



Goal, Objectives, and Measurements of the RSTF Draft as of 8/15/11

The Regional Safety Task Force (RSTF) is a multi-disciplinary group of transportation safety professionals and stakeholders that enhances and promotes transportation safety in the Delaware Valley. This document includes its goal, objectives, and how it will measure progress toward its objectives.

GOAL

Advance transportation safety in the Delaware Valley through the sharing and pooling of information and resources.

OBJECTIVES

1. Build and maintain effective partnerships among traditional and non-traditional transportation safety stakeholders.
2. Reduce fatalities, injuries, and crashes across all key emphasis areas.

MEASURES

These measures track a combination of work by DVRPC staff and RSTF members all working together on this regional shared undertaking to improve safety.

Objective 1 - Build and maintain effective partnerships among traditional and non-traditional stakeholders

Output – How many tasks got done?

- Retain and increase attendance at RSTF meetings by having more people at each meeting than was the average for the four previous meetings.
- Recruit and retain participants from at least two agencies involved in each of the four E's and policy/legislative at each meeting. RSTF members can help reach out to groups they know, such as fire departments and other emergency responders.

Outcome – What result did they have?

- Active participation in each meeting by more than one agency in each of the 4 E's and policy/legislative as measured by substantial points in the meeting summaries.
- Survey of participants to find out what percent report increased and effective partnerships with traditional and non-traditional stakeholders as a result of RSTF meetings, with the measure being that the percent increases each year.

Objective 2 - Reduce fatalities, injuries, and crashes across all key emphasis areas.

Output – How many tasks got done?

- Continue to refine Safety Action Plan strategies into doable actions at each RSTF meeting and document progress in a table. The measure will be that two agencies complete actions and report back each quarter.
- Market and promote safe transportation practices to a broader public than RSTF participants through a brief e-mail newsletter on each emphasis area each cycle

Outcome – What result did they have?

- Based off the brief presentations of results for the Tracking Safety Actions Table, keep a list of the effects of actions taken as a result of the RSTF. For now, this will be a list of these outcomes. Some examples could be:
 - Information about another agency's event (such as a Click-it or Ticket) was written up in our newsletter for the first time and sent to 1,000 people.
 - We redid the signage at a dangerous intersection based on discussion at an RSTF meeting and here are the crash numbers from six months before and six months after.
 - At this year's event we spoke to (or ticketed) 5,000 people. We used a partnership developed at an RSTF meeting. The number was 1,000 more than last year when we ran a similar event.
- The RSTF will assist in a focused way with one program and a before-and-after analysis of the program being done by a participant agency per year. The outcome will be reduction in fatalities, major injuries, and crashes for a set time period or location. This will be a smaller effort in FY 2011 and could be written into the DVRPC Work Program as a bigger effort in FY 2012. The first effort could be coordinated with a Congestion Management Process before and after analysis task.

In addition, data on fatalities, injuries, and crashes will be tracked for the region and within the region, by state and county. While reducing these numbers is the real outcome, it is considered too difficult to know whether the RSTF influenced regional numbers at this time. The data that will be tracked includes:

- Road fatalities – Can we get this quarterly?
- Crashes – When possible, we would like to get this quarterly even if they are draft numbers
- Road injuries – If crash data is not available quarterly, what is? Would we be able to get past and ongoing quarterly information from a large hospital in each state?
- Fatalities, injuries, and crashes by emphasis area – This will probably need to stay annual



RSTF Member Recommendations

Draft as of August 15, 2011

As a result of an online survey of all RSTF members and discussion at the May 18th, 2011 RSTF meeting, there is consensus on where the group would like to go for the next two years. The main recommendations are:

1. Focus more on lessons learned, top countermeasures, and best practices at meetings
2. Define and take concrete actions
3. Figure out how to measure performance and use it to increase the effectiveness of the group
4. Continue to focus on the four E's, plus legislative outreach
5. Be more multimodal
6. Identify the audience that needs to know about these strategies and identify ways to get the message to them.

Recommended and Possible Actions

Widely agreed-upon and feasible actions are listed as bullets in black text. Items that need further thought or resources are written in grey text. The bullets in black are for action, while the ones in grey are noted, but would only become active based on further input or staff resources.

1. Focus more on lessons learned, top countermeasures, and best practices at meetings

- a. Hold a RSTF meeting at an off-site location once per year. The site should allow a tour/demonstration of a successful program that relates to the emphasis area being discussed at the meeting.
- b. Reach out to and include more members of the enforcement and emergency responder communities and more municipalities at meetings.
- c. Identify top countermeasures, including the nine proven countermeasures from FHWA, and assess how they apply to the emphasis areas. Answer what are the challenges to funding, barriers to implementation, and lessons learned here and in other states.
- d. The RSTF could invite a municipality to bring a specific problem area that relates to the emphasis area to discuss, such as an intersection where seniors have safety issues. This agenda item would address how the problem may be corrected and how to promote the solutions identified. This should involve the four E's. At a future RSTF meeting, perhaps a year later, look at the problem again to see what changed.

2. Define and take concrete actions

- a. Allow more time at each meeting to develop trackable actions for the emphasis area. Develop a way to track them more effectively [see draft revised table].
- b. Identify funding sources for actions.
- c. The RSTF may be able to write letters in favor of projects or to encourage certain distributions for funding programs. It may have to be phrased as clarifying a correlation, such as if you spend funds this way, you would likely get this result.

3. Figure out how to measure performance and use it to increase the effectiveness of the group

- a. Develop a more focused RSTF mission and goal. This would allow for the RSTF to take stronger positions and would form the basis for selecting measures to track.
- b. Agree on specific regional performance measures and track progress toward them, noting they can be revised if conditions or funding change. This should include output measures, such as how many programs did specific actions because of Task Force involvement. Outcomes of programs on crashes and fatalities should also be evaluated. This may be done most easily with before and after studies of specific projects. PennDOT's work with dashboard dials is an example of measuring programmatic effects.
- c. Ask a partner in each emphasis area to give a one-minute report on effectiveness each meeting based on successful programs identified in the last cycle.
- d. Reporting on effective programs could be done in break-out groups at meetings.

