.

² Severe Injury – an injury which will require hospitalization.

Moderate Injury – an injury which may debilitate for a period of time or may lead to life long disabilities but are not life threatening.

Minor Injury – an injury which can be treated on location or in a doctor's office.

PROGRAM FUNDING

Federal Funded Programs

A. Section 402 Program

The State and Community Highway Safety grant program is administered at the federal level primarily by the National Highway Traffic Safety Administration and partially by the Federal Highway Administration. The funds are intended to provide seed money to catalyze innovative programs and leverage other state, local and private resources. The 402 program improves enforcement of existing laws, changes public attitudes through educational programs, and builds state and local leadership in highway safety.

Listed below is the funding obligated to each of the Section 402 program areas during FY 2004.

Planning and Administration	\$ 338,000
Alcohol & Other Drugs	\$ 888,555
Police Traffic Services	\$ 850,979
Occupant Protection	\$ 357,121
Pedestrian Safety	\$ 585,570
Community Traffic Safety	\$ 700,000
Roadway Safety	\$ 383,574
Traffic Records	\$ 342,362
Total	\$4,446,161

B. Section 405 Program

The Section 405 Occupant Protection Incentive Grant program provides incentive grants to encourage states to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. The State received \$854,673 to implement occupant protection programs.

C. Section 410 Program

The Section 410 Drunk Driving Prevention program provides incentive grants to states that increase their level of effort and implement drunk driving programs. Carryover funds in the amount of \$42,496 were applied to support community programs that discouraged drinking and driving and provided enforcement and education programs.

D. Section 157 Program

The Transportation Equity Act for the 21st Century (TEA-21) established a program of incentive grants to encourage States to increase seat belt use rates. Incentive grants are awarded to States who demonstrate an increase in seat belt usage rates. Since the State was able to increase seat belt usage rates which resulted in savings in medical costs to the Federal Government, funds in the amount of \$700,372 were awarded for project implementation.

E. Section 163 Program

Section 1404 of TEA-21 established a program of incentive grants to encourage States to establish 0.08 percent blood alcohol concentration as the legal limit for drunk driving offenses. A state may use these grant funds for any project eligible for assistance under Title 23. Funds in the amount of \$1,973,513 were awarded for project implementation.

State Programs

A. Drunk Driving Enforcement Fund

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



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

A total of \$3.65 million was available to law enforcement agencies in an effort to reduce alcohol-related fatalities and crashes.

B. Motorcycle Safety Education Program

The motorcycle safety education program, established in 1992, continues to provide for a course of instruction and training designed to develop and instill the knowledge, skills, attitude and

habits necessary for the safe operation and riding of a motorcycle. Fees collected by the New Jersey Motor Vehicle Commission for each motorcycle license or endorsement issued under N.J.S.A. 39:3-10, and any other monies which may become available for motorcycle safety education are deposited into the Motorcycle Education Fund. These monies are used exclusively by the Division of Highway Traffic Safety to defray the costs of the motorcycle safety education program.

Different levels of training continue to be available at both public and private locations throughout the State. During calendar year 2004, approximately 6,000 residents successfully completed the motorcycle safety education training program.



The State provided classes at the Department of Military and Veterans' Affairs facility in Sea Girt and the Anthony Canale Police and Fire Training Academy in Egg Harbor Township. A record number of students were trained at these facilities. A total of 784 students successfully completed the basic skills class and another 68 students successfully completed the experienced rider class for a total of 852. In addition, 13 individuals completed the State offered instructor preparation course that enabled them to become certified motorcycle education instructors.

TRAFFIC CRASH DATA

The purpose of the New Jersey Highway Traffic Safety Program is to coordinate state and local efforts in the struggle to reduce highway deaths and injuries. Highway deaths between calendar year 2002 and 2003 decreased from 771 to 733. It would appear that the year end fatalities for 2004 will be less than the previous year. As of December 2, 2004, the number of fatalities reported was 618.

Alcohol consumption is a costly and significant risk factor for motor vehicle crashes. A total of 283 deaths or 38 percent of all highway fatalities in 2003 were related to alcohol. The alcohol fatality rate per 100 million vehicle miles traveled was .41 in New Jersey compared to a national rate of .59. The data for 2004 are not finalized; however, improvements are anticipated.

