



**SOUTH ORANGE VILLAGE
POLICE DEPARTMENT**

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South Orange
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P 973.763.3000

To: Chief Morillo
From: Sgt. J. Albino – Traffic Bureau
Date: April 1st, 2024
Subject: 2023 Motor Vehicle Crash Report

Sir,

This annual crash analysis has three main purposes:

- Identify areas in the Village where there is a high volume of motor vehicle crashes
- Identify the contributing circumstances of those crashes
- Develop solutions to mitigate and minimize future crashes

2023 Motor Vehicle Crash Overview:

- During 2023, there were 527 motor vehicle crashes in the Township of South Orange Village. An increase of 18.1% over the 2022 total of 446
- 6 bicycle crashes, an increase of 20% over the 2022 total of 5. This showing a positive deceleration from the previous years of 2021 to 2022 where we went from 1 to 5.
- 15 pedestrian involved crashes, a decrease of 34.7% over the 2022 total of 23
- 132 involving parked vehicles, an increase of 24.5% from the 2022 total of 106
- 82 reported hit and run crashes, an increase of 38.9% from the 2022 total of 59
- 9 crashes involving an emergency vehicle en-route to a call for service. Breakdown for the same is the following: **2** from South Orange, **7 are other agencies coming through town (Fire Department, Ambulance, Homeland Security, Newark PD)**



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- **82% of all motor vehicle crashes resulted in no reported injuries (defined as requiring transportation to a medical care facility from the scene of the crash)**
- **0 Fatalities (for the third year in a row, no fatalities)**
- Friday led the year for crash breakdown by day of week, with 19.73% of all crashes, a change from last year's Wednesdays of 17.12%. Wednesday remains a close 2nd with 16.32%
- Crash breakdown by time of day peaked at 5:00pm with 9.86% of all crashes
- 66.2% of crashes involve low-speed driving where vehicles were backing unsafely, failed to yield right of way, driver inattention, or other unknown factors which could have contributed to crash. Low speed is described as 25 mph or less.

**See Appendix A for enumerated local data*

Roads with the highest occurrences of motor vehicle crashes (in rank order for 2023):

- County Highway 510 (South Orange Ave from Newark line to Maplewood line) = 162
- County Highway 638 (Scotland Rd/Valley Street corridor) = 60
- County Highway 665 (Irvington Ave) = 35

For these county roads, the following were contributing circumstances for pedestrian related crash events

- Low light conditions
- Pedestrians crossing outside of a crosswalk (e.g. – mid-block instead of at a designated area, between vehicles)
- Crossing without giving due attention to roadway and traffic conditions (other distractors may factor into this circumstance (ex) cellular phone use)



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In other areas of town an overwhelming majority of crashes, historically, have been attributed to **traffic volume**. For example, the Scotland Road section of CR 638, which has our second highest crash count for the second year in a row, a survey conducted in 2021 rendered 230,684 vehicles traversed the roadway in a month's study (February – March) to include both directions.

The survey was conducted in reference to the addition of speed tables for the entire length of Scotland Road that year, and was to collect data pertaining to the speed which also rendered the volume of the same.

In 2022, lane delineators were deployed throughout the town, in areas where sight lines were periodically obstructed due to parked vehicles. Locations include:

- 1st & Valley St (in front of 7-11)
- 1st & Valley St (in front of Wine Emporium)
- Valley St & Roland Ave (in front of Mozzarella)
- Valley St & Hixon (in front of Totri School)
- South Orange Ave & Vose Ave near Bank of America
- South Orange Ave & Vose Ave near Chase Bank

In addition, Sloan Street has delineators along the double yellow to prevent left turns / U-turn that cause MVA and hamper traffic flow

These delineators have proven affective throughout 2023 and will be replaced as needed when they are rendered inoperable.



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In addition, the new construction areas (ex. 3rd and Sloan St, and Lackawanna Ave and Valley St.) will be evaluated once completed to see if deployment of delineators would be essential to help in any unforeseen line of site issues.

Examples of these lane delineators are included within this report.

All SOPD officers are certified to operate radar equipment. This has allowed us to increase speed related traffic enforcement. All officers have received 8 hours of instruction, 80 hours of practical training and have passed a state exam. Like most police departments prior to this, only a handful of our officers were able to conduct radar details.

An example that reflects the importance of attaining this certification for each officer is explained below:

May of 2023 a survey conducted on Walton Avenue rendered the 85th percentile of vehicles traveling at 34 mph. (speeding problem)

August of 2023 (3 months later) after radar details and enforcement by all officers, a survey of Walton Avenue rendered the 85th percentile of vehicles traveling at 29 mph.

This decrease in speed of 5 mph is a significant change in a short period of time and is a win for the South Orange Community.

These surveys have and will continue to be used in order to ensure that drivers traversing South Orange Village are doing so carefully.



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Since the 2022 report, we have seen an 18.1% increase in overall crashes in town however, no fatal crashes. The New Jersey, fatal crashes have also decreased by 11.2% from 2022 to 2023 (see Appendix C).

Fatal Crashes, Pedestrian Crashes, and Bicycles Crashes:

Fatal Crashes:

In 2023, for a third year in a row, there were zero fatal motor vehicle crashes in South Orange Village.

Bicycle vs. Motor Vehicle Crashes:

In 2023, we had 6 crashes involving a bicycle (up 1 from 2022). Of these 6 incidents, (4) occurred on CR 510 and (2) at CR 638 both high volume areas.

(3) were Bicyclist riding unlawfully across the crosswalk
(3) were Driver of Vehicle at fault.

Pedestrian vs. Motor Vehicle Crashes:

In 2023, there were 15 motor vehicle crashes involving pedestrians. (down from 23 in 2022). Characteristics of these 15 incidents:

- 10 resulted in the report of an injury
- 1 of these injuries was reported as moderate.
- 4 of these injuries was reported as serious
- 6 were caused by pedestrian actions (not in designated crosswalks)
- 3 involved a hit and run
- 1 occurred on private property
- 3 involved vehicles making left turns



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The majority of these pedestrian related incidents (11) occurred once again for 2023 on or very near our three busiest corridors; South Orange Ave, Scotland Road/Valley Street and Irvington Ave.

5 on / near CR 638 (Scotland Rd. and Valley St.)
3 on / near CR 665 (Irvington Avenue)
3 on / near CR 510 (South Orange Avenue)

Of these 15 incidents, (6) were listed as moderate to serious injuries, the breakdown for these is listed below:

Moderate injuries = 2

- (1) Pedestrian not in crosswalk
- (1) Hit and run in crosswalk

Serious injuries = 4

- (3) Pedestrian not in crosswalk
- (1) Driver had medical emergency

Proposed Countermeasures/Actions to Pedestrian and Cyclist Crashes:

- Increase public education campaigns on pedestrian safety
- Enforce pedestrian unsafe actions such as jay walking and crossing against illuminated signage. (crosswalks)
- Enforce pedal cyclist unsafe actions such as riding across a crosswalk instead of walking the bicycle across the same.

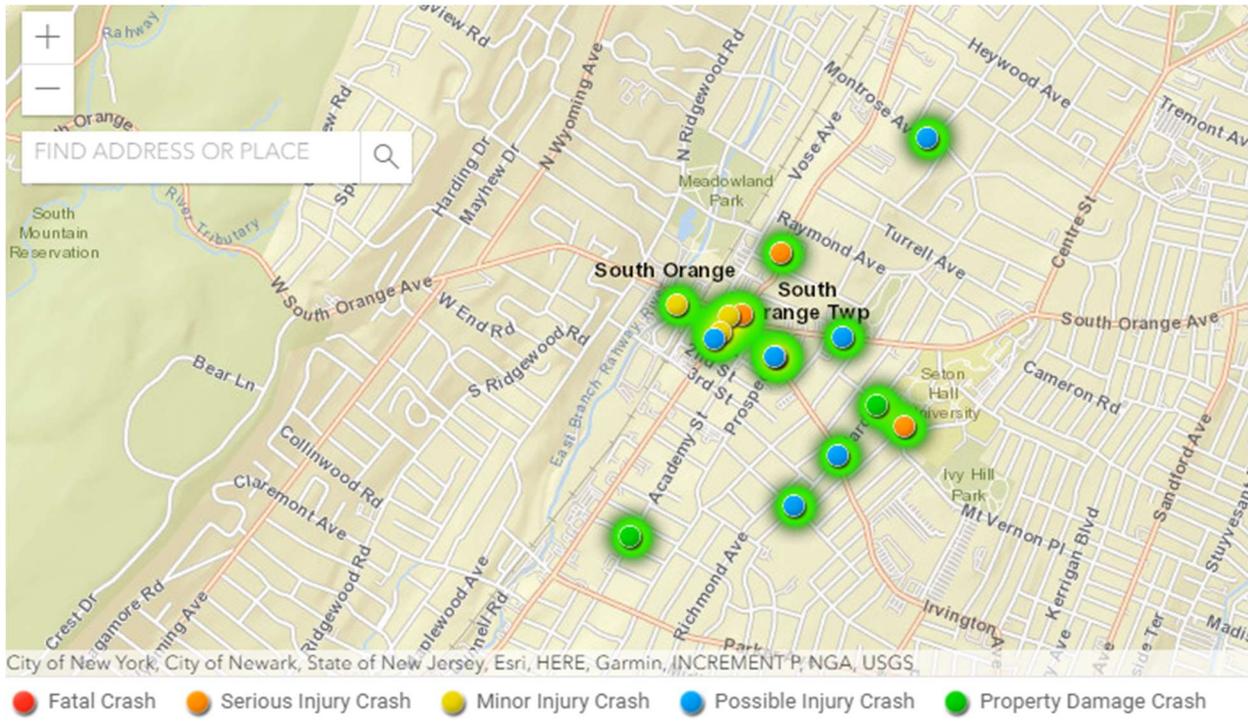


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- Increase the Township’s presence and outreach on social media by using Bike Safety Messages provided from www.bestreetsmartnj.com.
- Participate in NJ Highway Traffic Safety’s Bicycle Safety Month in May. While pushing NJHTS’s social media message of “Share the Road with Bicyclists”
- Continued education and training for officers on existing Motor Vehicle Laws concerning bicycles, skateboards and scooters as well as the Township’s mandatory Helmet Ordinance. In addition, training for officers regarding E-Bikes (commonly used today)

