

**SOUTH JERSEY
TRANSPORTATION
PLANNING ORGANIZATION**

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SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**SAFETY TRENDS REPORT:
DRIVERS**

2003-2009

Produced April 2011



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SAFETY TRENDS REPORT: DRIVERS

INTRODUCTION

Traffic safety is a long-time mission for SJTPO. One of the steps in transportation safety planning is to obtain and analyze data that will assist in the safety issue prioritization process. This report presents statistics for drivers in crashes for the South Jersey region (**Atlantic, Cape May, Cumberland, and Salem Counties**), for the seven-year period from 2003 through 2009. This section is entitled, Drivers; it summarizes statistics about drivers in crashes, such as origin, physical condition, gender, etc. Other sections focus on crashes, occupants, vehicles, and pedestrians.



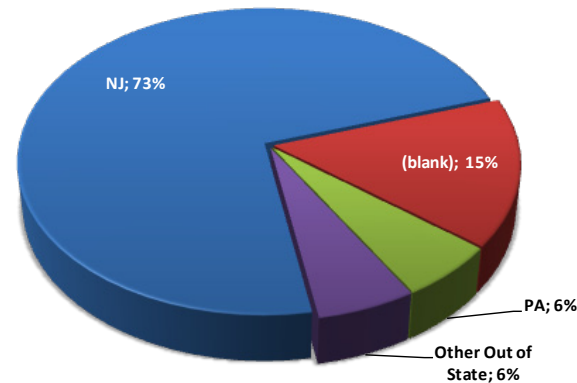
teen drivers in crashes tested for alcohol increased from 2003 (1.4 percent) to 2008 (2.18 percent), however there was a decrease in 2009 to 1.34 percent of teen drivers in crashes.

DRIVERS: 2003-2009

Driver Origin:

Out-of-state drivers constituted 12 percent (30,839) of the total drivers in crashes in Southern New Jersey from 2003 to 2009. Figure 1 shows these numbers, with Pennsylvania contributing the most out-of-state drivers in South Jersey crashes (6 percent or 15,412).

Figure 1 - Home State - Top States, Total



SUMMARY

South Jersey had many out-of-state drivers in crashes over the seven-year period from 2003 to 2009 (12 percent). A small percentage of drivers (4 percent) are not fully functional at the time of crash. Alcohol use is the physical condition cited most often (after normal). However, there are also other causes, such as fatigue and medication use. Several thousand drivers are tested annually for alcohol use, mostly males; however, the gender gap is slowly narrowing.

Approximately 3,000 teens are involved in South Jersey crashes annually; this number is decreasing, (a favorable trend) although the improvement is minimal. A small number (1.4 - 2.2 percent) of teens are tested for alcohol at the crash scene each year. The percent of

Figure 2 shows the states whose drivers contributed the greatest number of crashes in South Jersey, by year from 2003 to 2009. During the seven-year period, the number of crashes involving

drivers from New Jersey and other states remained mostly constant, however as seen in Figure 3, the numbers in specific states, such as New York, Delaware, Maryland, and Virginia saw notable declines.

Figure 2 - Home State - Top States, Per Year

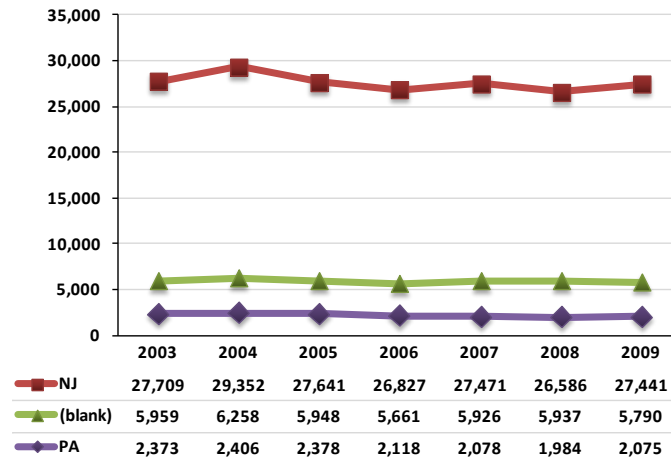
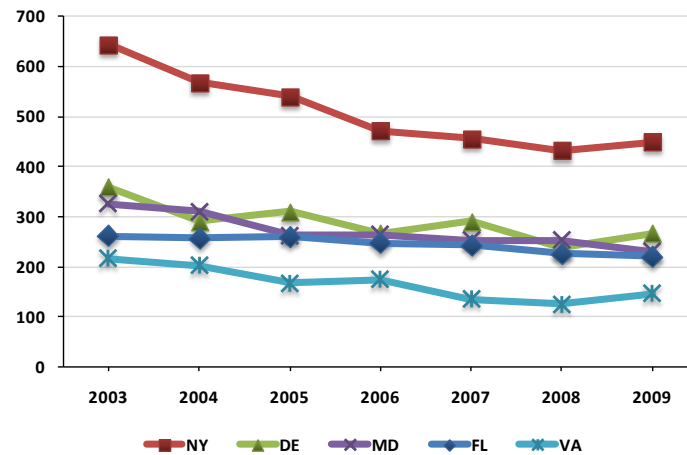