Pedestrian crashes represent the second highest category of motor vehicle fatalities. The high-risk groups continue to include the elderly and children. Individuals over the age of 65 and under the age of 19 account for the highest percentage of pedestrian injuries and fatalities. Pedestrian fatalities in calendar year 2004 are at a total of 117. The percentage of pedestrian fatalities at this rate represents 19 percent of all highway fatalities.

The use of seat belts by occupants of motor vehicles is one of the most effective ways of reducing traffic fatalities and injuries. The amendment to the New Jersey seat belt law was effective as of 2000 and changed the conditions of enforcement from a secondary to a primary offense. Seat belt usage has increased by 18.7 percentage points from 63.3 percent prior to the implementation of the primary seat belt law in 1999 to 82 percent in 2004. In 2004, a record number of police departments participated in the national Click It or Ticket Seat Belt Campaign. There were 381 municipal police departments participating in the campaign compared to 267 in calendar year 2003, 173 in calendar year 2002 and 65 in 2001. This is the highest seat belt usage rate recorded in the State. The rate nationally is 80 percent.

Traffic crashes, injuries and fatalities continue to decline even though the number of vehicle miles traveled in the State has increased. More occupants are wearing seat belts than ever before; however, additional initiatives must be pursued in order to maintain a seat belt usage rate above the national average. There has been a slight decrease in alcohol-related fatalities and additional initiatives in this area should help to further reduce fatalities and injuries.

PROGRAM HIGHLIGHTS

Following is a summary of the specific projects and activities implemented in 2004.

I. Alcohol and Other Drug Countermeasures



Drink & Drive...You Lose campaign.

After years of gradual improvement, fatalities in alcohol-related crashes are on the rise. In an effort to remedy the problem, a highly visible enforcement campaign was conducted nationwide on two separate occasions. The first was held from December 19, 2003 to January 4, 2004 and the second was conducted from August 27, 2004 to September 12, 2004 as part of the You

Key components of the You Drink & Drive...You Lose campaign included targeted enforcement by municipal and State Police. The enforcement program was supplemented with a media campaign, resulting in coverage of the program on radio and television and in various newspapers in the state. Television spots were aired on Telemundo and Univision in an effort to educate the Hispanic community on the dangers of drinking and driving.

A total of 157 municipal police departments from ten counties and the Division of State Police participated in the mobilizations. There were 511 DWI arrests made and over 22,000 total summonses issued. The combined efforts of the 157 local police departments and each of the five Troops resulted in 30 DWI checkpoint operations and 238 saturation/roving patrols. A total of 4,230 personnel hours were expended. Over 11,000 vehicles passed through the checkpoint operations and an additional 31,601 motor vehicles were stopped during saturation patrol operations.

Standardized training courses in detection, apprehension, processing, and prosecution of Driving While Intoxicated (DWI) offenders were provided to law enforcement officers. A total of 29 training courses were held at various locations throughout the state with 939 police officers trained in all aspects of DWI from apprehension to prosecution.



Three Drug Evaluation and Classification training programs were conducted. A total of 95 police officers completed the class and were certified as Drug Recognition Experts (DRE). In addition, one instructor class was held and 12 individuals were certified as instructors.

On April 15-16, the International Association of Chiefs of Police and the National Highway

Traffic Safety Administration sponsored the first impaired driving summit for DRE state coordinators and Governors' Highway Safety Representatives. The summit, held in Alexandria, Virginia, included more than 100 representatives from 37 States. The summit focused on various issues related to DRE training and impaired driving and provided an opportunity to network and develop strategies for improving and building upon the Drug Evaluation and Classification Program.

The responsibility to train breath test operators and to periodically inspect breath test instruments is assigned to the Division of State Police. The Alcohol/Drug Test Unit (A/DTU), within the Division of State Police, spearheads the continual process of training and re-certifying police officers throughout the State to recognize alcohol and/or drug indicators present in suspected offenders of the law. A total of 907 police officers were trained in the five day basic breath test operator course. Another 3,485 operators were re-certified in the breath test re-certification class.

The Division of Alcoholic Beverage Control continued to oversee the statewide Cops In Shops Program. This program helps curtail underage drinking by bringing undercover law enforcement officers and retail establishments together in a partnership designed to deter the sale of alcohol to underage individual and to stop adults from attempting to purchase alcohol for people under the legal age. The program in 2004 was implemented in shore communities that historically have a large youth population during the summer months. The participating municipalities were as follows: Absecon, Avalon, Beach Haven, Belmar, Egg Harbor Township, Harveys Cedars, Lakehurst, Long Branch Township, Lower Township, Margate, Manchester, Ocean Township (Monmouth County), Ocean Township (Ocean County), Pt. Pleasant Beach, Pt. Pleasant Boro, Sea Girt, Sea Isle City, Seaside Heights, Ship Bottom, South Belmar, Stafford Township and Wildwood.

