



# **BREAKOUT GROUPS**



# Breakout Group Discussion

Breakout group member introductions

- FHWA lists the following three behaviors as the most frequent and persistent behavioral safety factors in fatal crashes: Unrestrained occupants, impaired drivers, and speeding.
  1. What action items should the plan consider to address unrestrained, impaired, and speeding drivers?
  2. Are there other hazardous behaviors we should address in New Jersey?
  3. How could these hazardous behaviors be mitigated?
- Are there other effective strategies we should consider?

## What action items should the plan consider to address unrestrained, impaired, and speeding drivers?

### Unrestrained

- Make lack of rear seatbelt a primary offense – bill posted, not heard
- Education for younger kids (before high school)
- Education materials in taxis/rideshare
- Education about other items in car, including pets
- Continuous education, constant reminders
- Tie in with existing youth groups (e.g., Scouts)

### Impaired

- Would be good to know breakout by age
- Learn from states that have had legal weed longer
- Increased penalties and enforcement
- Mandatory post-crash testing + additional investigations for fatality crashes

### Speeding

- Speed cameras
- Expansion of speed bumps/tables including areas with limited visibility
- Intelligent speed assistance

## What action items should the plan consider to address unrestrained, impaired, and speeding drivers?

### Speeding

- Public database, look up license info for repeat violators
  - Accountability that enforcement is carried out
- We know what we need to do design-wise
  - Vertical and horizontal deflection
  - If we pursue ASE, must be in coordination with design changes that encourage safer behavior and safer speeds
- Speeding & Distracted Driving: similar causes (the road is highly uniform, a lot of safety buffer)
  - Boredom, overconfidence
  - Traffic calming elements to compel better attention
  - Speed cushions, humps, chicanes, curb extensions, etc. require the driver to avoid which requires more attention

### Speeding (continued)

- Lowering speed limits in areas with higher pedestrian volumes
  - Land use and speed limit nexus
- Speed: Creating bicycling spaces and medians which create traffic calming
  - Seasonal conversions for bicycling
  - Normalize bicycling: not just allowed, but instead it is encouraged!
  - Defined bicycle lanes
  - Bike paths (side paths, median paths), physical protection

## What action items should the plan consider to address unrestrained, impaired, and speeding drivers?

### Automated Enforcement: Speeding

- Prioritize school zones and work zones, advance to other types of zone later
  - Easy sell, low-hanging fruit for bringing the ASE conversation back in play
  - Can help save many lives
  - Legislation underdevelopment
  - Reduces bias and ensures that those who violate are charged
- Equitable implementation
  - Not just relying on the high-injury network, but also make other considerations to ensure no disproportionate impact
  - Crashes occur in denser areas (read: black and brown communities), must be cognizant of unintended impacts
  - Develop policies to ensure passengers are aware of the law
  - School zones is a great opportunity for this

### Other Automated Enforcement

- Speed and RL cameras also potential benefit, must be sited appropriately (avoid equity issues)
  - Red-light cameras: Legislation carves out to avoid in Action Plan
  - Automated license plate readers on school buses to automatically charge anyone who passes the school bus
  - Toll averaging to calculate if people meet two toll-posts in too short a time to be possible within the speed limit

## What action items should the plan consider to address unrestrained, impaired, and speeding drivers?

### Impairment

- Supplemental overtime controls: DDEF Surcharge (\$100 add'l fee on every conviction for DUI)
  - Overtime rate has risen recently so the surcharge does not cover the cost of overtime control
  - Patrols at hotspot locations for impaired motorists
  - Act as a deterrent and first/rapid response
  - Action: Surcharge needs to be updated/elevated to be brought into modernity to allow for proper staffing
  - Also uses DDEF funding for breathalyzer device training (externality: loss of patrol hours)
    - Expectation to lead to additional staffing and training
    - Action: Provide separate funding source for alco-testing training

### Impairment (continued)

- Impairment: People drive impaired because they do not see viable alternatives
  - Remove parking minimums/mandates
  - Provide transit and rideshare incentives and alternatives
  - Promote transit/bicycling alternatives in night-life districts
  - Substitute driver programs? Someone drives your car back for you
  - Residential zoning to allow small neighborhood pubs to facilitate walkable consumption sites
- Consider reducing the allowable BAC
  - Japan, other countries have their allowable at 0.0%
- Tired-driving: Partnerships with employers to provide alternatives, carpools, for late-night or odd-hour workers