Figure 3 - Home State - Other States, by Year



Driver Gender

Male drivers are involved in more crashes than females however the trend is slowly evening out. In the seven-year period from 2003 to 2009 male drivers involved in crashes has dropped from 51.3 percent in 2003 to 48.7 percent in 2009, while females have increased from 33.7 percent in 2003 to 36.2 percent in 2009. Roughly 15 percent of drivers had no gender recorded each year (see Figure 4).

Figure 4 - Percent of Crashes by Gender, by Year

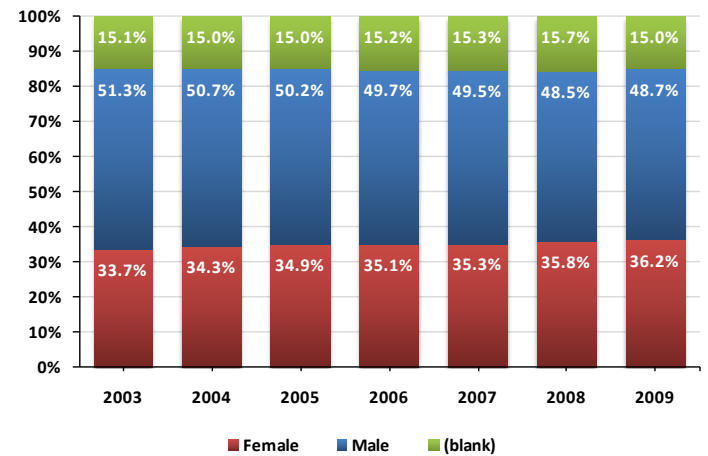


Figure 5 displays the number of drivers in crashes by gender for each of the seven years, from 2003 to 2009.

Figure 5 - Number of Crashes by Gender, by Year

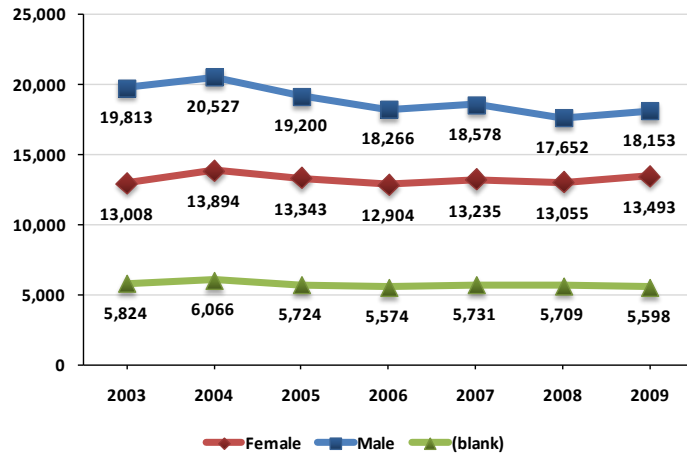
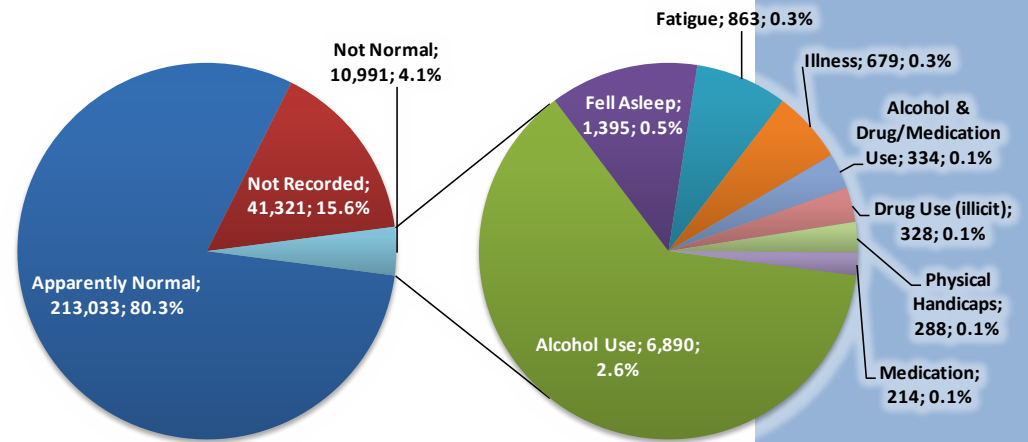