A total of 278 arrests were made during the course of the summer initiative. A total of 473 separate charges were lodged against those arrested. Those separate charges encompassed 29 different offenses. Of the 473 offenses charged, 258 were for violations pertaining to the illegal possession or attempt to possess alcohol by a person that is underage or by an adult purchasing for an underage.

Funds were also provided to implement undercover operations at locations licensed to serve alcoholic beverages. In 2004, this initiative was again implemented in Cape May County and was also expanded to include Monmouth and Ocean Counties. The funds were used to identify persons under the legal age attempting to purchase alcohol, persons providing alcohol to underage patrons, and those utilizing fraudulent identification to purchase alcohol. A visit was made to 85 establishments during the operation and 92 individuals were arrested for underage possession or consumption of alcohol.

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

In 2004, a new program was implemented at New Jersey City University. The primary goal of this project was to develop programs whereby peer educators from the college went onto the campus and into the surrounding community to educate young people on the dangers of drug use and alcohol abuse with a relationship to traffic safety. Since the inception of the program in February, the student educators have been active on several fronts. An after school mentor and tutor program was implemented at several local high schools giving the student educators the chance to interact with high school students. Campus efforts included presentations within dorms, displays at campus events and interactive skills and discussions with other campus organizations. As a result, several new projects are being planned on campus relating to seat belt usage, impaired driving and drowsy driving.

The Rutgers Comprehensive Alcohol and Traffic Education and Enforcement (R-CAT) Program was implemented for another year. The program consisted of law enforcement and education initiatives. Patrols were conducted on or near the Rutgers campus during peak periods of DWI violations. Sixty-two comprehensive mobile driving while intoxicated patrols were implemented and three checkpoint operations were conducted. A total of 80 DWI arrests were made.

The education component was also implemented to reduce alcohol and traffic safety related incidents on the Rutgers University campus by conducting awareness workshops for the students, disseminating informational brochures in the campus community and through the distribution of alcohol and drug abuse awareness information on a specialized website. A total of 135 alcohol/drug related programs were conducted by community police officers. These programs were open to all students, staff and the public. Programs included information on alcohol awareness, responsible social hosting, underage drinking for the first year student, drunk driving prevention, laws and fines associated with offenses and use of fatal vision goggles.

II. Police Traffic Services/Speed Control

The Division partnered with the National Highway Traffic Safety Administration in hosting the state's first Law Enforcement Traffic Safety Academy during the week of May 3-7 at the Morris County Police Academy. The Training Academy was publicized via letters to each Chief of Police as well as through the Division's web site. A variety of training classes in various aspects of traffic safety were made available. The classes were attended by over 675 police officers. Records indicate that 109 police agencies sent officers to the training.



Fatal Crash Units were operational in Camden and Cape May counties. Importance was placed on the need to create clear policies and procedures when dealing with serious injury and death-by-auto investigations. The program has provided for the purchase of computer hardware and software programs which have proven to be indispensable tools for timely and accurate reconstruction of fatal and serious injury crashes. The program was also responsible for building a corps of fatal

and serious crash investigators by funding training for police personnel in basic and advanced crash reconstruction. There continues to be favorable responses from the public as well as the municipalities about the formation of the Fatal Crash Units.

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

The basic or at-scene course, which instructs officers on the proper techniques for recognizing and properly recording damages as a result of collisions on roadways, was attended by 144 police officers. The Crash Investigation II course placed an emphasis on vehicle damage analysis and vehicle behavior during collisions. This course was attended by 125 police officers. The third course, vehicle dynamics, attended by 115 police officers, provided attendees with advanced math as it applies to collisions and vehicular behavior. Two Traffic Crash Reconstruction classes were held at the following police academies: Gloucester and Middlesex. A total of 50 police officers attended the course. Another 25 police officers completed a training course in commercial vehicle reconstruction.

Funding was provided to four towns and one county to implement aggressive driving programs. Funds were provided to Old Bridge, Marlboro, Sayreville and Dover Township. In addition, the Bergen County Police Department also received funds to conduct the aggressive driver program.