2023 Motor Vehicle Pedestrian Crash Heat Map

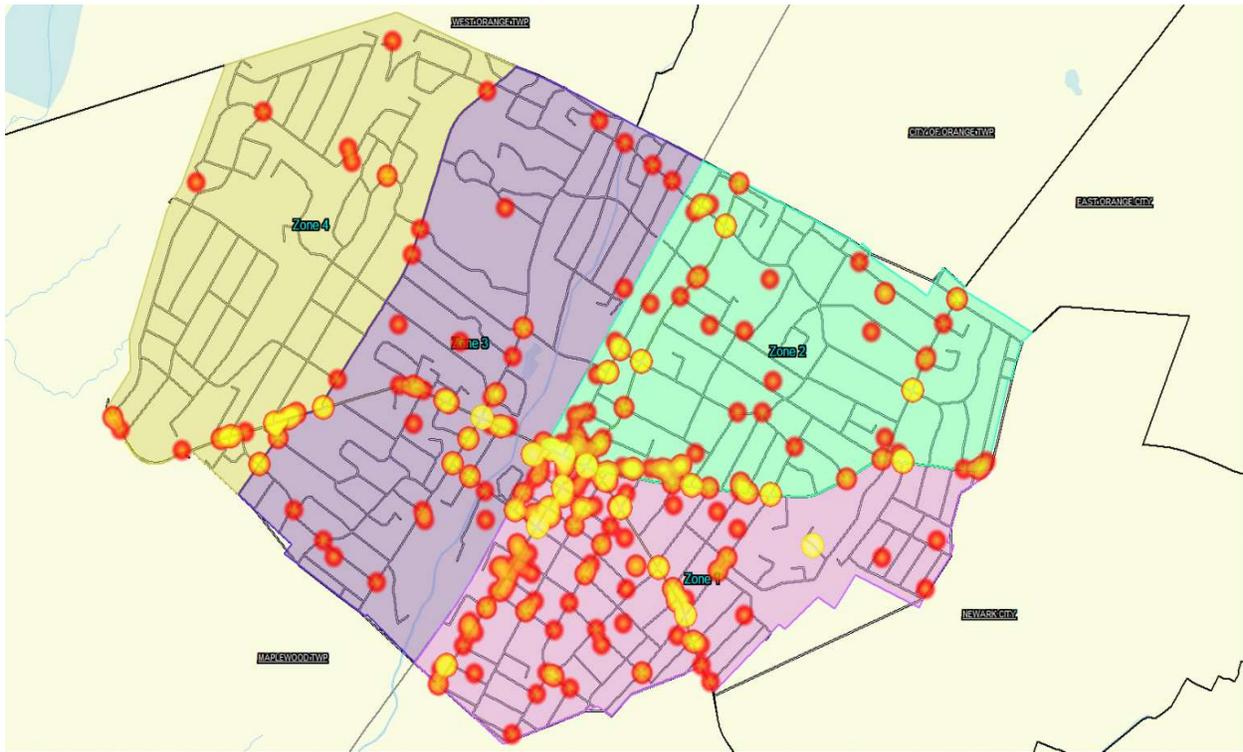




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2023 Motor Vehicle Crash Heat Map (Town wide)

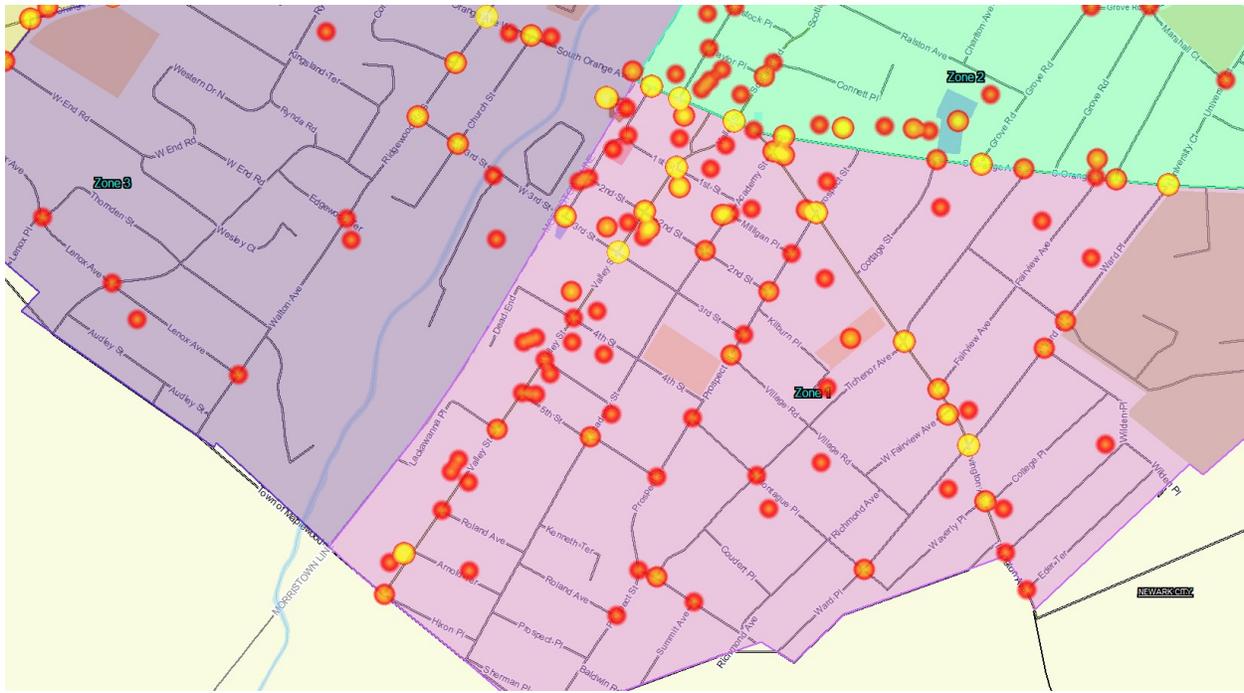




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2023 Motor Vehicle Crash Heat Map (Valley St)



60% of the Crashes on CR 638 occur on the Valley St. portion.

Particular to the following intersections:

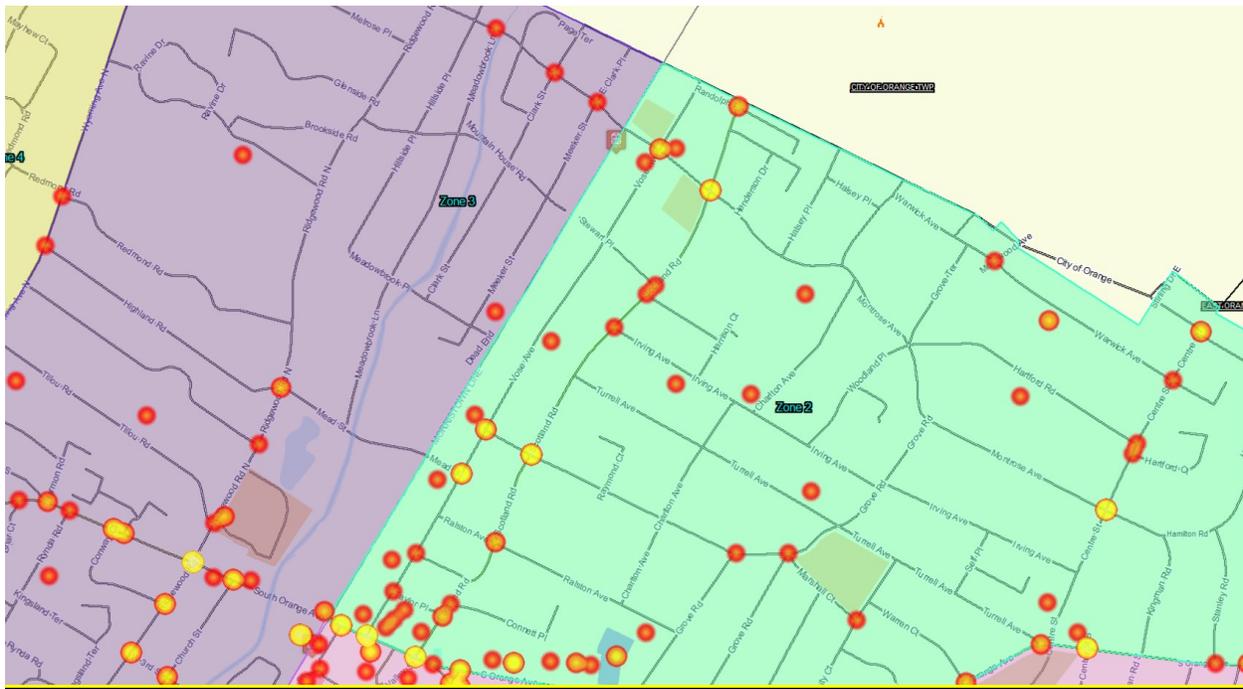
- 1st Street
- 2nd Street
- 3rd Street
- Arnold Terrace



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2023 Motor Vehicle Crash Heat Map (Scotland Rd)



40% of the Crashes on CR 638 occur on the Scotland Rd. portion.