4. Continue to focus on four E's and legislative outreach.

- a. Legislative outreach includes contacting and coordinating with elected officials and policy makers, including educational efforts.
- b. Figure out how to further engage Emergency Responders. People remembered a Gloucester County presentation from the past; perhaps they should be invited back.
- c. Come away from each meeting with a trackable action item for, as reasonable, each "E" and policy. Also focus on coordination; while people or agencies may have strength in one area, it is also important to avoid silos.

5. Be more multimodal

- a. Specifically address improving facilities for walking, bicycling, and taking transit to reduce crashes in the short-term (fewer people hit) and long-term (increasing ways to make a trip and reducing vehicle miles travelled).

6. Identify the audience that needs to know about these strategies and identify ways to get the message to them.

- a. Ask well-connected people such as at the Police Chief's Association and the Traffic Safety Officers Association how to involve more people. Ask people who are "list keepers" such as people at the League of Municipalities and other large groups to share our information with their groups. This should include departments of health.
- b. Clarify that there is an expectation to share relevant information from each member's agency and to relay what is learned back where members work. This could include each member being asked to speak for a few minutes about their agency once a year.
- c. Develop a brief summary of best practices or lessons learned about the emphasis area at the end of or after each meeting. It could be one page drawing together what was learned at a meeting. It would be e-mailed to municipalities and a wider audience than the RSTF.
- d. Go to meetings of relevant large groups. If there is not enough DVRPC staff, ask at RSTF meetings if anyone could go as an ambassador. This could be a person who was already planning to go, but who could also say a few sentences about the RSTF.
- e. Have a table at one or more large events such as the annual chiefs of police conference.
- f. DVRPC staff could build a contact list database for sharing safety information. Task Force members would help with additions.
- g. Consider adding an agenda item to figure out who is the target audience and how to reach out to them.

- h. Use media outlets to reach out to others (e.g. if we do a special off-site meeting, DVRPC could do a media release).
- i. The Task Force could hold an annual event for a wider audience for one emphasis area. Partnering with private sector groups such as Wegmans or a major hotel could keep the cost down. Some concern was expressed about adequate staffing to put on such an event and whether it would be more efficient to ask to do a panel at the Safety Forum conference.

Key Emphasis Areas for 2011 Safety Action Plan

The data suggests and the RSTF recommends staying with essentially the same set of key emphasis areas that are data-driven and consistent with the Pennsylvania and New Jersey SHSPs. In addition, tables of serious injury crashes and total crashes by emphasis area will be added to the crash data memo as additional information. The emphasis areas are:

- a. Curb aggressive driving.
- b. Keep vehicles on the roadway and minimize the consequence of leaving the roadway – There is a lot of overlap for data analysis, but there will be a separate set of strategies for each.
- c. Reduce impaired and distracted driving – There is some overlap in strategies, and it is widely acknowledged that data is of low quality to measure distracted driving even though it is a high priority to address.
- d. Increase seat belt usage.
- e. Improve the design and operation of intersections.
- f. Ensure pedestrian safety – This may include some discussion of bicycling safety. There are approximately one-tenth as many bicyclist crash fatalities as pedestrian ones, though both may be undercounted. The focus may be strategies that help pedestrian safety, then strategies that improve safety for both pedestrians and bicyclists. This emphasis area should also address access to and from transit.
- g. Sustain safe senior mobility.

Here is a more focused approach to tracking what the RSTF has accomplished on the specific actions developed for an emphasis area at the end of each meeting.

Draft 2011 Tracking Safety Actions Table

The Regional Safety Task Force (RSTF) will track implementation of a small number of straightforward tasks defined at RSTF meetings for each of the key emphasis areas in the *Safety Action Plan*. This is a shared task force, in which all members have a role. This participatory approach will help make the RSTF more effective and it will provide helpful input for the next safety action plan. Other tables track other safety measures.

Emphasis Area & Actions	Lead Agency	Time Frame to Report	Results
Emphasis Area #1 and meeting date			
Action (aim for Education-based)	This is a person from an agency who agrees to do a small task. It could be as small as adding another agency's event to its web site or writing a paragraph about it in a newsletter.	If the action is small, then the report back should be at the next RSTF meeting. If the action is larger, it's fine to set a date further in the future.	Did the action get done? Either way, what was learned that is useful to other agencies? If it happened, try to provide quantitative results. This could be the number of people to whom the newsletter is distributed.
Action (aim for Engineering-based)	A county or municipality might hear about a small doable idea they were not previously planning to do, and agree to try it in one location.	A timeframe to report back should be set, for example in six months or a year.	If it turns out not possible or to take longer than expected, this is still a result to learn from for other agencies.
Action (aim for Enforcement-based)			
Action (aim for Emergency Responders-based)			
Action (aim for policy or legislation-based)			

Agencies that receive grants and are already tracking effects could be good early volunteers.

New Jersey Parent/Teen Safe Driving Orientation

The New Jersey Division of Highway Traffic Safety has teamed with Kean University to develop an evidence-based, data-driven safe driving orientation for parents and teens. The orientation is the first program to bring parents and teens together as a joint audience with the goal of empowering them with information, resources and tools to cultivate safe driving attitudes and behavior.

The Orientation

Motor vehicle crashes remain the number one cause of death for teens. GDL laws are recognized as the single most effective tool in reducing the number of teen driver crashes, and the resulting injuries and fatalities. Although New Jersey's GDL law is considered one of the most progressive and stringent in the United States (Williams et al., 2010), ensuring that parents and teens fully understand the risks and responsibilities associated with driving is equally essential in preventing these tragedies. The orientation is designed to increase parental involvement and understanding of the GDL and strengthen communication between parents and teens through clear rules and expectations to create a teen driver experience based on safety.