III. Occupant Protection

Funding was provided to conduct two "Click It or Ticket" seat belt mobilizations. The first was held from November 17-30, 2003 and the second was conducted from May 24 through June 6, 2004. Key components of the "Click It or Ticket" mobilizations included targeted enforcement by 183 police agencies during the November mobilization and by a record high of 381 agencies in the second mobilization.



The State also received \$500,000 for a paid media campaign to support the mobilization. These funds were used to produce radio spots that were aired on stations in New Jersey, New York City and Philadelphia. Other components of the media campaign included transit bus signs and movie theater advertising. Two kickoff events were held to launch the 2004 "Click It or Ticket" campaign. The program was announced at the statewide "101 Safe Driving Days of Summer" event on May 20 on the Boardwalk in Seaside Heights. The enforcement phase of the program began with an operation near the George Washington Bridge in Fort Lee on the morning of May 24, 2004. Other highlights included nearly 90,000 seat belt citations by participating agencies, over 2,000 radio spots were aired on 67 radio stations and three

counties (Bergen, Passaic and Sussex) achieved 100 percent participation by police departments

A "Click It or Ticket" post mobilization event was held on June 16 to recognize the police departments for their participation and successful implementation of the mobilization.

Seat belt usage surveys conducted following the May mobilization demonstrated that the program was a success. The seat belt usage rate in New Jersey rose to an all time high of 82 percent.



The Governor's Highway Safety Association, through a grant from the National Highway Traffic Safety Administration, developed an Occupant Protection for Children Assessment. Along with two other states (Nevada and Alabama), New Jersey volunteered to be a pilot site for testing the new assessment. The assessment was conducted from January 25-28.

The Division provided funds to the Department of Community Affairs' Center for Hispanic Policy, Research and Development to assist Hispanic organizations in developing public education programs geared toward raising child seatbelt and car seat awareness. The program provided funds and technical assistance to public and private community-based child care and pre-school centers that offer programs to serve the needs of children under 8 years of age in the Hispanic community. The organizations that received sub-grant awards from the Center were as follows:

ASPIRA, Inc. of NJ - Newark

La Casa de Don Pedro - Newark

Puerto Rican Action Board, Inc. - New Brunswick

PACO - Jersey City

Morris County Office of Hispanic Affairs - Dover

Mercer County Hispanic Association - Trenton

Puerto Rican Association for Human Development - Perth Amboy

Puerto Rican Action Committee of Salem County - Penns Grove

Spanish American Social Cultural Association - Willingboro

The Child Passenger Safety Technician Conference was held in New York. The event brought together more than 400 child passenger safety advocates from New Jersey, New York, Puerto Rico, Pennsylvania, Delaware and Connecticut. Conference highlights included workshops and expert speakers on issues such as transporting children with special needs, balancing education and enforcement, enhancing child pas-



senger safety within inner city populations and hosting a successful child seat check event.

Funding was provided to forty municipal police departments and county Sheriff Offices to conduct child safety seat checkpoints and educational programs and provide materials to reduce the misuse, non-use and misinformation in the area of child passenger safety and seat belt use. Over 600 child safety seat checkpoints were conducted and approximately 70 educational programs were presented to representatives at hospitals, parent-teacher meetings, and civic events.



IV. Pedestrian and Bicycle Safety

Nineteen comprehensive pedestrian safety grants were awarded during the year. These comprehensive grants funded pedestrian safety efforts relating to enforcement and education.

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

The Brain Injury Association continues to provide helmet safety education and public awareness programs to promote helmet use while bicycling for both children and adults. Over 20 community events were held during the year to raise awareness about brain injury prevention and bicycle safety and helmet use. All statewide partnerships continued to be maintained. There was increased involvement with the Middlesex County SAFE KIDS to promote the Brainy Bunch campaign. This period also marked new involvement in Ocean County through the Diversity in Traffic Committee. The Brain Injury website received nearly 7,000 hits during the year. The Brainy Bunch site includes information specific to New Jersey, along with fact sheets, a survey, safety tips, resources, recent helmet news articles and interactive games and quizzes. In collaboration with their partners, the Association distributed over 600 helmets. Helmets were only distributed to those who were educated on the importance of wearing a helmet and instructed on the proper use and fit.

V. Community Traffic Safety Programs

Community Traffic Safety Programs were implemented in the following ten counties: Atlantic, Bergen, Camden, Cumberland, Gloucester, Morris, Ocean, Passaic, Somerset and Union. Funds were provided to support counties in their efforts to develop and implement programs and educate the public of the dangers associated with traffic in their areas. Programs were administered through an established unit in the community and provided for public and private input and participation in an action plan to solve one or more of the county's traffic safety problems.