Particular to the following intersections:

Raymond Avenue

Taylor Place

Ralston Avenue



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Description:

Valley St and Scotland Rd (County Highway 638) is a roadway that travels north and south from Randolph Place (Orange border) to Hixon Pl (Maplewood border) at the Maplewood Line. All intersecting streets are controlled by Stop Signs except Third St, Montrose Ave, and South Orange Ave, which are controlled by Traffic Signals. It is one lane in each direction for most of its length and has speed limits of 25mph on Valley St and 25mph on Scotland Rd.

The entire corridor experienced 60 motor vehicle crashes during 2023 down from 63 in 2022. For 2023, Scotland Road experienced 24 crashes, up 50% from 12 in 2022. On Valley Street, the total number of crashes decreased by 29.4%, from 51 in 2022 to 36 in 2023.

The section of the roadway between South Orange Ave & Third St is the most problematic in terms of numbers with the most coming from the intersection of 3rd Street a change from 1st Street in 2022.

Proposed Countermeasures/Actions:

- Continued police presence, when possible, by continuing using NJHTS's "Cops in the Crosswalk" enforcement program.
- Continue the Street Smart NJ public education campaign coordinated by the North Jersey Transportation Planning Authority that is aimed to raise awareness of pedestrian and motorist laws
- Improve line striping to delineate lane of travel and crosswalks.



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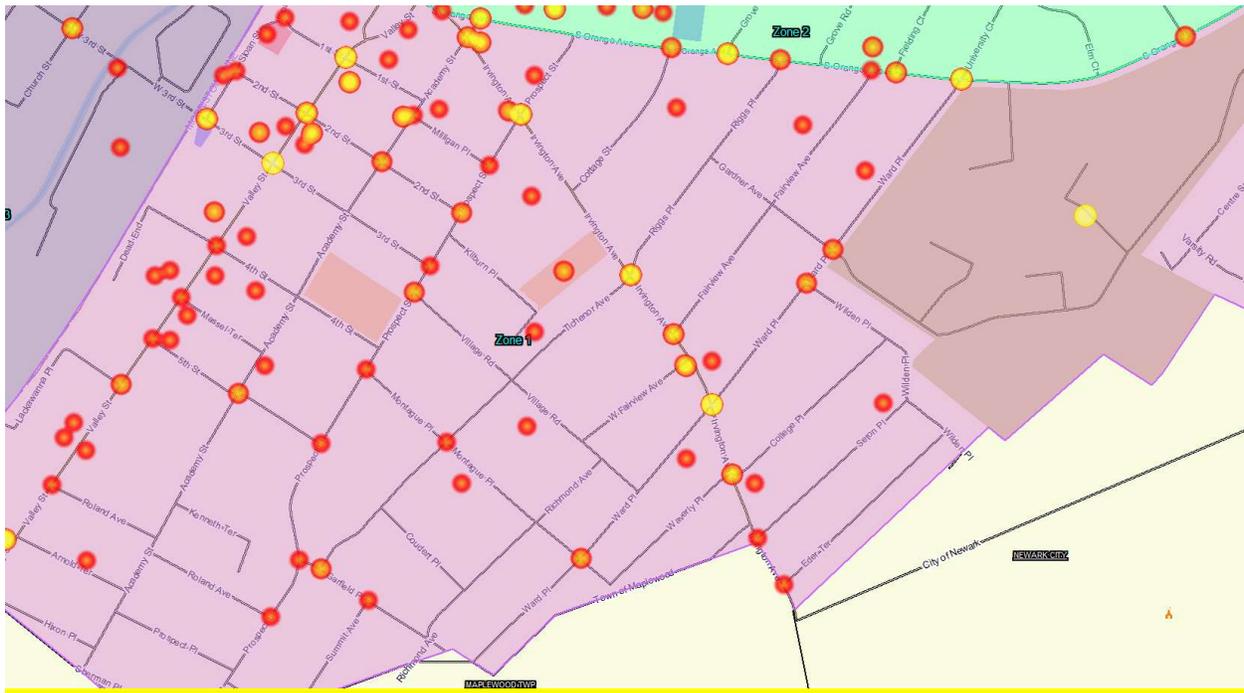




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2023 Motor Vehicle Crash Heat Map (Irvington Ave)



Particular to the following intersections:

- Academy Street
- Ward Place
- Tichenor Avenue



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South Orange Ave & Center St/Turrell Ave:



Description:

The intersection of the three roadways is “star shaped”. The four approaches of South Orange Ave & Centre St are controlled by red light traffic signals with advanced left turn and pedestrian countdown indicators. Turrell Ave intersects South Orange Ave where Turrell Ave is divided by a concrete island and controlled by a stop sign and crosswalk. South Orange Ave is a county road that has two lanes in each direction (east/west) at this location and speed limit of 35mph. Centre St is a municipal road that runs north/south with one lane in each direction and a speed limit of 25 mph.



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Turrell Ave is a municipal road that is primarily residential with one lane in each direction and a speed limit of 25 mph.

There were 2 crashes at these locations in 2023, a drop of 66% from 2022 where there were 6 crashes. A review of each crash revealed the following:

- (2) Low speed rear end crashes where a driver related his foot slipped from the brake pedal, and the other crash where the driver related she removed her foot from the brake pedal due to inattention.
- (2) rear end collisions, (2) vehicles traveling south on Centre Street and 2 vehicles traveling east on South Orange Avenue.

Countermeasures/Actions:

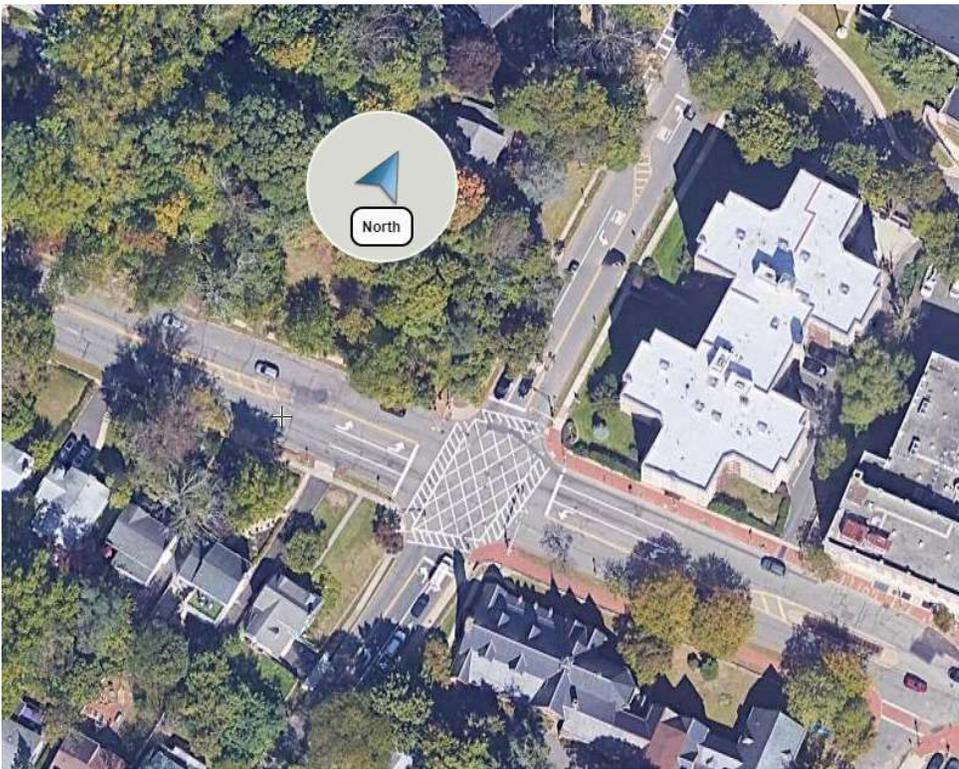
- Work with Seton Hall University Property Maintenance Department to ensure line of sight issues are addressed on their properties to ensure a safer intersection.
- Connecting Seton Hall University and Street Smart NJ to develop a social media campaign for commuter students.
- In 2020, traffic lights were reprogrammed by Essex County traffic engineers to hold all lights in all directions for pedestrian crossings. This is known as LPI, Leading Pedestrian Intervals at signalized intersections allow pedestrians to walk, usually 3 to 4 seconds, before vehicles get a green signal. LPI increases visibility, reduces conflicts and improves yielding to pedestrians. This has proven to be affective in affording ample time to cross the roadway safely.