The orientation is approximately 60-75 minutes in length and designed for parents and their teens in the pre-permit or permit state of licensure (parents and their teens already holding a probationary license will also benefit). The orientation is presented by trained instructors in community-based settings (i.e. schools, libraries) and can be linked to classroom driver education programs and back-to-school nights.

Evidence Based/Research Driven

The orientation is based on research examining the influence of parental involvement on the impact of teen driver safety. The Children's Hospital of Philadelphia (CHOP) and State Farm in their report entitled *Driving Through the Eyes of Teens, A Closer Look*, revealed that teens with authoritative parents (parents that set clear rules and monitor their teen's driving activities in a helpful and supportive way) are half as likely to crash, 71 percent less likely to drive intoxicated, and 30 percent less likely to use a cell phone while driving than their counterparts with uninvolved parents. The Center for Disease Control and Prevention and other researchers (Simons-Morton., 2007) also point to parental influence directly impacting teen driving behaviors.

The authoritative parenting style, long known by researchers as having a strong influence on the likelihood of teens avoiding or taking part in risky behaviors such as smoking or drinking, is also recognized as having the greatest impact on teen driver safety. The orientation compels parents to utilize this style when guiding their teen through the GDL experience by presenting its impact on teen driver safety and equipping parents with the appropriate tools and resources through interactive exercises based on *Accelerated Learning*. This experience-based learning approach allows participants to apply the new behavior and gain confidence in their ability to implement the presented techniques after the orientation. Through interactive role play, parents and teens develop driving contracts, and exercise enforcement and compliance of lifesaving GDL restrictions. In order to minimize resistance of the new parenting style being presented, the facilitator remains neutral and non-judgmental, respecting the knowledge and experience of their audience.

Taken from *Applying Best-Practices in Behavioral Intervention to Promoting Road Safety*, the methodology used to create the orientation is a systematic approach to the development of theoretically-grounded behavioral change intervention. The six-step model emphasizes the importance of setting minimal behavioral objectives to maximize success along with the evaluation and refinement of interventions based on findings.

The six-steps are:

- 1) Set a long-term vision.
- 2) Identify behavioral objectives linked to the key health outcome.
- 3) Identify the target constructs that influence the adoption of the behavioral objectives.
- 4) Design and develop intervention content to address constructs.
- 5) Evaluate effectiveness of interventions.
- 6) Refine interventions and behavior change model, when needed.

The orientation follows this model using data to set behavioral objectives, create interventions and evaluate and refine the interventions used. Kean University is currently conducting a sixteen month research study (5/11-9/12) that will evaluate the efficacy of the orientation.

The *Theory of Planned Behavior* was used to identify and develop the learning progression needed to affect behavioral change and evaluation. The model for effectual behavioral change was established as a conventional approach to explaining the relationship between attitudes and behavior (Ajzen, 1991) and supports participants' intentions and behavior as a function of three factors: attitudes, subjective norms, and perceived behavioral control. Armitage & Conner (2001) validated this approach to behavioral change by reviewing 185 studies and found that the theory of planned behavior accounted for thirty-nine percent of variance in intentions and twenty-seven percent of variance in behavior.

During a six-month pilot study conducted by Kean University, pre and post surveys were used to measure the presentation and resources. Preliminary surveys revealed that parents felt overly confident in their teens driving ability, 60 percent of parents surveyed described their teens as having excellent driving skills and 61 percent of those same parents reported attitudes about their teens driving that suggested a permissive (52%) or uninvolved (9%) parenting style.

In the post-survey conducted following the orientation 81 percent of the parents felt compelled to increase the number of practice driving hours for their teen, 76 percent felt more inclined to enforce the GDL and 72 percent felt persuaded to control the keys based on the information presented. Between 76 – 86 percent of the parents reported believed the tool kit provided resources that would support their understanding of the GDL, practice driving, enforcing the GDL restrictions at home and controlling the keys to the vehicle driven by their teen.

Available Resources

Facilitator training workshops include a comprehensive review of relevant research materials used to construct the orientation and New Jersey's GDL law. After a brief introduction to the research and discussion of parenting styles and interactive learning, facilitators are guided through the programs accelerated learning approach and provided with opportunities to employ it while practicing the numerous parent/teen exercises within the orientation. Certificates of completion are issued to those who have successfully completed the training.



The New Jersey Teen Safe Driving Coalition, an initiative developed by the National Safety Council and funded through the generosity of The Allstate Foundation, is comprised of more than forty individuals and organizations dedicated to reducing teen (ages 16-20) crashes on the state's roadways and saving lives. While New Jersey is held up as a model for its work in teen driver safety, last year 34 teens and teen passengers (teens driven by their peers) died in motor vehicle crashes. This represents a 44% decline over 2009 and a 51% drop since 2006. But with zero as the Coalition's ultimate goal, more work remains to be done to ensure the safety of New Jersey's most vulnerable drivers.

Building upon the work begun by the state's Teen Driver Study Commission in 2007, which included the issuance of a comprehensive report outlining 47 recommendations addressing policy, education/training, law enforcement, schools/community, the insurance industry, and technology, great strides have been made in New Jersey. From a stronger GDL law and a ban on plea bargaining point carrying motor vehicle violations, to a comprehensive K-12 traffic safety curriculum and interactive web-based resources, much has been accomplished. But more remains to be done including the passage of legislation that would require teens to attend an orientation with a parent or guardian as a prerequisite for obtaining a permit. This bill would also lengthen New Jersey's permit from a minimum holding period of six to twelve months and mandate a minimum number of practice hours (50) during the permit phase (a policy in place in 43 other states) to help teens practice and build skill under supervision.

