

**SOUTH JERSEY
TRANSPORTATION
PLANNING ORGANIZATION**

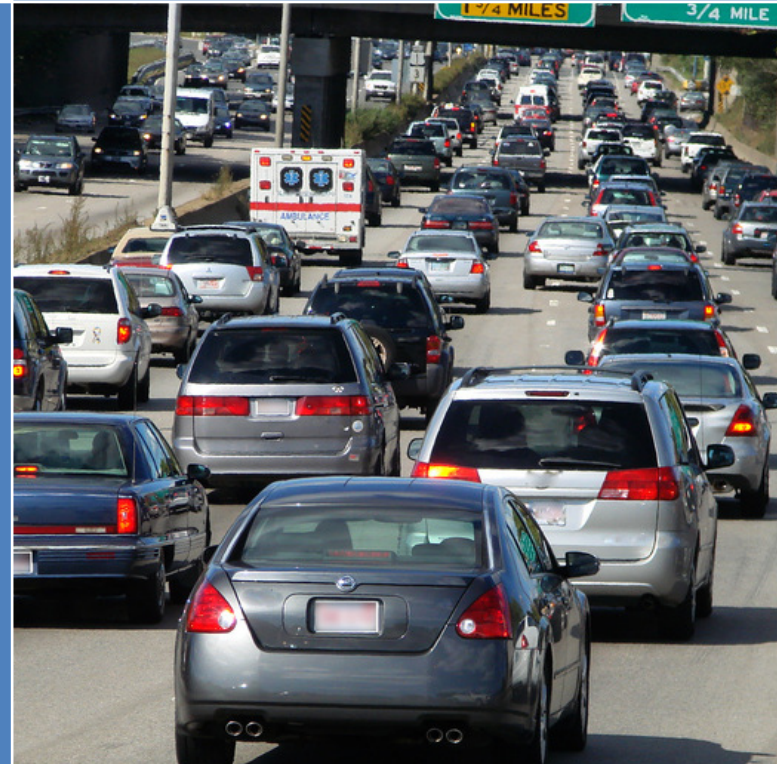
782 South Brewster Road, Unit B6
Vineland, New Jersey, 08361

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

**SAFETY TRENDS REPORT:
VEHICLES**

2003-2009

Produced April 2011



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SAFETY TRENDS REPORT: VEHICLES

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 about vehicles 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, Vehicles; it summarizes statistics about vehicles in crashes, such as vehicle types, contributing circumstances, etc. Other sections focus on crashes, occupants, pedestrians, and drivers.



vehicles often have a Pre-Crash Action of simply being parked or Stopped in Traffic.

The Traffic Controls Present at the scene of a crash is another important characteristic recorded. The traffic control present most often is lane markings (36 percent). Other categories recurring frequently are “No Control Present” at 28 percent and “Traffic Signal” at 15 percent. These figures were mostly consistent during the seven-year period.

The Vehicle Types involved in crashes are also recorded. Cars, Station Wagons, and Minivans, make up a single category, representing the largest group of vehicles in crashes. Pick-Ups and SUVs are each recorded separately, and these two Vehicle Types are ranked second and third for most crashes. During the seven-year period, SUVs have consistently increased in number of crashes, while Pick-Ups have decreased.

SUMMARY

Police officers at the scene record the Contributing Circumstances that were present during the crash; these circumstances may be the cause of the crash. Unfortunately, most crashes do not have a circumstance recorded (40 percent). However, when a Contributing Circumstance is recorded, Driver Inattention is ranked the highest; it is present in 24 percent of the crashes and has shown a notable increase during the seven-year period.

The Pre-Crash Vehicle (Going Straight, Parked, etc.) is another crash characteristic that is recorded. Not surprisingly, vehicles that are involved in a crash typically have a Pre-Crash Action of Going Straight on the roadway (44 percent). Less obvious is that crashed

VEHICLES: 2003-2009

Pre-Crash Action:

Shown in Figure 1 and Figure 2, below are the categories that describe the vehicle's action immediately prior to a crash. Vehicles involved in crashes are simply Going Straight Ahead 44 percent of the time. Other more prevalent actions include being Parked (9 percent), Stopped in Traffic (9 percent), Making a Left Turn (7 percent), Slowing or Stopped (7 percent), and Backing (6 percent).