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West South Orange Ave & Ridgewood Rd:



Description:

The four approaches of West South Orange Ave & Ridgewood Rd. are controlled by red light traffic signals with advanced left turn and pedestrian countdown indicators. West South Orange Ave is a county road that runs east/west, has 2 lanes in each direction, and has a speed limit of 35mph. Ridgewood Rd. runs north/south with one lane in each direction from Maplewood to West Orange and has a 25mph speed limit.



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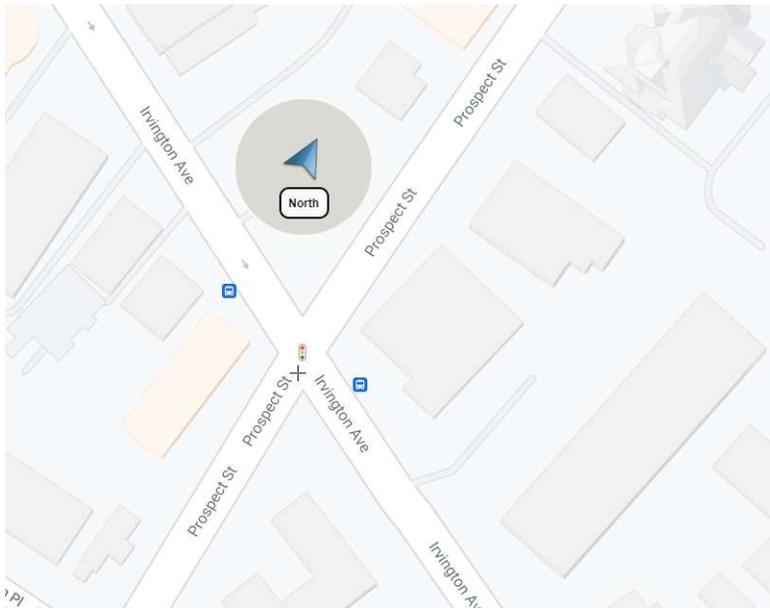
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During 2023, there were 6 crashes at this intersection, 25% more than in 2022, which had 4 crashes. In 2021 this intersection had 7 crashes.

Countermeasures/Actions:

- Monitor this particular section with regards to the cause of the crashes and address the issues within our scope as it lies in part on a County Roadway.

Irvington Ave & Prospect St:



Satellite image unavailable due to tree cover



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Description:

The four approaches of Irvington Ave & Prospect St. are controlled by red light traffic signals with pedestrian countdown indicators. Irvington Ave runs east/west from Scotland Rd to Newark with one lane in each direction and a 25mph speed limit. Prospect St runs north/south with one lane in each direction from South Orange Ave to Maplewood with a 25mph speed limit.

The Irvington Ave Corridor has experienced 35 crashes along its length during 2023, a decrease of 5.4% from the 2022 total of 37. Of our county roads, the Irvington Ave Corridor has the third highest crash rate in the Township.

Countermeasures/Actions:

- Continue to work with township and county engineers in addressing sightline issues and pedestrian crosswalks as well as painting curbs, adding signage / replacement of damaged or faded signs.
- Increase police presence, when possible, to enforce the “No Stopping/No Standing” Ordinance which is supported by yellow roadway markings. Addressing the “No Parking Bus Stop” in front of 126 Irvington Avenue
- Determine feasibility of installing additional lighting at intersection

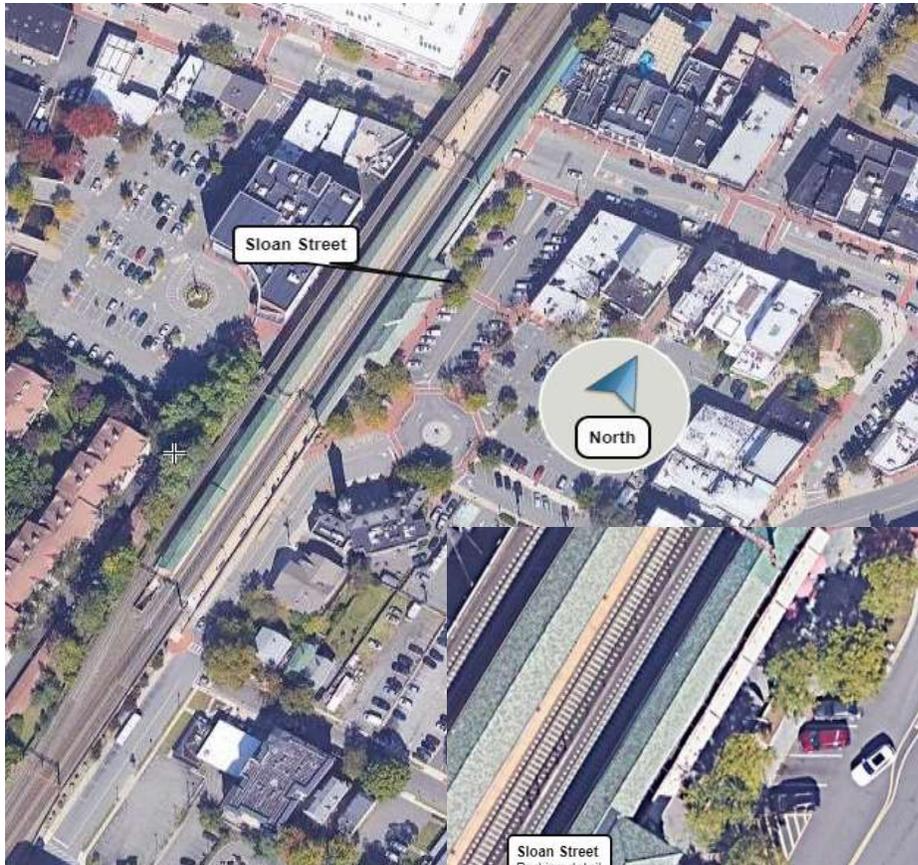
Note: Our Township DPW made improvements to several curbs on the Irvington Avenue Corridor in 2023 by painting them yellow in certain areas to deter vehicles from parking and protruding onto the roadway.



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Sloan St Corridor:



Parking Detail



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Description:

Sloan St is a municipal two lane roadway that travels north/south from South Orange Ave to Third Street with one lane in each direction and a speed limit of 25mph. There is a mid-block crossing between South Orange Ave and First Street and all other intersections have crosswalks. There is a roundabout where Sloan St meets First St. Additionally; the roadway has numerous signs prohibiting certain actions by motorists within this corridor.

During 2023, there were 17 motor vehicle crashes along Sloan Street, an increase of 29% from 2022. Sloan Street, particularly between South Orange Ave and First Street is one of our busiest roads when factoring in commuters and retail patrons. All of the 17 incidents were low speed with 52.9% caused by drivers backing out of or pulling into a parking space. None of the Sloan Street incidents resulted in any injuries for the second year in a row.



Countermeasures/Actions:



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- **Continue police presence** and enforcement efforts
- Sloan Street remains one of our top streets for the issuing of summonses, a majority of which are for violating the No Left Turn local ordinance. These are followed closely by summonses for Parked in Loading Zone, Handicapped, No Stopping or Standing (pick up drop off) and then various moving violations.
- Work with the Engineering Department as well as the Parking Authority to create solutions to possibly ease congestion.
- Some potential engineering solutions are:
 - Changing angled parking to parallel to the curb parking (Widening the corridor)
 - Widen the angled spots
 - These will result in loss of parking spaces but would improve sightlines.
 - Add “Head in Parking Only”
 - “One way” on Sloan St. (engineering analysis report to see if possible)



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Ward Pl / Wilden Pl / Gardner Ave:



Description:

Ward Pl, Gardner Ave, and Wilden Pl are municipal intersections where north/south bound Ward Pl traffic meets east/west bound Wilden Pl traffic and east /west bound Gardner Ave traffic. All (3) roads have one lane in each direction and a 25mph speed limit. Wilden Pl and Gardner Ave are controlled by Stop Signs. Ward Pl is heavily traveled with Seton Hall University Drivers as well as others who use the road as a “cut through” from Irvington Ave to South Orange Ave and vice versa. Average daily total



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of vehicles passing through this area, is 4,055. (traffic survey conducted in September of 2021). A survey conducted on Wilden Pl. on April of 2023 rendered 19,617 vehicles traversed the roadway to and from Ward Pl. in a week's span.

During 2023, there were a total of 8 crashes on Ward Place with 2 crashes at the intersection of Ward Pl. and Gardner Ave mirroring the same numbers from 2022. This is positive as the crashes have remained under the 2021 total of 10 throughout the entire stretch.

Countermeasures/Actions:

- In 2023 we added a stationary speed display box, in the area of the intersection of Ward Pl. and Gardner Ave, that is solar powered. This speed box has helped control the speed and has contributed to mitigating /minimalizing the crash reports on this roadway.
- Continue to monitor the intersection and crashes to identify future concerns.
- Update the town on faded road striping and markings in particular to the site line issues and crosswalks along this area. Also with the parking spaces that have been yellowed out to allow for clear visual when entering Ward Pl. from Wilden Pl...