While the NSC New Jersey Teen Safe Driving Coalition supports these policy changes, its focus is not on passing this bill (which is being addressed by another group), but on leveraging the proven principles of Graduated Driver Licensing (GDL). First implemented in Michigan and Florida in the mid-1990s and enacted in New Jersey in 2001, GDL is a three-stage system (permit, probationary and basic or full-licensure) that provides novice drivers the opportunity to build skill, while minimizing those things that cause them the greatest risk (i.e., driving at night, with other passengers, unbelted, and distracted). Graduated driver licensing is supported by parents, teens and law enforcement officials, but more work is needed to ensure that these three key groups fully understand and leverage New Jersey's system. The goal, strategies and tactics outlined in this plan provide a blueprint for ensuring that this happens.

Mission

To establish a culture of safe teen driving in New Jersey based on the proven principles of Graduated Driver Licensing.

Vision

End crashes, injuries and deaths caused by teen drivers on New Jersey's roads.

Purpose

To engage, educate and mobilize communities to work collectively to develop and improve safe teen driving programs, practices and activities based on the proven principles of Graduated Driver Licensing.

Goal

By 2012, increase awareness, education and enforcement of the proven principles of Graduated Driver Licensing to reduce crashes, injuries and fatalities on New Jersey's roadways involving teen drivers and their passengers.

Any individual and/or organization is welcome to become a member of the Coalition. To learn more, contact Pam Fischer, Coalition Leader, at 908-684-1036 or pfischer550@comcast.net.

Are you really giving them a break?

New Jersey's Graduated Driver License (GDL) program is a three-step process designed to help teen drivers gain experience and build skill while minimizing those things that cause them the greatest risk -- distraction prompted by passengers and the use of cell phones and other devices, as well as driving late at night, and driving or riding unbelted. Addressing these risk factors is essential -- car crashes are the leading cause of death for children, teens and young adults up to the age of 35. Teens are four times more likely than older drivers to crash and when they do crash, three out of every four deaths involve the teen's passenger(s) or someone else on the road.



New Jersey crash and fatality data clearly show that GDL is the most effective tool for improving teen driver safety

- ✓ Twenty teen drivers were killed in 2010, a 44.4% reduction over 2009 (36 killed). That's half as many as the average number of drivers in this age category (16-20) who died in each of the preceding six years. And there were actually three months in 2010 -- May (prom time), September (back to school) and November (earlier darkness) -- when no teen driver was killed on our roadways. This only occurred once in the past three years, February 2008.
- ✓ The stricter passenger, earlier curfew (11 p.m. versus midnight) and decal requirements that took effect on May 1, 2010, are positively impacting teen driver safety. Nine teen drivers were killed in the four months prior to the GDL law change, meaning an average of 2.25 drivers were killed in each month. That average dropped to 1.375 teen deaths between May and December -- a 40% monthly decline.
- ✓ Statewide GDL enforcement rose nearly 50% starting last May, when average monthly tickets jumped from 862 pre-reform to 1,275 post-reform, according to the Administrative Office of the Courts. When the GDL law is enforced, teens are more likely to obey the law, and when they obey the law, their crash risk decreases.



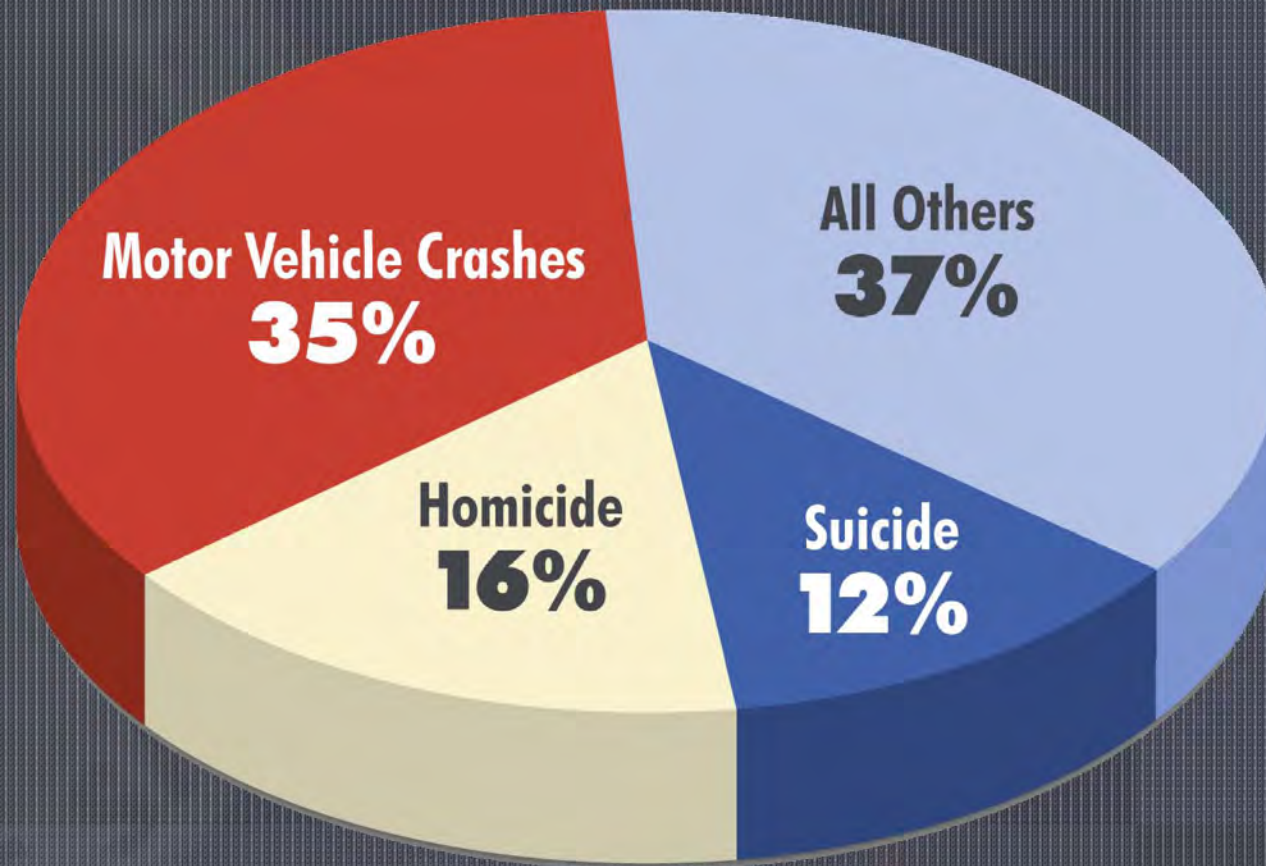
The next time you stop a teen holding a permit or probationary license for a motor vehicle violation, write the ticket ... prevent a crash ... save a life!



