

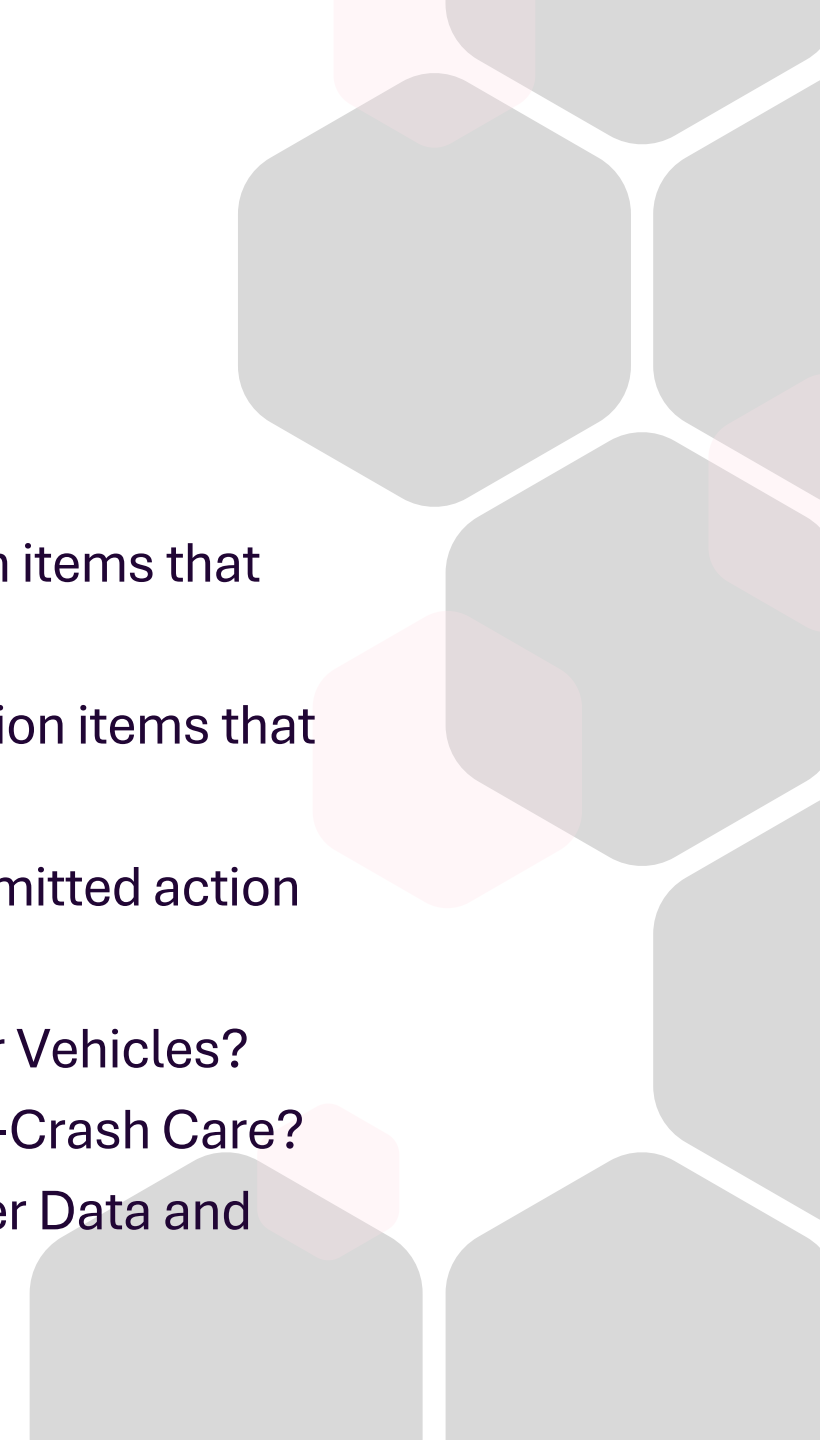


BREAKOUT GROUPS



Breakout Group Discussion Overview

Breakout group member introductions

1. Are there other aspects of the Safer Vehicles submitted action items that should be addressed?
 2. Are there other aspects of the Post-Crash Care submitted action items that should be addressed?
 3. Are there other aspects of the Better Data and Evaluation submitted action items that should be addressed?
 4. What other effective strategies should be considered for Safer Vehicles?
 5. What other effective strategies should be considered for Post-Crash Care?
 6. What other effective strategies should be considered for Better Data and Evaluation?
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Current Safer Vehicles Action List

1. Autonomous Vehicle Policy
2. Emergency Vehicle Size
3. External Airbag
4. Lateral Protection Devices for Trucks
5. Non-Compliant Vehicle LED Headlights (Too Bright)
6. Non-Compliant Broken/Missing Mirrors
7. Non-Compliant Window Tints and Plate Covers
8. State-Owned Vehicle Fleet Size and Equipment
9. Statewide Dash Cam Policy
10. Utility Task Vehicle (UTV) Ban on Public Roadways

Are there other aspects of the Safer Vehicles submitted action items that should be addressed?