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Speed box: Ward Pl / Gardner Ave

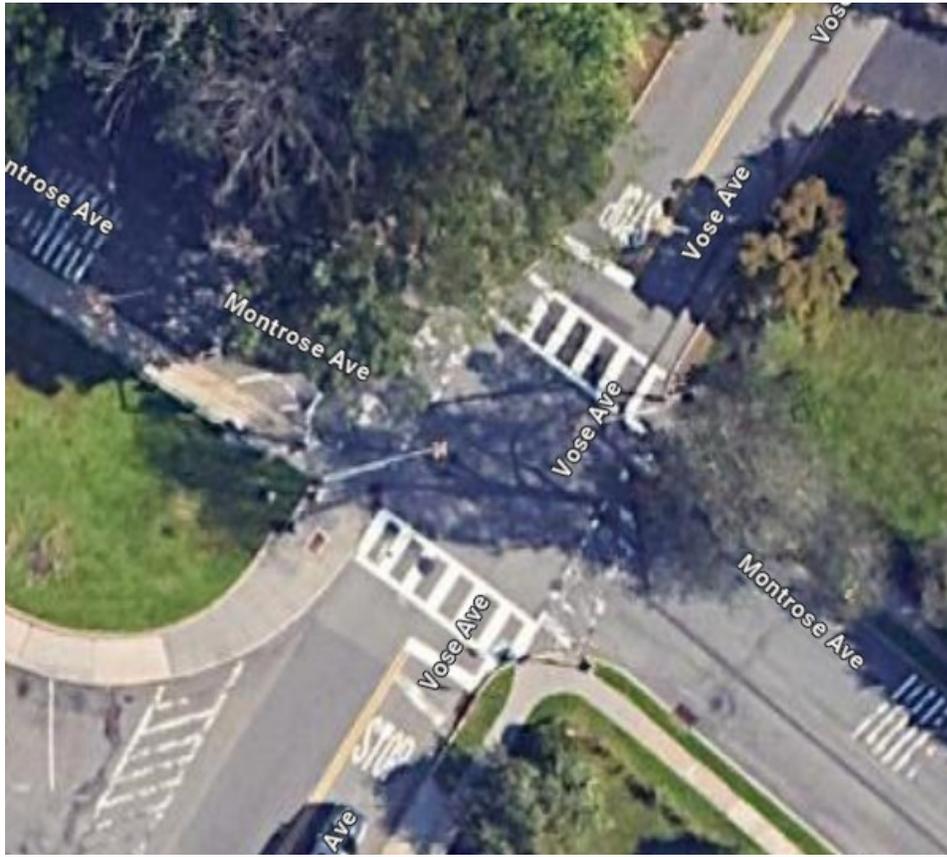




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Montrose Ave & Vose Ave:



Description:

Montrose Ave & Vose Ave is a municipal intersection where east/west bound Montrose Ave traffic is controlled by two overhead, flashing, amber-colored lights. North/south bound Vose Ave traffic is controlled by two overhead, flashing red lights and two retro-reflective Stop Signs in each direction. Both roads have one lane in each direction and have a 25mph speed limit.



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During 2023, there was 1 crash at this intersection, a decrease from the 2 crashes that occurred in 2022. For this incident, no injury was reported.

Countermeasures/Actions:

- The planned township paving project for 2024 has this intersection included. The paving will bring about the renewal of painted crosswalks with the proper thermoplastic paint to avoid rapid fading. This will illuminate the crosswalks at this intersection and raise awareness to drivers that there are potential pedestrians entering the roadway.
- Reduce potential speeding over the West Montrose Ave train bridge by installing a permanent solar powered, flashing speed display sign. (such as the one recently installed on Ward Pl in 2023)
- Continued police presence in that area and address Failure to Yield to Pedestrians in Crosswalk violations and Stop Sign violations.
- Install solar powered, flashing, Stop Signs on the north & south side of the intersection to heighten awareness.
- Inform DPW when the pruning of trees, causing sightline issues or blocking posted signage, needs to be addressed.



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Summary:

The purpose of this analysis report is to provide an assessment of road safety and its conditions on the municipal roadways, county roadways, and at certain intersections within the South Orange Village with the objective of reducing the volume and severity of roadway crashes. Emphasis has been placed on improving road safety through targeted road safety Engineering, Educational/Behavioral and Enforcement programs.

Education:

- Educating the Public regarding traffic safety is the focal point to changing their behavior when traversing the roadway as a pedestrian, bicyclist, or as a driver. Such education can lead to greater safety on the roadways.
- Current means of providing traffic safety education include:
 - Social media channels
 - Township website
 - Traffic stops where officers use discretion and opt to educate drivers rather than issue summonses (written warning)
 - Public safety meetings (held once a month)
 - Direct engagement with members of the public, such as neighborhood organization meetings (walk, bike, and ride etc.)
- Priority areas to be supported included:
 - Distracted driving (**cell phone use**)
 - Seat belt usage
 - Child passenger safety (**car seat, booster**)
 - Pedestrian safety (**use crosswalks**)
 - Bicycle safety (**don't ride in crosswalks**)



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- Aggressive driving
- Impaired driving
- Motorcycle safety (**E- Bikes**)

Engineering:

- A Full Time Civil or Traffic Engineer would be a great asset. They would be dedicated to monitoring Township and County Roadway operations, to recommend improvements in the roadway system and improve the safety for vehicle operators, pedestrians and bicyclists.
- South Orange streets and county roadways are expected to safely and efficiently move hundreds of thousands of vehicles each year.
- Problems associated with this network are:
 - We have added multiple housing structures within the past (2) years. These additions bring population growth and contribute to congestion on both pedestrian traffic and vehicular traffic heightening the potential for more crashes. This growth has during certain hours rendered some roadways inadequate in allowing for a smooth traffic flow.
 - This increase in population increases the cost on maintenance for roadways as they deteriorate more rapidly.
- Responsibility for the design, construction and maintenance of the highway system falls on the engineering and public works departments, at the county and local levels of government.
- We will continue to support the Engineering Department by providing them with our collection of data of conducted surveys that contain speed and volume as it pertains to the restructuring of the roadways for the safety of our Township residents.



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Enforcement:

- We at the South Orange Police Department aim to accurately gather data by using traffic surveys and traffic details (jointly) which render observed infractions, in order to address the most prevalent factors causing pedestrians and vehicle crashes. We are committed to providing safe passageways to **ALL** who traverse the roadways in the South Orange Village and we aim to reduce motor vehicle crashes and are hopeful to continue to uphold zero fatalities for a 4th year in a row for 2024.
- To attain this goal, we will continue to send our Officers to training courses that pertain to specific areas of Title 39 on both pedestrian and motor vehicle roadway safety.
- We will continue to work with our traffic safety partners from US/NJ Highway Traffic Safety Administrations, AAA, NJ Department of Transportation, NJ State Police, NJ Motor Vehicle Commission, and the Essex County Traffic Officers' Association and participate in their traffic safety enforcement programs The areas of concentration include:
 - Pedestrian Decoy programs/Cops in Crosswalk program
 - Share the Road with Motorcycles and Bicycles
 - Hang Up! Just Drive; distracted driving program
 - Bi-annual Click It or Ticket; occupant protection campaign
 - Bi-annual Drive Sober or get Pulled Over; impaired driving campaign
 - Obey the Sign or Pay the Fine; aggressive driving campaign



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Utilizing police training and education, when available, to better equip our Officers with the tools needed to succeed, coupled with making the public aware through handing out of brochures and public interaction, we can continue to work toward reducing crash related injuries and fatalities. Educating the public is an important way to increase community awareness and understanding of traffic safety, and an excellent way to achieving a positive outlook while working together to increase public safety of **ALL** within our community.

Appendix A

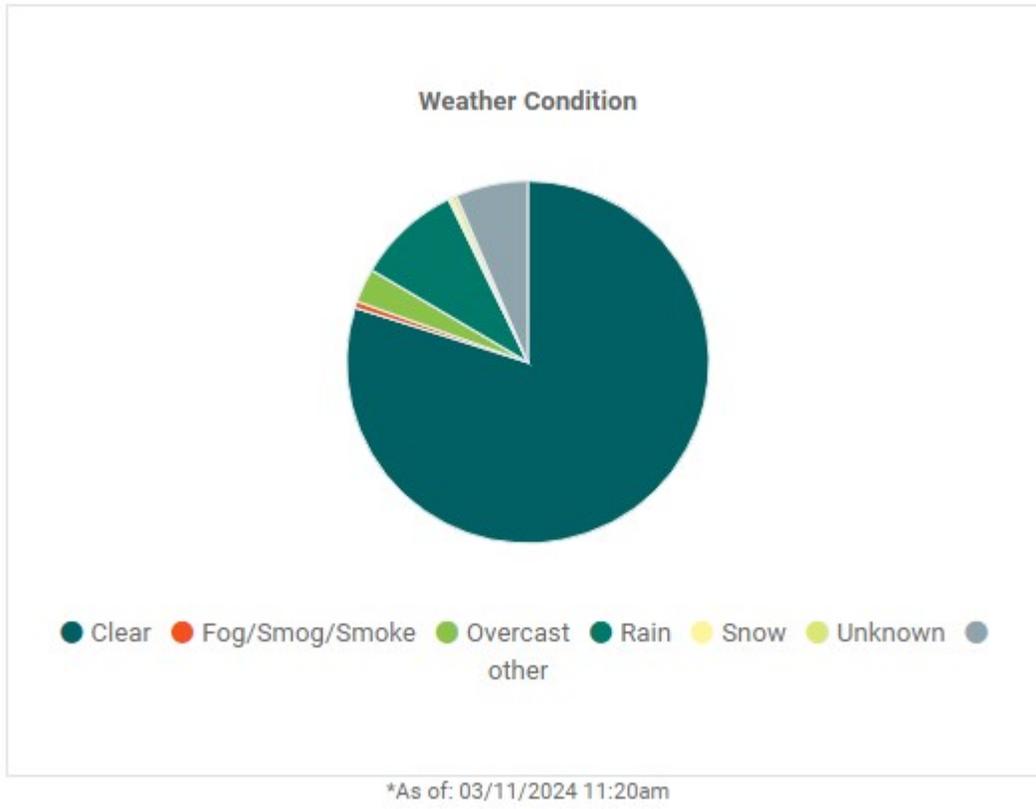
	2023	2022	2021	Change Count	Change Percent
Total Crashes	527	446	416	+81	18.1% increase
Fatal Crashes	0	0	0	0	0%
Pedestrian Crashes	15	23	16	-8	34.7% decrease
Parked Vehicles	132	106	112	+26	25% increase
Hit & Run	82	59	56	+23	38.9% increase
Bicycle	6	5	1	+1	20% increase