Highlights of the public information and education program included the ongoing partnership with the New Jersey Broadcasters Association. A DHTS contract with the Broadcasters Association once again allowed the highway safety message to reach millions of New Jersey residents through radio public service announcements. In addition, various messages were also aired by Shadow/Metro Traffic. Topics that were addressed included child passenger safety, You Drink and Drive... You Lose campaign, the new .08 BAC law, Take Five Stay Alive campaign and cell phones/driver distraction. For the period October 2003 through September 2004, the Division received a total of 20,075 spots (average of 1,673 per month) with a value of \$1,390,908 for an investment of \$155,000. The return on the investment is approximately 9:1.

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



als. Over 6,000 individuals took the opportunity to tour and experience the various traffic safety equipment located on the bus. The schedule of events in 2004 is listed on the following page.

MONTH	DATE	EVENT/LOCATION
NOVEMBER	20 th	AAA South Jersey
DECEMBER	21 st	Columbian Holiday Festival
FEBRUARY	12 th	Child Seat Inspection, Marmora Fire House.
MARCH	20 th	Community Health Fair, Community Action Center, Hightstown
APRIL	8 th	Health Fair, Gloucester City High School
	Fri. 16 th	Fort Dix Army, Army Substance Abuse Program
	Sat. 17 th	Carteret Fire Dep. Event
	Mon. 19 th	Dennis Township Middle School Safety Day
	Thurs. 22 nd	Division of Pensions and Benefits, Take Our Children to Work Day
	Sun. 25 th	March of Dimes, Walk America 2004
	Fri. 30 th	Pemberton High School, 9th-12th grade, Junior ROTC
MAY	Fri. 7 th	Safety Fair, Kuser Elementary School, Hamilton Twp.
	Sat. 8 th	Dunellen Family Health & Safety Day, Dunellen Railroad Station
	Sat. 15 th	Hispanic Am. Medical Ass. & El Centro de Recursos para Familias, Health Fair
	Thurs. 20 th	"101 Days of Summer" Kickoff Event, Boardwalk at Franklin Ave., Seaside Heights, NJ
	Sat. 22 nd	Child Seat Check up, Brookdale South Service Area
	Fri. 28 th	Atlantic City Expressway Safety, Awareness Day
JUNE	Fri. 4 th	Mountainside Police Dept.
	Sat. 5 th	Freehold Twp. Family Fun Day
	Sat. 12 th	Drug Awareness Day, Garwood Little League, Garwood PD
	Sat. 26 th	PRAB's Family Picnic
AUGUST	Tues. 3 th	National Night Out
	Tues. 17 th	Johnson&Johnson, Raritan
SEPTEMBER	Sat. 11 th	Operation Cooperation 2004 Municipal Complex Franklin Twp Police, Somerset
	Sun. 12 th	Septemberfest, Veterans Park, Hamilton, NJ
	Sat. 18 th	Branchburg P.D., Country Fair, Branchberg, NJ
	Sun. 19 th	Second Annual Somerset County Law Enforcement & Public Safety Community Day
	Tues. 21 th	Second Annual Gov's Rep. Luncheon, Trenton Marriott
	Sat. 25 th	Hainesport Community Day

Division personnel participated in several conferences, workshops and summits. The role of division representatives was to provide presentations or participate as exhibitors. The list of events are listed below:

Pakistanis for America Eid Celebration	December 20, 2003
Civil Rights Conference	March 18
Disability Conference	March 22
Transaction Action	April 20-21
Loss and Safety Conference	April 20-22
Mayors Conference	April 22-23
Asian Indian Chamber of Commerce	April 28
Pakistanis for America Safety Summit	May 8
101 Days of Summer	May 21
EMS for Children Conference	May 24-25
Hispanic Leadership Summit	June 10

In June 2004, the DHTS and the Motor Vehicle Commission launched a public awareness campaign to educate motorists about driver distraction and the new law that was about to become effective on July 1, 2004 banning the use of hand-held cell phones while driving.

The second Highway Traffic Safety Summit was held on September 21. The program focused on partnerships between the community and law enforcement in sharing the responsibility for highway safety. Education and its importance in forming a bond with law enforcement to work together for mutual goals within the highway safety framework was stressed. Forums and workshops were held on how to become a grantee or partner and an overview of traffic safety programs was also presented. Presentations were made at the awards luncheon recognizing the efforts of partners that worked to make our state safer during the year. Approximately 200 individuals attended the Traffic Safety Summit.