- License plate covers – relationship with License plate readers/avoiding law enforcement
 - Vehicle modifications – inspections used to cover safety, now only covers emissions. Inspections went away.
 - Inspection station on garden state parkway already in place
 - Mobile inspection units to be deployed (for vehicles other than class one cars)
 - Expansion of the inspection program for passenger vehicles; commercial vehicles (instead of reinstating inspections)
 - Driver's assistance features – older drivers turn these off generally. Education needed.
- Reducing ambulance size can compromise the safety of patient and care provided.
 - Equipment properly tied down (like a ladder on a truck). Currently no formal inspection, only enforced if an officer sees it on the road.
 - Addressing debris on the road

Are there other aspects of the Safer Vehicles submitted action items that should be addressed?

- Traffic calming + emergency responders:
 - New York's system whereby EMS responders lower speeds for non-life-threatening incidents
- Enforcing window tints and non-compliant/broken mirrors
- After-market chassis-raising – vehicle hoods become much higher than when they were sold
 - Address legislatively and through enforcement
 - Currently requires special permission
 - Standard that could be affected by state law
 - New vehicles are larger, contributing to more serious injuries and fatalities in ped-involved crashes
- Speed limiters
 - Can be limited to government-owned vehicles
 - Currently exist on some vehicles (e.g., PSEG fleet vehicles) but use should be expanded
 - Speed limiters implemented as a penalty for speeding
- We should look at what we have control over vs. what we don't
 - We need policy positions on items we don't have direct control over (e.g., vehicle size) to help sway manufacturers
 - Need to be prepared for when we get an audience with those who have the power to change these standards
- Also need to consider what will be acceptable to the legislature—we want the report to be implementable
 - This can get worked out during the prioritization process
- Plan should be ambitious and supersede current legislators



Are there other aspects of the Safer Vehicles submitted action items that should be addressed?

- ◆ Legislation requiring permits to drive vehicles over a certain size—what qualifies as a work vehicle?
- ◆ Vehicle engine revving may be encouraging people to speed

Are there other aspects of the Safer Vehicles submitted action items that should be addressed?

- State used to comprehensive inspection – no longer doing it.
 - Should reintroduce annual inspections
 - Resume the state's policy of annual vehicle inspections
 - Bald tires, loose front ends, rotted out suspensions
 - Vehicles in drastically poor conditions has gone up (by experience)
 - AAA – there is no concrete data on if inspections provide a significant safety benefit
 - Need to do study (difficult to quantify) to provide us data
 - Can it be added to the TR1 if equipment malfunction contributes to FSI crashes
- Intensity and color of headlights
 - Oncoming vehicles with high-intensity lights causes discomfort to oncoming drivers
- Speed governing (to complement ASE)
 - See Virginia legislation: study speed governance in practice

- Seatbelts (unrestrained)
 - How can something be done to notify enforcement bodies to notify when the bell is not sufficient for convincing people to seatbelt?
- Safety inspection
 - Quick way to make roads safer
 - Poor equipment impedes a vehicle's ability to meet stopping distance, etc
- Automatic braking: needs to be more common in new models
 - Should be mandatory on new vehicles
 - The technology is there
 - Pennsylvania's crashes going down, NJ crashes up despite worse adverse weather conditions
- Average age of vehicles on US roads is over 12 years
 - Cost of replacing vehicles is so high
 - Deferred maintenance and expensive new vehicles is extending vehicle use beyond useful age and conditions

What other effective strategies should be considered for Safer Vehicles?

- Advanced driver systems
 - Only work when properly maintained
 - Also had a major impact on vehicle price
 - Makes replacement more difficult
 - Aging fleet of vehicles
- Incentivization of transitioning to micromobility
 - Is a smaller type of vehicle a safer vehicle?
 - Is mode shift a Safer Vehicles strategy?
- Tinting – major impacts on ped-bike crashes
 - Hesitancy on LEOs to address tint violations
 - Dark tints especially dangerous at night and in adverse weather conditions
- Distraction-prone screens
 - Large touch screen displays
 - Infotainment systems
 - Non-tactile buttons
 - Heads-up displays?
- Likely impacts of autonomous vehicles
 - Concerns of increasing VMT
 - Interactions with pedestrians and bicyclists
 - Devices to “connect in” older vehicles into AV systems
 - NJ should be proactive in regulating Avs
 - NJ should be prepared to respond to unforeseen negative externalities
- Is there a safety issue related to front and rear license plates?
 - It seems to be more common in newer vehicles
 - Akin to broken windows syndrome (i.e. do drivers get the message that small laws aren’t enforced, so maybe bigger laws slide too?)
 - Two-plates law is in effect, easy to enforce, but is it being enforced commonly? PA pursuing 2-tag legislation
 - Enforcing non-moving violations can be difficult (push back that it is an ‘unlawful’ stop)
 - Touring privileges – if the state of registry only requires one, that is permissible



Current Post-Crash Care Action List

1. Advanced Automatic Crash Notifications (AACNs)
2. Electronic Patient Care Report (ePCR) Data Analysis
3. Expand & Enforce the Move Over Law
4. Integrate Post-Crash Care into the State Highway Safety Plan
5. OSHA Workplace Health and Safety Investigation Reports
6. Rural EMS & Trauma Training
7. Traffic Incident Management Responder Training
8. Training for EMS Agencies on Pediatric Safe Transport
9. Training for EMS Agencies on Prehospital Blood Transfusion



Are there other aspects of the Post-Crash Care submitted action items that should be addressed?