**Change count percentage from 2022 to 2023*



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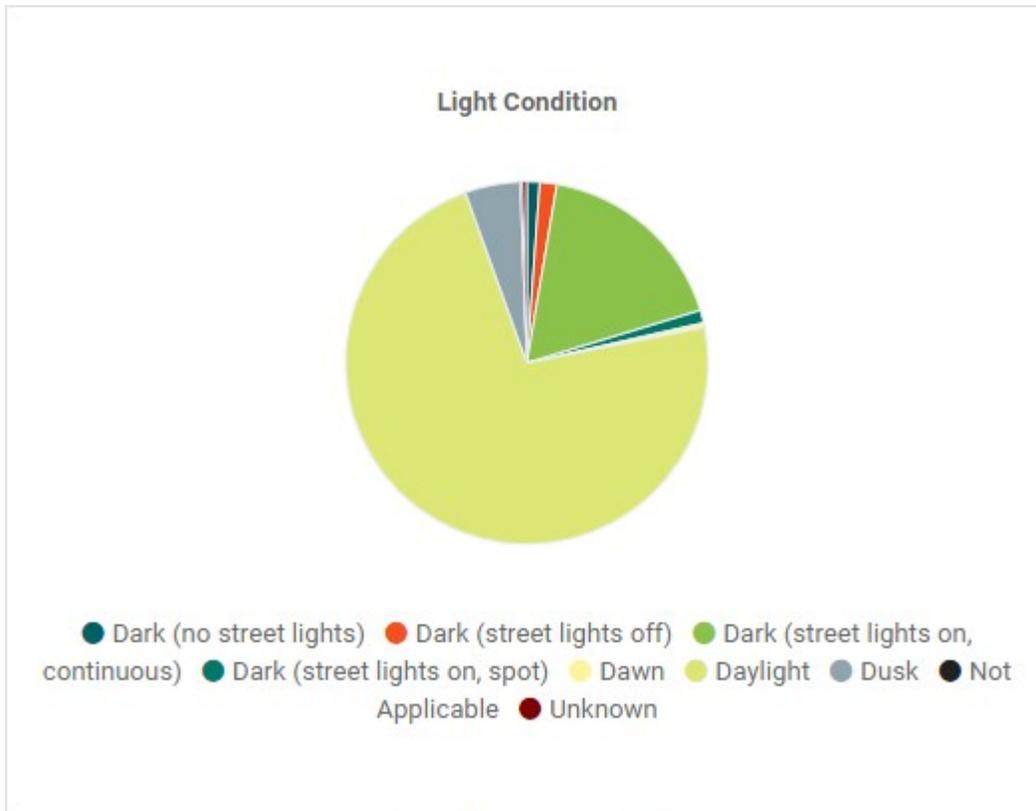


79.8% = Clear Weather
9.3% = Rain
3.04 % = Overcast
0.57% = Fog / Smog / Smoke
6.45% = Other



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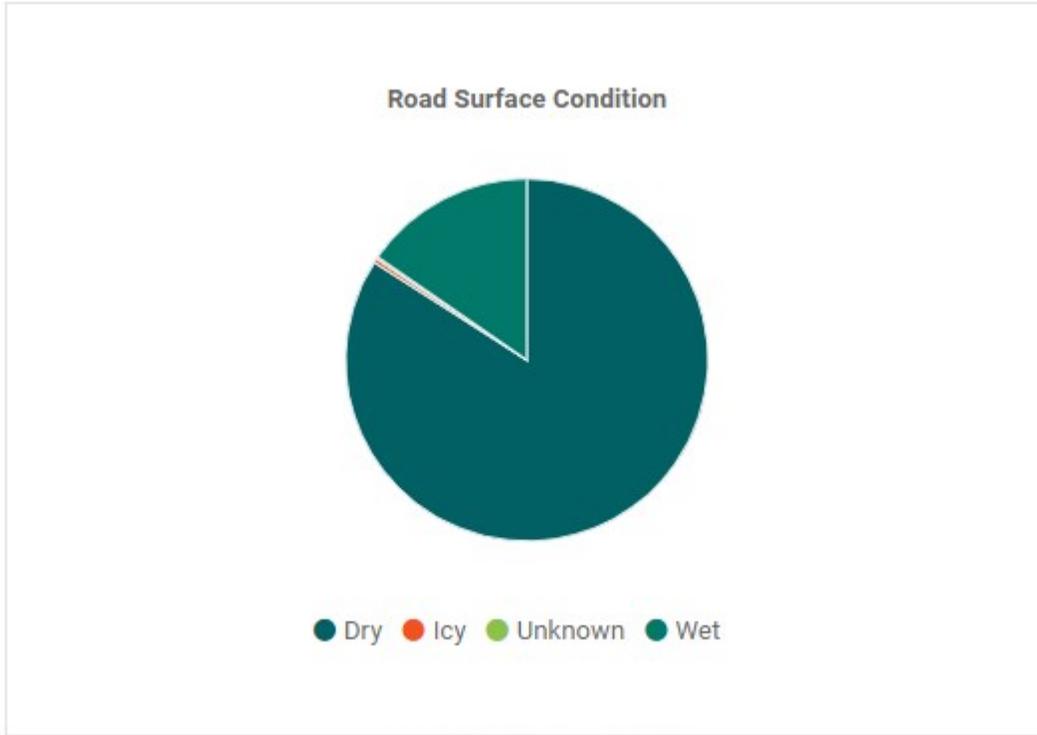
*As of: 03/11/2024 11:26am

- 72.68% = Daylight
- 17.65% = Dark (street lights on continuous)
- 4.93% = Dusk
- 1.14% = Dark (no street lights)
- 1.52% = Dark (street lights off)
- 1.14% = Dark (street lights on)



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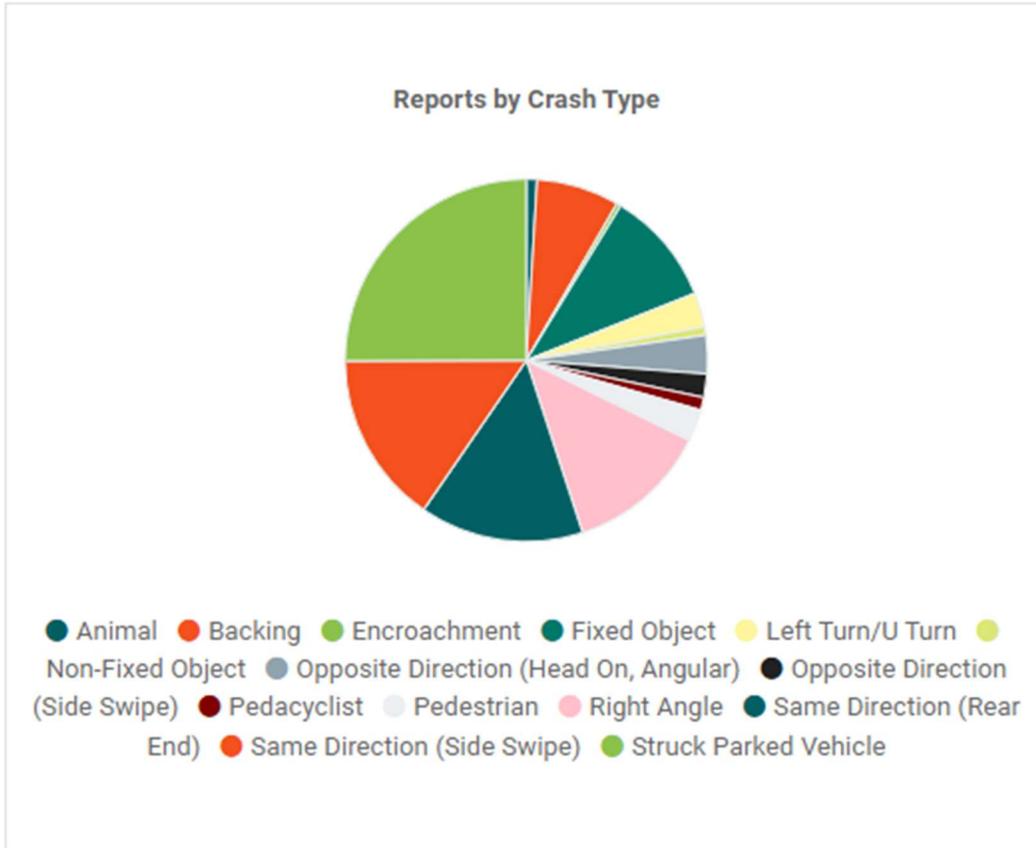


