



## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
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*Governor*

DIANE GUTIERREZ-SCACCETTI  
*Commissioner*

SHEILA Y. OLIVER  
*Lt. Governor*

May 31, 2022

Robert Clark, Division Administrator  
Federal Highway Administration, New Jersey Division  
840 Bear Tavern Road, Suite 202  
West Trenton, NJ 08628

Dear Mr. Clark:

I am pleased to provide New Jersey's 2023 Safety Performance Targets required to be reported for the Highway Safety Improvement Program (HSIP). The New Jersey Department of Transportation (NJDOT) intends to include these targets in New Jersey's Annual Safety Report this year. These targets were established after careful consideration of previous trends, recently built projects, and the current socioeconomic environment. The targets are based on five year rolling average values and are reported to satisfy federal requirements with the understanding that New Jersey's safety vision is "Towards Zero Deaths" on all public roads. This long-term safety vision requires time to change attitudes and behaviors, construct infrastructure improvements, and to realize the benefits of technological advancements intended to reduce the frequency and severity of crashes. Unfortunately, the number of fatalities and serious injuries on New Jersey roads has been increasing since 2020. Similar trends have been seen nationally. To this end, NJDOT is committed to the vision of achieving "Zero" fatalities by the year 2050.

The 2020 New Jersey Strategic Highway Safety Plan (SHSP) guides the allocation of safety funding and resources to reduce highway fatalities and serious injuries on New Jersey's public roadways. The 2020 SHSP is data driven, sets long-term goals, and is a coordinated statewide plan that identifies the most significant infrastructure and behavioral safety issues on New Jersey's public roads. The 2020 SHSP identified seven (7) key safety emphasis areas, including Lane Departure, Intersections, Pedestrians & Bicyclists, Driver Behavior, Other Vulnerable Road Users, Data, and Equity, and the supporting strategies that are likely to have the greatest impact on improving safety on our roadways.

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The goal of zero fatalities by 2050 is supported by the 2020 NJ SHSP. NJDOT is committed to directing resources to the infrastructure related safety strategies as we diligently strive to drive down fatalities and serious injuries with an ultimate safety vision of “Towards Zero Deaths”.

To satisfy 23 CFR 924.15(a)(1)(iii)(B) requirements, the following are the targets set by the New Jersey Department of Transportation for 2023 Safety Performance Measures, based on 5 year rolling averages:

<b>PERFORMANCE MEASURE</b>	<b>TARGET 2019-2023 - 5 YEAR ROLLING AVERAGE</b>	<b>BASELINE 2017-2021 - 5 YEAR ROLLING AVERAGE</b>
<b>NUMBER OF FATALITIES</b>	669.4 <sup>1</sup>	606.6
<b>RATE OF FATALITIES PER 100 MILLION VMT</b>	0.906 <sup>1</sup>	0.814
<b>NUMBER OF SERIOUS INJURIES</b>	3,079.6 <sup>2,3</sup>	2,307.6
<b>RATE OF SERIOUS INJURIES PER 100 MILLION VMT</b>	4.178 <sup>1,2,3</sup>	3.132
<b>NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES</b>	848.2 <sup>1,2,3</sup>	656.4

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<sup>1</sup>The COVID-19 Pandemic led to a decrease in VMT in 2020 and an unexpected increase in fatalities in New Jersey, with similar trends nationwide. The trend of increasing fatalities has continued through 2021 and year-to-date 2022. Although the VMT are increasing on New Jersey’s roadways, it is not at pre-pandemic levels to date.

<sup>2</sup>Beginning in 2019, New Jersey updated the police crash report to be consistent with the federally required classifications (Killed, Suspected Serious Injury, Suspected Minor Injury, Possible Injury, and No Apparent Injury). As a result of this change, injuries not previously attributed to the serious injury classification are now included in the serious injuries numbers for 2019-2021. For example, a crash victim with a broken arm that would have previously been classified as a Moderate Injury, is now classified as a Suspected Serious Injury. As a result, New Jersey saw an increase in reported serious injuries due to the changes in reporting. The increase creates a challenge in predicting anticipated totals for future years as well.

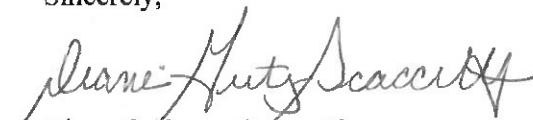
<sup>3</sup>The continued challenges posed by changes in the police crash report form and the COVID-19 Pandemic have rendered previous injury trends and models ineffective leading to challenges in developing data projections.

PERFORMANCE MEASURE	TARGET 2023 ANNUAL	BASELINE 2021 ANNUAL
NUMBER OF FATALITIES	755	703
RATE OF FATALITIES PER 100 MILLION VMT	1.00	0.94
NUMBER OF SERIOUS INJURIES	3,132	3,166
RATE OF SERIOUS INJURIES PER 100 MILLION VMT	4.16	4.25
NUMBER OF NON- MOTORIZED FATALITIES AND SERIOUS INJURIES	892	897

NJDOT's target setting process included coordination with NJ's three Metropolitan Planning Organizations (MPOs) and FHWA's NJ Division Office, along with NJ's Division of Highway Traffic Safety (DHTS) to ensure a consistent approach for target setting. The identified targets reflect coordination and collaboration with NJ's Governor's Highway Safety Representative. The selected targets for number of fatalities, fatality rates, and number of serious injuries are consistent with the targets which will be reported in NJ's Highway Safety Plan by the Division of Highway Traffic Safety.

If you have any questions, please contact my office.

Sincerely,



Diane Gutierrez-Seaccetti  
Commissioner