Figure 6 - Physical Condition, Total



Driver Physical Condition:

Figure 6 and Figure 7 show the number and percentage of drivers in South Jersey crashes, broken down by their Physical Condition. Physical Condition of the driver is essentially, whether the driver is impaired in some way at the time of the crash. Overall, 16 percent of crashes included no information on the physical condition of the driver, and roughly 4 percent were ‘Not Normal,’ see Figure 6. The number of drivers classified as Not Normal totaled 10,991 over the seven-year period (Figure 6).

Figure 6 also shows that alcohol use made up a significant number of drivers that were classified as not normal. However, it is important to note that there are other Not Normal physical conditions, including falling asleep, fatigue, illness, etc. This information is important as it reveals prevalent issues that contribute to accidents in South Jersey (Figure 8).

Figure 7 - Physical Condition, By Year

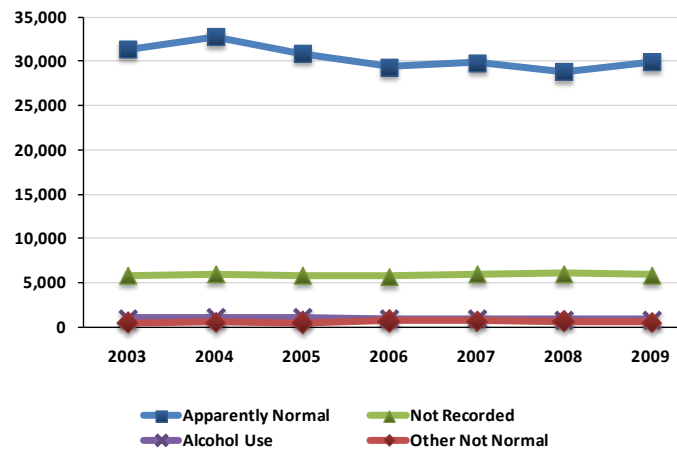


Figure 8 - Physical Condition, Breakdown of “Other Not Normal”, By Year

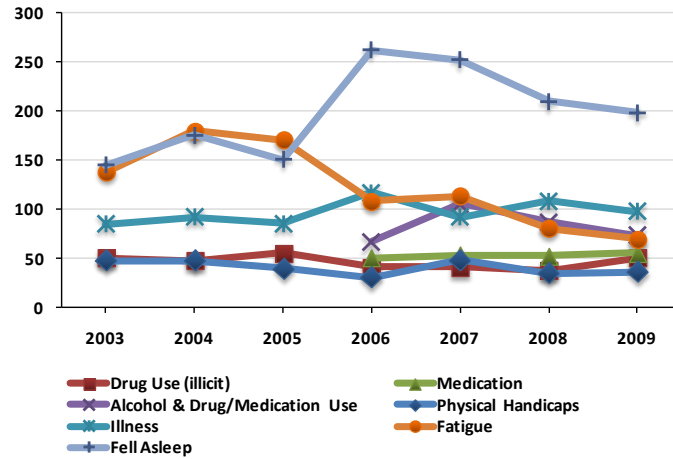
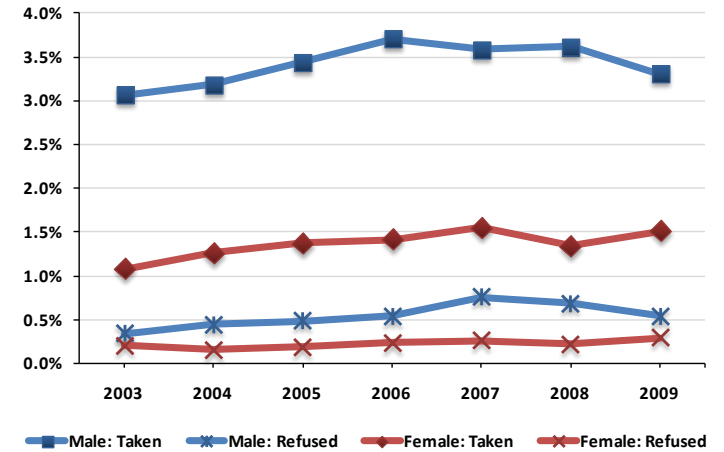