84.06% = Dry
15.37% = Wet
0.38% = Icy



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25.5% = Struck parked vehicle
 15.37% = Same direction (side swipe)
 14.61% = Same direction (rear end)
 12.71% = Right angle
 2.85% = Pedestrian
 2.09 % = Opposite Direction (side swipe)
 3.42% = Opposite Direction (head on)

3.04% left turn/ U-turn
 10.25% Fixed Object
 0.38% Encroachment
 7.4 % Backing
 0.95% Animal
 1.14% Pedal cyclist
 0.76% Non-fixed object



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*As of: 03/11/2024 12:45pm

Appendix B

Publication, "Traffic Safety Facts, Crash Stats"— U.S. Dept. of Transportation,
National Highway Traffic Safety Administration, (5) page report, December 2023

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813530>



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**National Highway
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TRAFFIC SAFETY FACTS
Crash • Stats



DOT HS 813 530

A Brief Statistical Summary

December 2023

Early Estimate of Motor Vehicle Traffic Fatalities For the First 9 Months (January–September) of 2023

Summary

A statistical projection of traffic fatalities for the first 9 months of 2023 shows an estimated 30,435 people died in motor vehicle traffic crashes, a decrease of about 4.5 percent as compared to 31,880 fatalities projected to have occurred in the first 9 months of 2022, as shown in Table 1. The third quarter of 2023 represents the sixth consecutive quarterly decline in fatalities beginning with the second quarter of 2022. Preliminary data reported by the Federal Highway Administration (FHWA) show that vehicle miles traveled (VMT) in the first 9 months of 2023 increased by about 52.4 billion miles, or about a 2.2-percent increase. Also shown in Table 1 are the fatality rates per 100 million VMT, by quarter. The fatality rate for the first 9 months of 2023 decreased to 1.25 fatalities per 100 million VMT, down

from the projected rate of 1.34 fatalities per 100 million VMT in the first 9 months of 2022. For the NHTSA Regional differences, eight of 10 Regions are estimated to have decreases in fatalities, and nine of the 10 Regions are estimated to have decreases in fatality rate per 100 million VMT in the first 9 months of 2023 as compared to the first 9 months of 2022. Also, 34 States are projected to have experienced decreases in fatalities. The actual counts for 2022 and 2023 and the ensuing percentage changes from 2022 to 2023 will be further revised as the FARS annual report files for 2022 are available, as well as when the FARS final file for 2022 and annual report file for 2023 are available next year. These estimates may be further refined when the projections for the whole of 2023 are released in late April 2024.

Table 1: Fatalities and Fatality Rate by Quarter, First 9 Months, Full Year, and the Percentage Change From the Corresponding Quarter, First 9 Months or Full Year in the Previous Year

Year	1st Quarter (Jan–Mar)	2nd Quarter (Apr–Jun)	3rd Quarter (Jul–Sep)	4th Quarter (Oct–Dec)	Total (Full Year)	1st 9 Months (Jan–Sep)
Fatalities and Percentage Change in Fatalities for the Corresponding Quarter, 1st 9 Months and Total From the Previous Year						
2013	7,166 (-4.7%)	8,207 (-4.7%)	9,024 (-1.6%)	8,496 (+0.2%)	32,893 (-2.6%)	24,397 (-3.6%)
2014	6,856 (-4.3%)	8,179 (-0.3%)	8,799 (-2.5%)	8,910 (+4.9%)	32,744 (-0.5%)	23,834 (-2.3%)
2015	7,370 (+7.5%)	8,823 (+7.9%)	9,805 (+11.4%)	9,486 (+6.5%)	35,484 (+8.4%)	25,998 (+9.1%)
2016	8,154 (+10.6%)	9,563 (+8.4%)	10,078 (+2.8%)	10,011 (+5.5%)	37,806 (+6.5%)	27,795 (+6.9%)
2017	8,301 (+1.8%)	9,460 (-1.1%)	10,081 (+0.0%)	9,631 (-3.8%)	37,473 (-0.9%)	27,842 (+0.2%)
2018	8,203 (-1.2%)	9,323 (-1.4%)	9,934 (-1.5%)	9,375 (-2.7%)	36,835 (-1.7%)	27,460 (-1.4%)
2019	7,832 (-4.5%)	9,193 (-1.4%)	9,994 (+0.6%)	9,336 (-0.4%)	36,355 (-1.3%)	27,019 (-1.6%)
2020	7,901 (+0.9%)	9,164 (-0.3%)	11,358 (+13.6%)	10,584 (+13.4%)	39,007 (+7.3%)	28,423 (+5.2%)
2021	8,874 (+12.3%)	11,114 (+21.3%)	11,753 (+3.5%)	11,198 (+5.8%)	42,939 (+10.1%)	31,741 (+11.7%)
2022 ¹	9,645 (+8.7%)	10,545 (-5.1%)	11,690 (-0.5%)	10,915 (-2.5%)	42,795 (-0.3%)	31,880 (+0.4%)
2023 ¹	8,900 (-7.7%)	10,365 (-1.7%)	11,170 (-4.4%)	—	—	30,435 (-4.5%)
Fatality Rate per 100 Million Vehicle Miles Traveled (VMT)						
2013	1.04	1.07	1.17	1.16	1.10	1.09
2014	0.99	1.03	1.11	1.17	1.08	1.05
2015	1.03	1.08	1.20	1.21	1.15	1.11
2016	1.11	1.16	1.23	1.27	1.19	1.17
2017	1.12	1.13	1.21	1.20	1.17	1.16
2018	1.10	1.11	1.18	1.15	1.14	1.13
2019	1.05	1.09	1.18	1.14	1.11	1.11
2020	1.08	1.43	1.44	1.42	1.34	1.32
2021	1.28	1.38	1.40	1.40	1.37	1.36
2022 ¹	1.32	1.30	1.40	1.38	1.35	1.34
2023 ¹	1.18	1.25	1.31	—	—	1.25

¹2022 and 2023 statistical projections and rates based on these projections.
Sources: Fatalities: 2013–2020 FARS Final File, 2021 FARS Annual Report File.
VMT: FHWA June 2023 Traffic Volume Trends for 2022 and 2023 VMT.



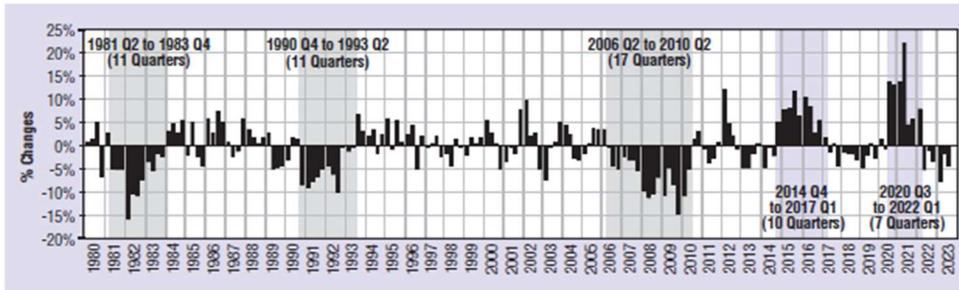
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Figure 1 shows the historical trend of the percentage change every quarter from the same quarter in the previous year, going back to 1980 (NHTSA has fatality data since 1975). The shading in the chart shows the years when there were significant numbers of consecutive quarters with increases/declines as compared to the corresponding quarters of the previous years. The declines during the early 1980s and 1990s lasted 11 consecutive quarters, while the most recent decline occurred over 17 consecutive quarters ending in the second quarter of 2010. More recently, the significant increases in fatalities occurred over 10 consecutive quarters ending after the first quarter

of 2017. In addition, fatalities increased seven consecutive quarters beginning with the third quarter of 2020, until the 5.1-percent decline seen in the second quarter of 2022. The third and fourth quarters of 2020 and the first and especially the second quarter of 2021 showed significant increases in fatalities as compared to the corresponding quarters of 2019 and 2020. The percentage increase in the second quarter of 2021 is actually the highest quarterly percentage increase in FARS data recorded history (during the COVID-19 pandemic). The third quarter of 2023 represents the sixth quarterly decline in fatalities beginning with the second quarter of 2022.

Figure 1: Percentage Change in Fatalities in Every Quarter as Compared to the Fatalities in the Same Quarter During the Previous Year



Sources: 1980–2020 FARS Final File, 2021 FARS Annual Report File. 2022 and 2023 statistical projections.

The quarterly projections of fatalities, fatality rates, and VMT are further split into monthly estimates for 2022 and 2023, as shown in Table 2. In 2023 both fatalities and

the fatality rate per 100 million VMT show decreases in all months except for April, which showed an increase, as compared to the corresponding month in 2022.