The Statewide Safety Conscious Planning Forum was held on May 26. The forum participants represented a good mix of the transportation and safety planning communities. Many New Jersey Department of Transportation employees attended along with representatives of all three Metropolitan Planning Organizations, law enforcement, public transit, the federal highway safety agencies and many others. One of the major accomplishments was the formal adoption of the 2004 Safety Conscious Planning Report. The next step is for the State to develop the New Jersey State Action Plan that is based on the goals and action steps identified during the Forum.

VI. Roadway Safety

The Roadway Safety Work Force Training and Resource project at Rutgers University effectively met the goal of a clearinghouse agency with the distribution of nearly 6,000 technical

resources to members of the transportation community. Work Zone Safety Kits and Flagging Kits were also disseminated to municipal road workers and law enforcement personnel. A total of 89 workshops were held during the period for 4,419 participants from the transportation community.

Rutgers continues to work with the Garrett Morgan Academy High School in Paterson. The Garrett Morgan Academy curriculum includes a specialized transportation component. Students are required to attend Transportation and Society, Engineering, and Planning courses in addition to their normal academic subjects. The school was formed to educate future engineers and workers in the transportation field. One project of significance required students to complete a traffic analysis of the area around the school. They analyzed the traffic flow, pedestrian and bicyclist use of the area and then identified procedures for improving traffic safety in the immediate area. Detailed reports were submitted to the municipal officials on their findings and recommendations for reducing crashes in the area.

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

The Fifth Annual Work Zone Safety Conference was held on April 1. The goal of the conference was to raise awareness of the dangers that exist in highway work zones to both construction workers and the motoring public. Over 300 people attended the conference. Presentations were made by Federal, State and local agencies. Proclamations were also provided by Governor McGreevey and Assemblyman John Wisniewski recognizing April 1, 2004 as Work Zone Safety Day.

A new program in 2004 allowed for the installation of deer reflectors along a two mile stretch of roadway in White Township, Warren County. This stretch of roadway has experienced 73 deer-vehicle collisions during a five-year period (1998-2002). The deer reflectors were received by the county in August 2004 and subsequently installed. Deer-vehicle collisions will be tracked for a two year period in the test area.

VII. Traffic Records

The Statewide Traffic Records Coordinating Committee, chaired by the Department of Transportation, meets periodically to address data related matters. The NJTR-1 traffic crash report form has been revised to meet the Model Minimum Uniform Crash Criteria (MMUCC). The MMUCC is a minimum set of crash data elements with standardized definitions that are relevant to injury control, highway and traffic safety.

The Division is represented on the Executive Board of the Association of Transportation Safety Information Specialists. The professionals on this Board are committed to improving traffic record data collection nationwide.

LEGISLATION

The following highway safety legislation was enacted and became effective during calendar year 2004.

P.L. 2003, c.310

Approved on January 20, 2004, this legislation established a penalty for persons who use a cellular telephone while operating a motor vehicle. The penalty is a fine of not less than \$100 or more than \$250. The penalties established are applicable only when a driver is stopped for another motor vehicle violation or other offense.

P.L. 2003, c.314

Approved on January 20, 2004, this legislation reduced the level of blood alcohol content that determines drunken driving from 0.10 to 0.08 percent.

P.L. 2003, c.315

Approved on January 20, 2004, this legislation established criminal penalties for third and subsequent offenses of driving while intoxicated. The legislation requires a person who commits a third or subsequent DWI offense to serve a 180-day prison term in a county jail or workhouse. The court may lower the term of imprisonment for up to 90 days for each day the offender participates in a rehabilitation program for drug and alcohol dependent persons. The legislation is known as "Michael's Law".

P.L. 2004, c. 8

Approved on April 26, 2004, this legislation clarifies the penalties for refusing to submit to a breathalyzer test after being arrested for drunk driving. The legislation requires first time offenders whose BAC is 0.08 percent or higher but less than 0.10 percent to lose their driver's license for three months; if the BAC is 0.10 percent or higher, the license will be suspended for seven months to one year.

P.L. 2004, c. 95

Approved on July 9, 2004, this legislation requires prosecutors to determine if a person charged with drunk driving is a repeat offender for that offense. Until this legislation, there was no law that required prosecutors or judges to examine a person's driving record before sentencing, although it was normally done.