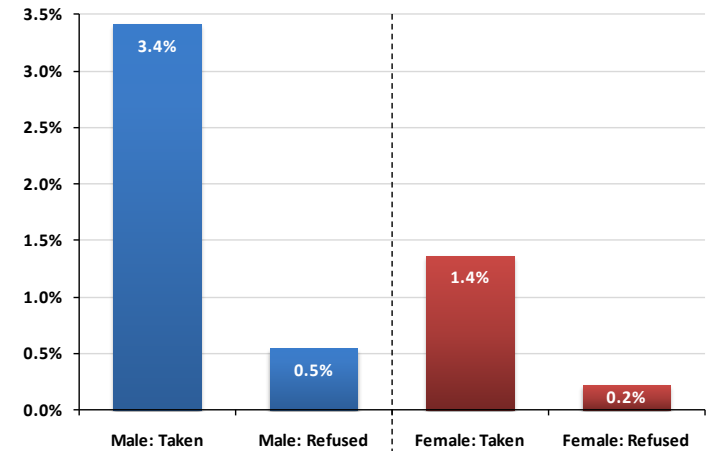
Figure 9 - Gender in Crashes, by Relevant Alcohol Test, by Year



Alcohol Use:

Males are more likely to be the drivers in alcohol-related crashes compared to females. This has been true over the seven-year period. However, the percentage of male drivers who were tested or refused testing has leveled off over the seven-year period, and has even shown some decline since 2006. During the same time, females tested or refusing testing has increased. Figure 9 shows the percent of males and females each year that were tested or refused testing for alcohol after a crash. Figure 10 shows the average for the seven-year period.

Figure 10 - Gender in Crashes, by Relevant Alcohol Test, Total



Teen Drivers:

A significant number of drivers involved in South Jersey crashes are teenagers. In 2004, nearly 3,300 teenagers were involved in crashes; however, this number has declined to approximately 2,900 in 2008 and 2009, see Figure 11. Since 2003, roughly between 1.5 and 2.0 percent of teen drivers in accidents were tested for alcohol. Generally that has been on the rise, from 1.4 percent in 2003 to 2.18 percent in 2008, however that number dropped sharply to 1.34 percent in 2009, see Figure 12.

Figure 11 - Teens in Crashes

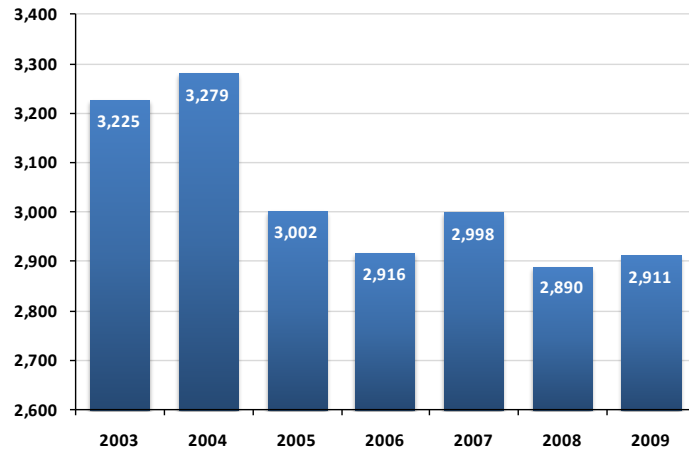


Figure 12 - Teens in Crashes by Relevant Alcohol Test