Figure 1 - Pre-Crash Vehicle Action, by Year

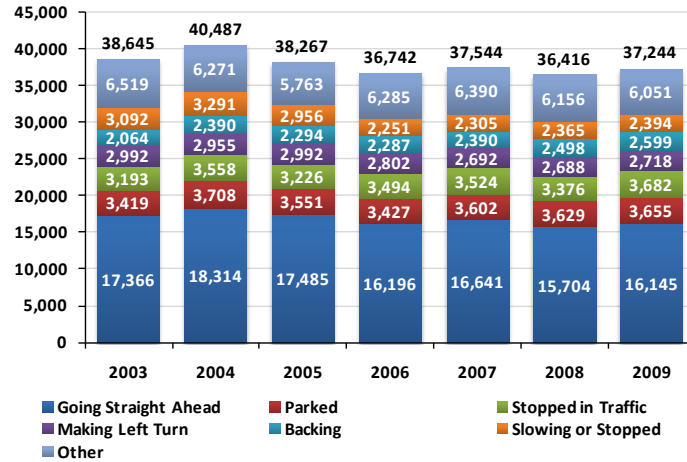
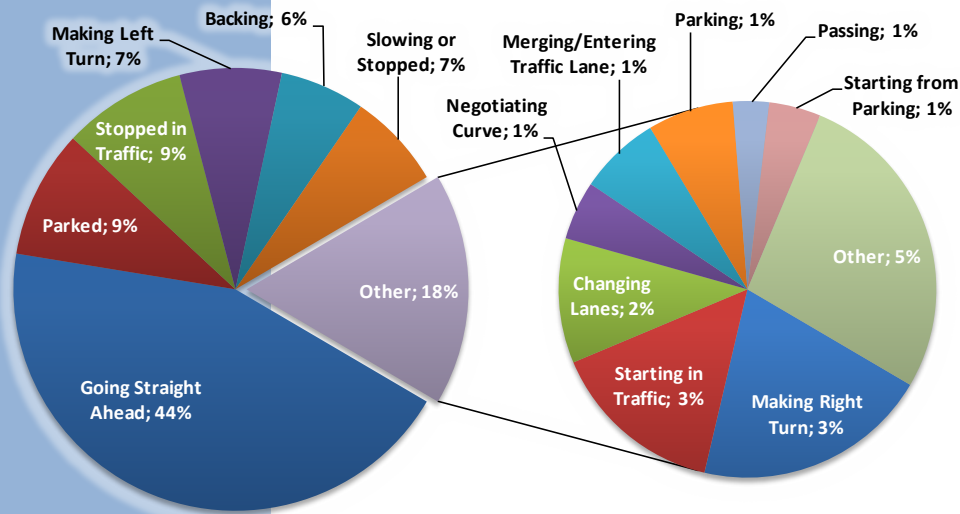


Figure 2 - Pre-Crash Vehicle Action, Total



First Sequence of Events

Similarly, the first sequence of events looks at the initial event in the crash; this is most commonly Vehicle in Transport at 81 percent (Figure 3). However, often vehicles in crashes are simply parked when the crash occurs (9 percent). Figure 4 shows a general breakdown of the annual trends from 2006 to 2009.