## What action items should the plan consider to address unrestrained, impaired, and speeding drivers?

### Unrestrained

- Vehicle dinging. State lacks capacity to regulate that themselves, ask/resolve NHTSA regulation for passengers
  - Awareness campaign to support for passengers
- Rideshare: Make sure that riders are buckling up
  - How do we empower Uber drivers to hold passengers accountable for their seatbelts?
  - Do we empower/require it from the apps?
  - Rideshare companies have contracts with passengers
    - Can the state regulate these contracts or add requirements
  - Process for the driver to avoid liability if they instructed that passengers to wear their seatbelt but they did not comply

## What action items should the plan consider to address unrestrained, impaired, and speeding drivers?

- NJ has strong seatbelt laws
  - Primary enforcement for driver and passenger seatbelt use, which is not true of all states and not widely known in NJ
  - Primary enforcement: you can be stopped for not wearing a seatbelt
  - Over 18 in NJ, you can get a ticket as a passenger not wearing a seatbelt
  - Rear seats—secondary enforcement only (if stopped for something else)
  - Need to spread awareness about the law and determine how well these laws are enforced
  - Opportunity to expand Click It or Ticket campaigns
- Distracted driving should be addressed as a priority
  - New vehicles with screens on the dashboard—any research on those as a distraction?
    - Dash displays on windshield can also be a distraction
    - Interior vehicle buttons are no longer tactile—forces drivers to take their eyes off the road
    - Federal regulations—difficult to change
    - Topic for Safer Vehicles discussion



## What action items should the plan consider to address unrestrained, impaired, and speeding drivers?

- Unrestrained driving, impaired driving, speeding are choices people make
  - Need ideas about how to influence people's choices
- Money influences people's behavior
  - Driver behavior feedback that is gathered by insurance companies could be shared with employers or result in higher rates
  - Program for public sector or major employers that could shape driver behavior
  - Legislation related to driver behavior monitoring by insurance companies
  - Speed limiting devices
- Automated enforcement is desired
- Look to other states
  - Virginia program—reckless driving conviction results in speed limiter being installed in your vehicle
- Signage spelling out consequences of impaired driving
- In NJ, a judge cannot suspend someone's license for speeding— that requires an accumulation of license points
- Increased DWI enforcement can be very effective, but funding is an obstacle—both for additional patrols and education
  - Increased penalties could be used as a funding source

## What action items should the plan consider to address unrestrained, impaired, and speeding drivers?

- NJ State Police have been looking at Speeding hotspots
  - Road configuration can lend itself to speeding
- NJ Turnpike and GSP have lots of speed monitoring
  - Any thought on addressing high average speeds on toll roads in NJ?
  - NJ State Police Troop D has increased number of summonses and warnings in 2025
  - State Police would like to get average toll road speeds down
- Target intentional license plate obstruction

## Are there other hazardous behaviors we should address in New Jersey?

- Distracted driving
- Reckless driving
  - ◊ Red light running, stop signs, etc.
- Driving while video chatting; how to get companies to include language to discourage being on calls while driving.
  - ◊ I understand that all attendees using Zoom or any virtual meeting platform are prohibited from operating a motor vehicle, consistent with DVRPC policy.

## Are there other hazardous behaviors we should address in New Jersey?

- Instances where non-drivers contribute to crashes
  - How do we include encouraging and enforcing better pedestrian behaviors
  - Proper signaling and infrastructure makes it easier to comply and follow the rules of the road and safety
  - Yes, but we also need to talk about access
- Deliveristas: Provide frustration for all users when e-bikes have onerous behaviors
  - What can the apps do to impact behavior for the better?
- Sidewalk and illegal parking
  - Creates accessibility issues
  - Pushes VRUs into the roadway
- Lighting – look at lighting when discussing what makes a street safer for everyone

## Are there other hazardous behaviors we should address in New Jersey?

- Education: VRU education
  - ◊ See: Safe Passing Law
    - Implementation plan should be implemented
  - ◊ Prioritize resource allocation across departments
    - ◊ DOH, DCA, DEP
    - ◊ Make it easier to coordinate at the state level to promote SPL, MOL, SASS
    - ◊ Major education gap still exists on these laws
    - ◊ Also, study effectiveness of education campaigns and best ways to message
- Plans include land use, safer roads, etc. in the documentation, but by the time it passes all levels of review, vital aspects have morphed
  - ◊ Need state level support
  - ◊ Enhance education and training for local, county engineers to make sure they are connected to CS know-how

## How could these hazardous behaviors be mitigated?

- Engaging auto manufacturers
- Engaging fleet managers