Improving Teen Driver Safety

DVRPC August 25, 2011

Traffic Crashes are the Leading Cause of Fatality for Teens*



Source: National Highway Traffic Safety Administration (NHTSA) *Teen is defined as an individual from 15 to 20 years of age

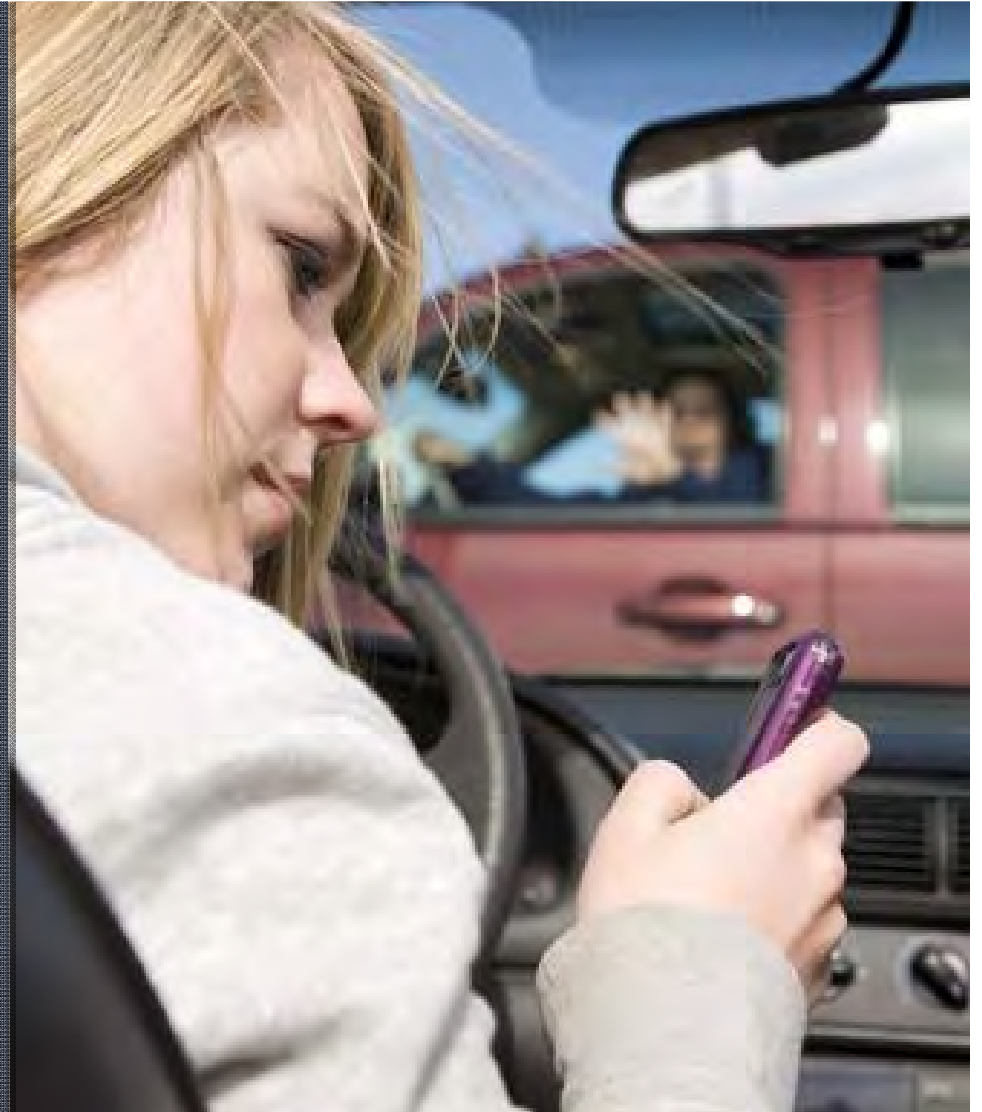
Teen Driver Crashes

Nationwide

6,000 Deaths Every Year

16 per Day

At Highest Level of Risk
During First 18-24
Months of Driving



Teen Driver Crashes

New Jersey

Every 10 Minutes

Over 500 Teen
Drivers/Passengers Killed
(2001-2010)