Figure 3 - First Sequence of Events, Major Types, Total

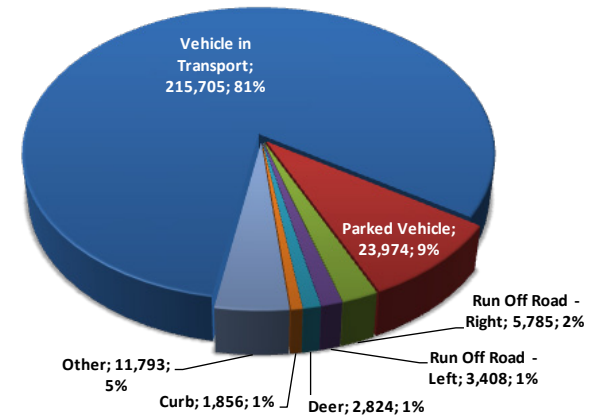
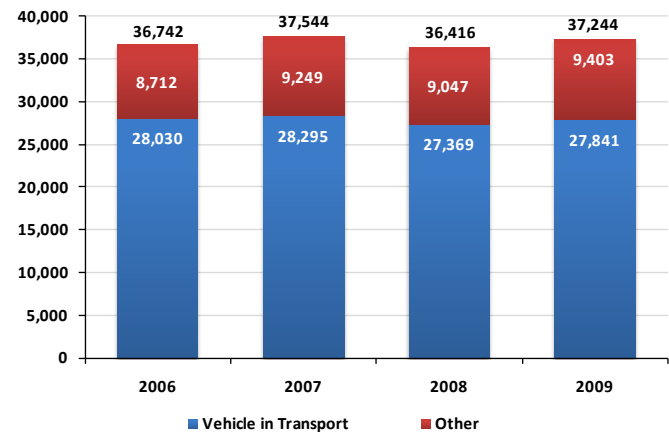


Figure 4 - First Sequence of Events, Major Types, by Year



Contributing Circumstances:

After “None,” Driver Inattention is the largest category of Contributing Circumstances for crashes in the region at 24 percent (see Figure 6) and it had a slight increase in recent years, see Figure 5.

Figure 5 - Contributing Circumstances, by Year

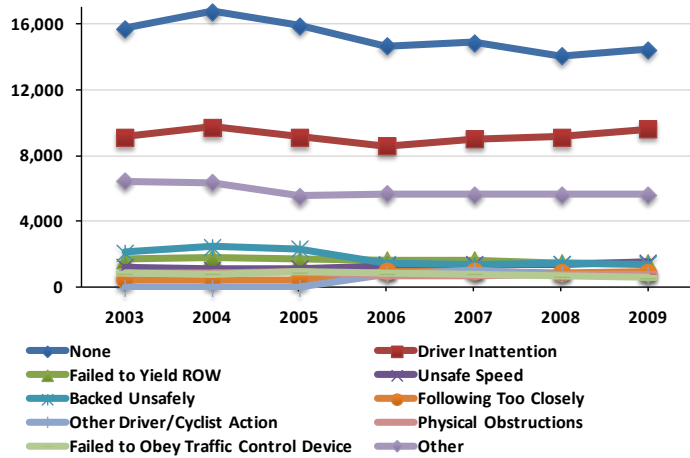
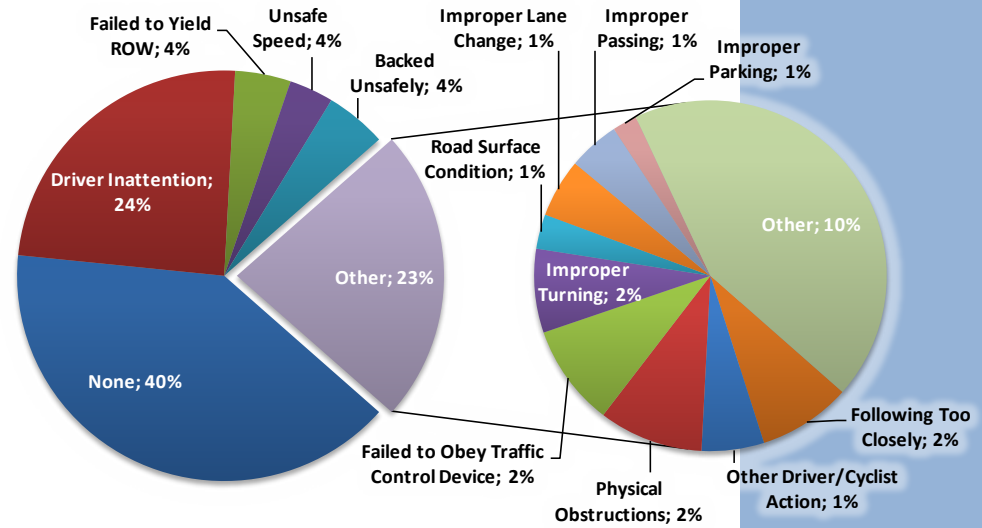