- TIM already incorporated in police and firefighter training. Not mandatory for local law enforcement. But important to have training. Currently voluntary.
- Drones for crash reconstruction.
- Waivers. Currently 4 hospitals are providing prehospital blood transfusion/mobile intensive care programs. More pending approval. (16 total out of 605), hoping for more hospitals to apply. (attached in chat)

Are there other aspects of the Post-Crash Care submitted action items that should be addressed?

- ◆ Stricter penalties for violations of Move Over Law (for example) can be counterproductive
 - ◇ Officers are reluctant to issue citations if penalties are very high
- ◆ Use of drone technology to transport blood to crash site before EMTs arrive
 - ◇ EMTs would not have to carry blood on board vehicles
 - ◇ EMTs carrying blood with them to the scene is relatively new
 - ◇ Requirements for training—needs for handling blood (e.g., temperature needs)—people in the health space should have input on this
- ◆ Signal preemption for emergency vehicles saves time en route to hospital
- ◆ Do EMS vehicles use routing apps like Waze when navigating to the scene of an emergency?
 - ◇ Issues with highly suggested routes becoming congested
 - ◇ Potential solution could be to implement a government-specific service not widely available
- ◆ Coordination with rural EMS
- ◆ Integration with post-crash care recommendations in new SHSP

Are there other aspects of the Post-Crash Care submitted action items that should be addressed?

- Expand enforcement of Safe Passing Law
 - Next to no enforcement
 - No certified measurement device
- Training is key
 - Lot of class training available
 - Expand practical exercises (at County level?)
 - Crash events, weather events, simulations
- EMS question:
 - Is there an effort to make funding and training more uniform between municipalities and regionally across North/South/Central Jersey
 - Is there an outcome disparity between different regions of the state?
- Equipment
 - Is the available equipment consistent throughout the state?
 - Is there a lack of equipment which has led to increased fatalities or less efficient emergency response?
 - Often lean on fire departments for equipment
 - Toll roads are organized by region, makes it easier/more efficient to respond with proper equipment
- The more time that elapses before crash response, the lower probability of survival/positive outcome
 - Dealing with so many variables to deal with in an investigation pending, most important is the life of the injured
- Combined trainings between NJSP and other crash response agencies
 - Evaluate how agencies work together to improve coordinated response



Current Better Data and Evaluation Action List

1. Crash Data Applications
2. Develop a Cannabis Public Health Surveillance Program
3. Electric Vehicle (EV) Weight and Crashes
4. Geolocation Data Collection
5. MVC-Related EMS Key Performance Indicators (KPIs)
6. NJ Crash Records Portal
7. Traffic Impact Assessment Reform
8. Transportation Performance Management

Are there other aspects of the Better Data and Evaluation submitted action items that should be addressed?

- Cannabis, there's no clear threshold/violation, unlike BACs for alcohol. Officer's judgement at the scene, more subjective going to court.
 - Cannabis and alcohol have the same statutory charge.
 - Some logistical challenges, this is getting done for fatal and serious injury crashes only. Lack of legislation. Not being tested regularly.
- Reaching out to: Alcohol and drug testing unit at state police
 - Drug recognition experts – expanding pay rate, hours, etc.
 - People can refuse further examination at the station.
 - Implied consent – no law yet.
- Crash portal, up by end of the year hopefully. 16 out of 605 agencies still don't submit electronically, slows down the process.



Are there other aspects of the Better Data and Evaluation submitted action items that should be addressed?

- While EVs are generally heavier than their combustion-engine counterparts, it is more about the base vehicle size
 - ◊ Should primarily focus on vehicle weight and height
- Traffic Impact Assessments by developers focus on trip generation and assignment
 - ◊ Don't currently adequately address transportation impacts and, importantly, safety
- Need crash data that correlates with race and demographics
 - ◊ Currently harder to access for non-fatal crashes
 - ◊ NJ DHTS database (NJ SHO – CHOP) tracks race/ethnicity and other demographics
- Need to look at intersections with EJ communities
 - ◊ Complete Streets and traffic-calming measures can solve multiple issues at once



Are there other aspects of the Better Data and Evaluation submitted action items that should be addressed?

- Research on #77 reporting system
 - ◊ What are the outcomes from that?
 - ◊ Is this an effective use of resources?
 - ◊ Suspicion that it does not contribute positively to outcomes
 - ◊ NJSP has gotten calls from #77 reports, but it is difficult to enforce on this, mostly due to timing