6% of Driving Population

13% of Crashes

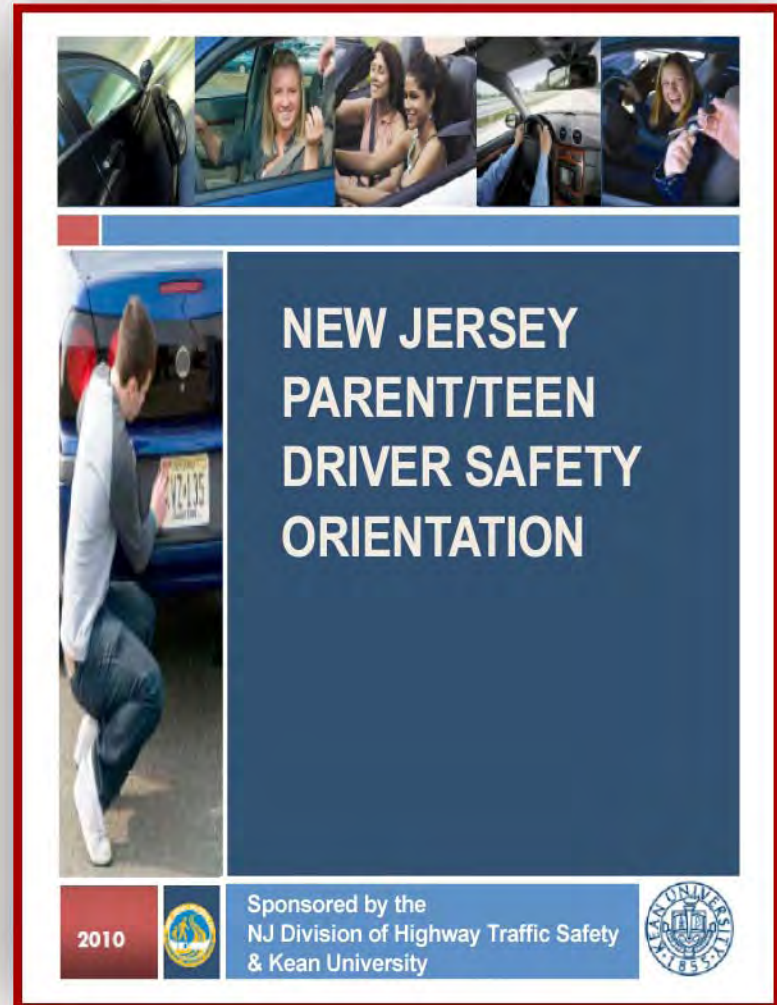


Parent/Teen Driver Orientation

Presents authoritative approach to parental involvement to support a teen driver safety

Provides tools and resources for parents

Developed by Kean University, DHTS and State Police



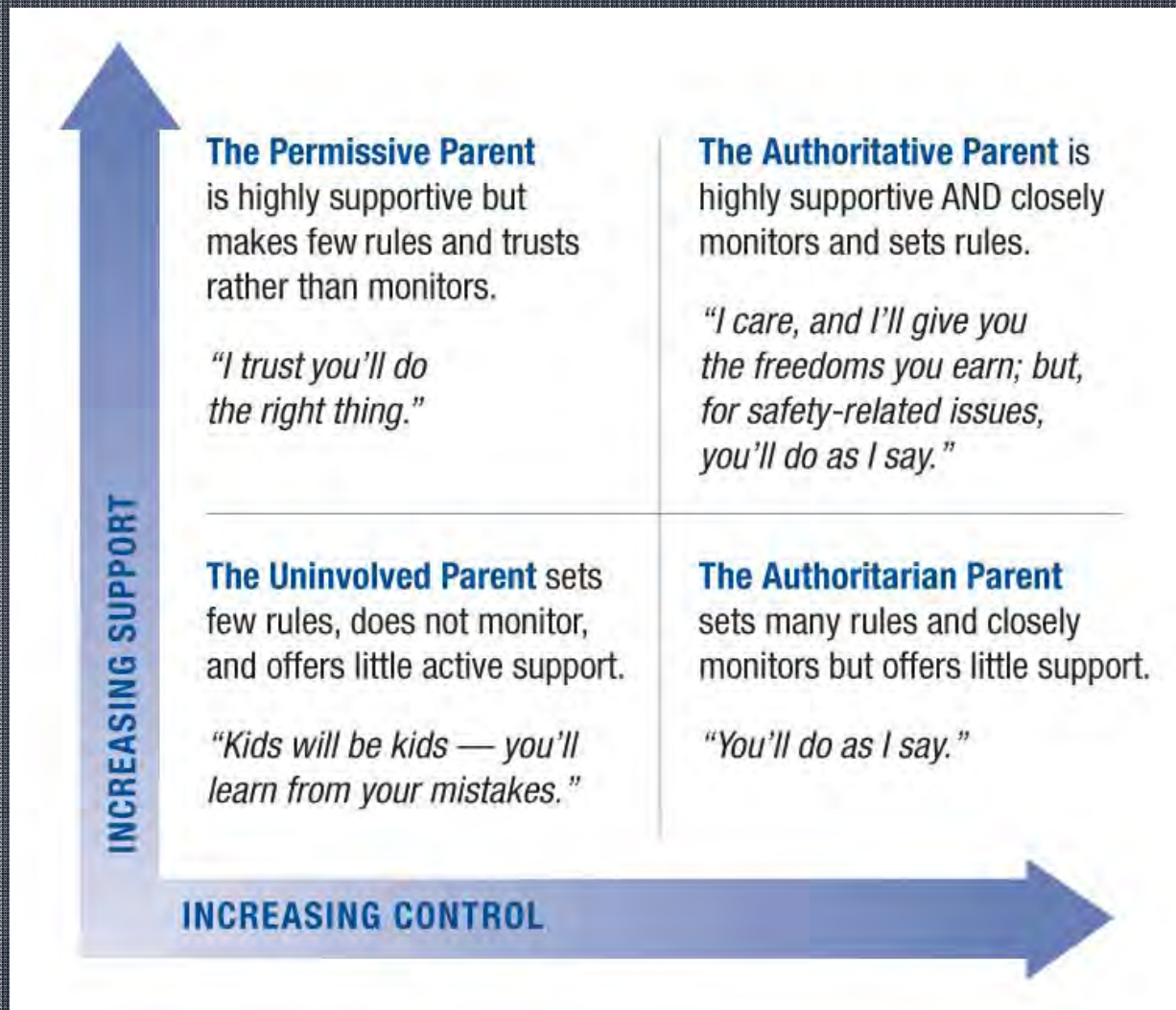
The poster features a collage of images at the top showing teens in cars. Below this, on the left, is a photo of a young man in a white shirt and dark pants leaning against the back of a blue car. The right side of the poster has a dark blue background with white text. At the bottom, there are three distinct sections: a red box with the year '2010', a circular logo for the NJ Division of Highway Traffic Safety, and the Kean University logo. The text 'Sponsored by the NJ Division of Highway Traffic Safety & Kean University' is positioned between the NJ logo and the Kean University logo.