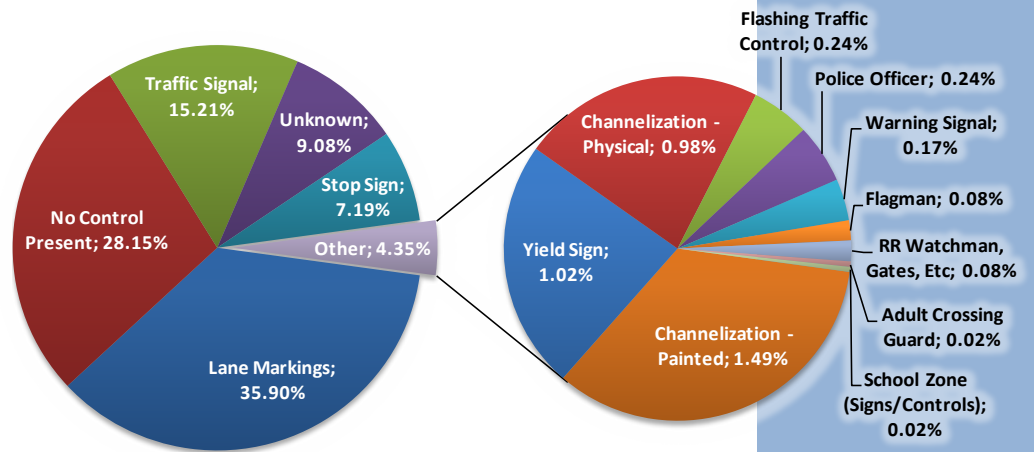
Figure 6 - Contributing Circumstances, Total



Traffic Controls Present:

Figure 7 shows the traffic controls that were present during South Jersey Crashes. It indicates that “Lane Markings” is the largest category at 36 percent, followed by “No Control Present” at 28 percent and “Traffic Signal” at 15 percent. There were no significant trends among the major Traffic Control categories during the seven-year period. Other categories of traffic controls present involve a much lower percentage of vehicles, see Figure 7.

Figure 7 - Traffic Controls Present, Total



Vehicle Types:

Figure 8 shows the percent of vehicles that were in crashes organized by vehicle type, during the seven-year period. Figure 9 shows the trends for the top three vehicle types from 2003 to 2009. Note that SUVs have steadily increased during this period, while Pick-Ups have decreased at a virtually identical pace.

Figure 8 - Vehicle Type, Total

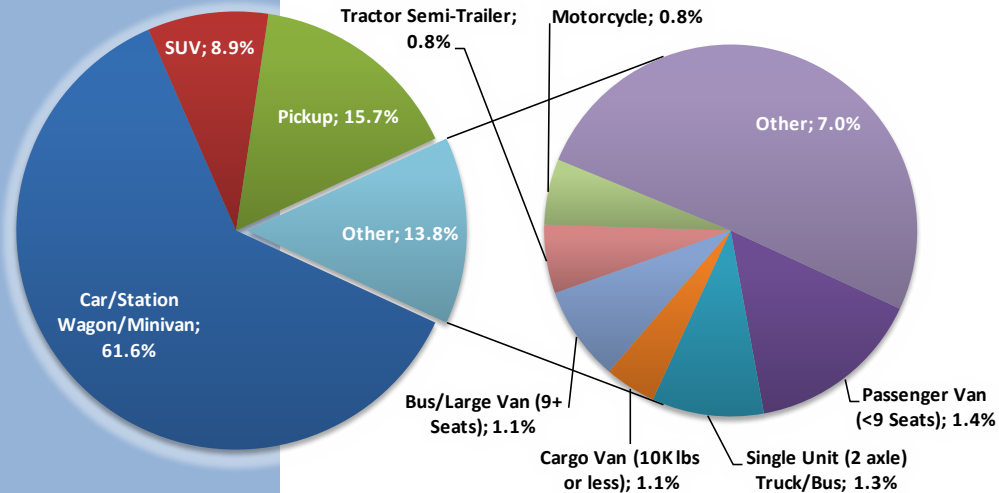
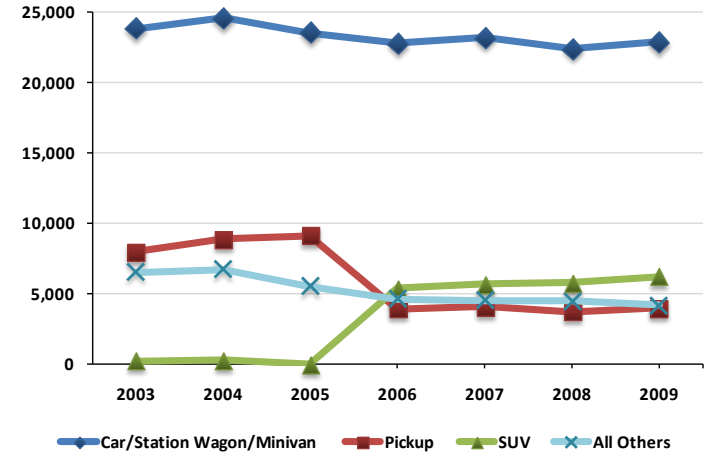


Figure 9 - Vehicle Type, by Year



The number of crashes involving vehicles transporting hazardous materials increased sharply during the six years from 2003 to 2008, with a small decrease from 2008 to 2009 (Figure 10).

Figure 10 - HazMat Status, by Year

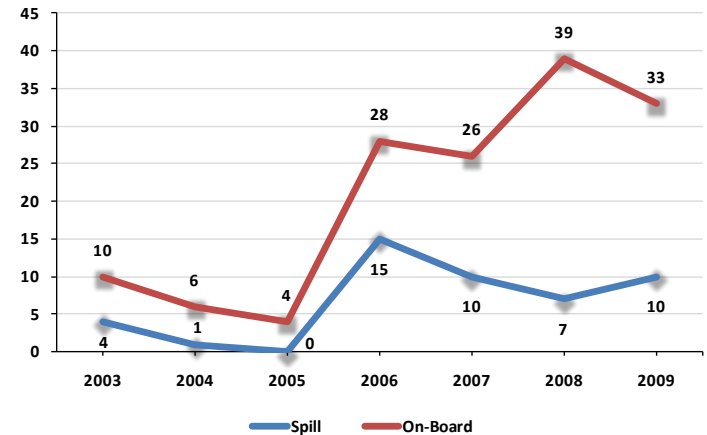


Figure 11 shows data for special function vehicles, such as taxis, school busses, etc. The only notable change was a reduction in crashes of work equipment. Figure 12 shows the total breakdown for the seven-year period.

Figure 11 - Major Special Function Vehicle Types, by Year

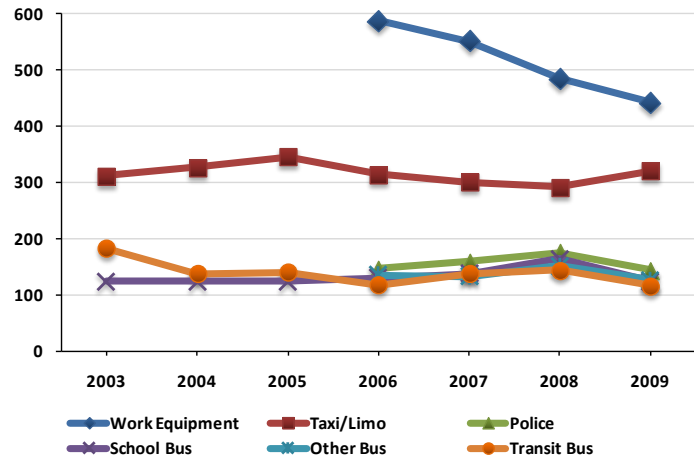


Figure 12 - Special Function Vehicle Types, Total Percent