**NEW JERSEY
PARENT/TEEN
DRIVER SAFETY
ORIENTATION**

2010

Sponsored by the
NJ Division of Highway Traffic Safety
& Kean University

Parenting Styles: the balance between support and control



Parents Really Do Matter!

**Teens Describing Having
Authoritative Parents Are:**

Half as Likely to Crash

**71% Less Likely to Drive
While Intoxicated**

**30% Less Likely to Use a
Cell Phone While Driving**



Parents Really Do Matter!

**Teens Describing Having
Authoritative Parents Are:**

**Twice as Likely to Wear
Seat Belts**

**Twice as Likely to Believe
Belts Affect Safety**

Speed Half as Often



NJ Parent/Teen Safe Driving Orientation

Understand the GDL

Being a Good Role Model

**Effective Enforcement of
the GDL at Home**

Fitting in Practice Driving

Controlling the Keys and

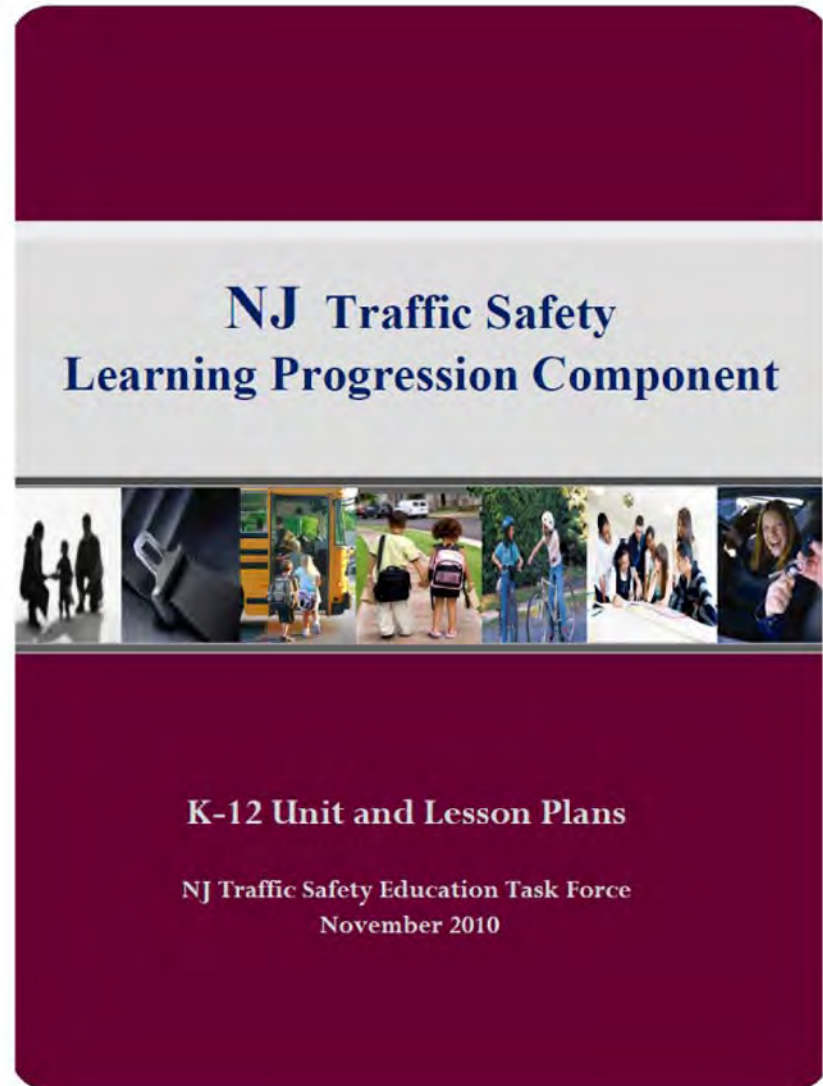
**Lowering Your Teen's
Crash Risk**



K-12 Unit and Lesson Plans

**Developed by the New
Jersey Education Task
Force**

**Lesson plans and
resources tailored to
K-12 standards**



Law Enforcement: Key to Improving Teen Driver Safety

GDL Role Call Video

Title 39 Reference Cards

GDL Enforcement Briefings

NEW JERSEY TITLE 39
Graduated Driver License Violations

39:3-13.8 • Fines for violations of special learners permit, examination permit and probationary drivers license. **\$100 plus court costs and fees • No points assessed**

39:3-13.8a. Supervision requirement for permit holders
All special learners permit and examination permit holders must be accompanied by an adult supervising driver in the front seat who must possess a valid New Jersey driver license, be at least 21 years of age and licensed to drive for at least three years

39:3-13.8b. Passenger restriction
The driver may only transport one passenger*
Exceptions: This restriction is waived if the driver is accompanied by a parent or if the passengers are the driver's dependents (children)*
* Passenger restrictions and exceptions are applicable to all probationary, examination and special learners permit drivers.

39:3-13.8c. Hours of operation
No driving between 11:01 p.m. and 5:00 a.m.

39:3-13.8d. Seat belt requirements
All occupants must be properly restrained

39:3-13.8e. Hand-held or hands-free interactive wireless communication device use restriction
Drivers cannot use cell phones (hand-held or hands-free), hand-held video games or any other hand-held wireless electronic devices (i.e. ipods, GPS)
Exception: Waived in the event of an emergency

39:3-13.8g. Decal requirements
All permit and probationary license holders under the age of 21 must display a red decal on the front and rear license plate of the vehicle they are operating

SAFE PASSAGE
moving toward zero fatalities
WWW.NJSAFEROADS.COM



Resources

Parent Resource for Teens
Driving Safely
njteendriving.com

Teen Website
UGOTBRAINS.com

Driver Education Website
njteendriveducation.com

New Jersey Division of
Highway Traffic Safety
Phone: 609-633-9300
www.njsaferoads.com

The screenshot shows the homepage of the New Jersey Teen Driving website. At the top, the logo reads "New Jersey teen driving" with the tagline "The parent resource for teen driving safety". A navigation menu includes links for Home, Risk Factors, GDL, Quick Tips, Laws and Legislation, Driver Education, Technology, Resources, News, and Videos. A prominent yellow banner features a video player with the text "Why is your new driver at risk? Overconfidence and an 'it can't happen to me' attitude" and a "LEARN MORE" button. Below this, there are two columns: "For Parents" and "For Teens", each with a video thumbnail and a list of links. The "For Parents" section includes links for "Quick Tips for Keeping Your Teen Safe", "Parent to Teen Driving Contracts", "Educational videos", and "Parent resources". The "For Teens" section includes links for "UGotBrains.com", "Facebook", and "Twitter". To the right, there is a "NEW JERSEY TEEN DRIVING INFORMATION" section with links for "What is the Graduated Driver License Program (GDL)?", "New Jersey Teen Driver Study Commission Report", "Online Driver Manual", "Driver Education Info", "Teen Driving Laws", and "State Map of Teen Crashes". Below that is an "IN THE NEWS" section with links for "Milville grad among two killed in crashes", "Teen rams car into tree, dies", "Shawnee student killed in accident", "A life - and death - lesson at Franklin High School", and "View all". At the bottom, there are "Videos" and "Crash Map" sections, each with a "VIEW NOW" button. The footer includes "Home | About Us | Privacy | Contact Us" and the URL "NJTeenDriving.com".



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2011 Crash Data Memo Update

Presented by: Jean Behrend
Regional Safety Task Force Meeting

August 25, 2011

Integration of Recommendations Made by RSTF Members

Appendix B

Overview of Crashes, Injuries, and Fatalities by Emphasis Area

Table 14 : Crashes, Injuries, and Fatalities by Emphasis Area, 2008-2010 Annual Average

AASHTO Id Num	Emphasis Area	Pennsylvania					New Jersey				
		Crashes	Injuries	Fatalities	% of Crashes that Caused Injuries	% of Crashes that Caused Fatalities	Crashes	Injuries	Fatalities	% of Crashes that Caused Injuries	% of Crashes that Caused Fatalities
4	Curb Aggressive Driving	19,211	15,858	145	83%	1%	15,529	6,985	44	45%	0.3%
5	Reduce Impaired Driving	2,862	2,223	81	78%	3%	1,960	1,093	25	56%	1%

Additional Detail By Emphasis Area and Year

Detailed Crash Information

Table 15: Crashes where Aggressive Driving was a Factor

County	Total Crashes					Total Injuries				
	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
Bucks	3,986	4,109	3,723	3,989	3,594	3,166	3,156	2,770	2,931	2,649
Chester	2,824	2,980	2,868	2,730	2,511	1,868	1,813	1,591	1,540	1,499

Table 16: Crashes Where Impaired Driving was a Factor

County	Total Crashes					Total Injuries				
	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
Bucks	688	713	696	639	554	545	527	530	443	405
Chester	425	433	451	445	396	290	308	279	271	255

Changes to Data

Table 15: Crashes where Aggressive Driving was a Factor

County	Total Crashes					Total Injuries				
	2006	2007	2008	2009	2010	2006	2007	2008	2009	2010
Bucks	3,986	4,109	3,723	3,989	3,594	3,166	3,156	2,770	2,931	2,649
Chester	2,824	2,980	2,868	2,730	2,511	1,868	1,813	1,591	1,540	1,499
Delaware	3,128	2,813	2,695	2,535	2,534	2,347	2,156	2,031	1,871	1,998
Montgomery	6,253	5,868	5,113	5,121	5,061	4,611	3,850	3,488	3,659	3,693
Philadelphia	4,640	4,760	4,689	4,973	5,498	6,141	5,914	5,362	6,009	6,484
PA 5 Counties	20,831	20,530	19,088	19,348	19,198	18,133	16,889	15,242	16,010	16,323
Burlington	3,933	3,770	3,463	3,729	3,799	1,765	1,631	1,521	1,650	1,728
Camden	5,841	5,741	5,389	5,840	5,378	2,835	2,690	2,624	2,726	2,471
Gloucester	2,746	2,534	2,570	2,805	2,603	1,426	1,344	1,284	1,384	1,224
Mercer	3,871	3,875	3,671	3,721	3,618	1,553	1,473	1,508	1,418	1,418
NJ 4 Counties	16,391	15,920	15,093	16,095	15,398	7,579	7,138	6,937	7,178	6,841
9 County Region	37,222	36,450	34,181	35,443	34,596	25,712	24,027	22,179	23,188	23,164

Source: NJDOT and PennDOT data, analyzed in NJ Emphasis Area Tables.xls and PA Emphasis Area Tables.xls

* In Camden City, responding to a crash is now priority four for police, behind murder, drug, and domestic violence. Police will respond to a crash only if it involves an injury or fatality. As a result, there has been a decrease in reported crashes. There has been an increase in self-reported crashes on SR-1 forms but these are not included in the state-reported totals.



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www.dvrpc.org/Transportation/Safety