Table 2: Fatalities, VMT, Fatality Rate by Month or Quarter in 2023, and the Percentage Change in Fatalities and VMT From the Corresponding Month or Quarter in 2022

Year	1st Quarter				2nd Quarter				3rd Quarter				4th Quarter			
	Jan	Feb	Mar	Total	Apr	May	Jun	Total	Jul	Aug	Sep	Total	Oct	Nov	Dec	Total
Fatalities in 2023 and Percentage Change in Fatalities for the Corresponding Month and Quarter From 2022																
2022 ¹	3,230	3,045	3,370	9,645	3,230	3,680	3,635	10,545	3,860	3,900	3,930	11,690	4,015	3,450	3,450	10,915
2023 ¹	3,025	2,865	3,010	8,900	3,330	3,545	3,490	10,365	3,680	3,770	3,720	11,170	—	—	—	—
	-6.3%	-5.9%	-10.7%	-7.7%	3.1%	-3.7%	-4.0%	-1.7%	-4.7%	-3.3%	-5.3%	-4.4%				
Fatality Rate per 100 Million Vehicle Miles Traveled (VMT)/VMT (in Billion) and Percentage Change in VMT																
2022 ¹	1.38	1.33	1.25	1.32	1.26	1.31	1.32	1.30	1.38	1.38	1.44	1.40	1.44	1.34	1.35	1.38
	234.1	229.3	269.6	733.0	255.9	280.3	274.6	810.8	279.3	281.6	273.1	834.0	278.1	257.0	256.5	791.6
2023 ¹	1.22	1.23	1.11	1.18	1.30	1.23	1.23	1.25	1.28	1.31	1.35	1.31	—	—	—	—
	247.4	233.8	271.5	752.7	256.1	287.2	283.0	826.3	287.3	288.3	275.6	851.2				
	5.7%	2.0%	0.7%	2.7%	0.1%	2.5%	3.1%	1.9%	2.9%	2.4%	0.9%	2.1%				

¹2022, 2023 statistical projections and rates based on these projections.
Sources: VMT: FHWA September 2023 Traffic Volume Trends for 2022 and 2023 VMT.



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Regional Differences

The statistical procedures used in these projections were generated for each NHTSA administrative Region and were collated to create the national estimate. This allows for the comparison of Regional estimates in 2023 with the projected 2022 counts. Figure 2 shows the percentage change in estimated fatalities in the first 9 months of 2023 from the projected fatalities in the first 9 months of 2022 by NHTSA Region; eight of the 10 Regions experi-

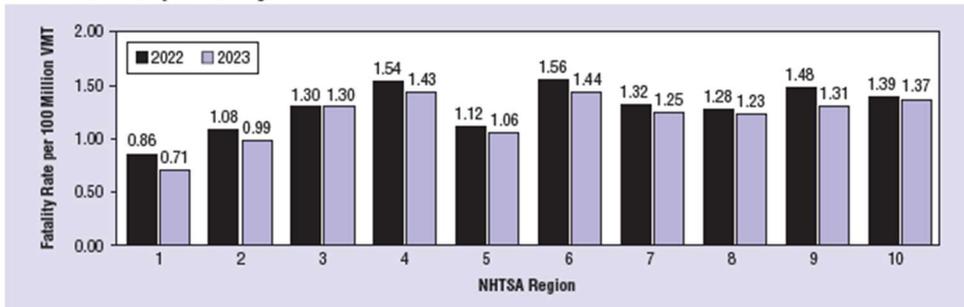
enced decreases. Figure 3 shows the comparison of the estimated fatality rate per 100 million VMT in the first 9 months of 2023 with the projected fatality rate per 100 million VMT in the first 9 months of 2022, by NHTSA Region; nine of the 10 Regions presented decreases. These estimates by NHTSA Region shown in Figures 2 and 3 are subject to change as fatality counts for 2022 and 2023 are reported.

Figure 2: Percentage Change in Estimated Fatalities in the First 9 Months of 2023 From Projected First 9 Months of 2022 Fatality Counts, by NHTSA Region



Sources: 2022 and 2023 statistical projections. Puerto Rico is not included in Region 2.

Figure 3: Comparison of Estimated Fatality Rate in the First 9 Months of 2023 With Projected Fatality Rate in the First 9 Months of 2022, by NHTSA Region



Source: FHWA September 2023 Traffic Volume Trends for 2022 and 2023 VMT. Puerto Rico is not included in Region 2.

Published by NHTSA's National Center for Statistics and Analysis

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State Differences

Given the significant interest in the traffic safety community in estimated changes at the State level to assess emerging trends, NHTSA has developed a methodology in the third quarter of 2021 to generate such State-level estimates based on the most recent distribution of the fatalities by State in a NHTSA Region and the month (see “Data and Methodology” section for more details). Table 3 shows the comparison of State’s estimate in the first 9 months of 2023 with the projected fatality counts in the first 9 months of 2022 and the percentage change in

2023 as compared to 2022; 34 States are projected to have experienced decreases in fatalities in 2023 as compared to 2022, while 16 States, the District of Columbia and Puerto Rico are projected to have had increases in fatalities. Also, the estimates of the fatality rate per 100 million VMT by State in the first 9 months of 2022 and 2023 as presented in Table 3 of this report. These estimates by State shown in Table 3 are subject to change as fatality counts for 2022 and 2023 are reported, and as FHWA finalizes the State VMT estimates for 2022 and 2023.

Table 3: Estimated Fatalities in the First 9 Months of 2023, and the Percentage Change in Estimated Fatalities From the Projected Fatalities in the First 9 Months of 2022, by State. State Estimates of the Fatality Rate Per 100 M VMT in the First 9 Months of 2022 and 2023 Are Also Presented.

State	Fatalities			Fatality Rate		State	Fatalities			Fatality Rate	
	2022	2023	Percent Change	2022	2023		2022	2023	Percent Change	2022	2023
Alabama	744	677	-9.0%	1.26	1.14	Nebraska	193	154	-20.2%	1.24	0.97
Alaska	60	49	-18.3%	1.35	1.09	Nevada	305	289	-5.2%	1.49	1.41
Arizona	944	939	-0.5%	1.66	1.61	New Hampshire	107	100	-6.5%	1.06	0.97
Arkansas	468	450	-3.8%	1.66	1.56	New Jersey	525	438	-16.6%	0.92	0.74
California	3,408	2,979	-12.6%	1.44	1.25	New Mexico	350	296	-15.4%	1.75	1.42
Colorado	578	554	-4.2%	1.43	1.34	New York	890	817	-8.2%	1.09	0.96
Connecticut	263	248	-5.7%	1.20	1.12	North Carolina	1,208	1,217	0.7%	1.38	1.35
Delaware	108	107	-0.9%	1.41	1.40	North Dakota	76	83	9.2%	1.11	1.17
D.C.	23	33	43.5%	0.93	1.29	Ohio	955	947	-0.8%	1.13	1.10
Florida	2,653	2,565	-3.3%	1.57	1.47	Oklahoma	542	453	-16.4%	1.63	1.34
Georgia	1,334	1,191	-10.7%	1.46	1.28	Oregon	433	446	3.0%	1.55	1.59
Hawaii	89	72	-19.1%	1.16	0.93	Pennsylvania	881	927	5.2%	1.14	1.17
Idaho	161	191	18.6%	1.10	1.28	Rhode Island	38	57	50.0%	0.64	0.93
Illinois	941	974	3.5%	1.27	1.29	South Carolina	809	753	-6.9%	1.84	1.66
Indiana	755	676	-10.5%	1.28	1.12	South Dakota	93	111	19.4%	1.28	1.53
Iowa	256	284	10.9%	1.03	1.13	Tennessee	1,003	1,028	2.5%	1.61	1.61
Kansas	295	283	-4.1%	1.25	1.18	Texas	3,262	3,196	-2.0%	1.50	1.43
Kentucky	549	601	9.5%	1.52	1.61	Utah	242	211	-12.8%	0.95	0.81
Louisiana	655	581	-11.3%	1.57	1.38	Vermont	63	52	-17.5%	1.23	0.99
Maine	131	98	-25.2%	1.19	0.87	Virginia	749	700	-6.5%	1.25	1.13
Maryland	410	463	12.9%	0.95	1.07	Washington	588	591	0.5%	1.32	1.30
Massachusetts	322	256	-20.5%	0.71	0.55	West Virginia	190	203	6.8%	1.60	1.66
Michigan	859	808	-5.9%	1.17	1.08	Wisconsin	444	440	-0.9%	0.90	0.88
Minnesota	347	303	-12.7%	0.80	0.69	Wyoming	97	108	11.3%	1.16	1.30
Mississippi	531	533	0.4%	1.78	1.76	U.S. Total *	31,880	30,435	-4.5%	1.34	1.25
Missouri	778	760	-2.3%	1.32	1.27	Puerto Rico	191	220	15.2%	-	-
Montana	175	143	-18.3%	1.70	1.36						

*Puerto Rico is not included.
Sources: 2022 and 2023 statistical projections.
VMT: FHWA September 2023 Traffic Volume Trends for 2022 and 2023 VMT. Traffic Volume Trends for Puerto Rico is not available.



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Discussion

During the COVID-19 pandemic, there were marked increases in fatalities and the fatality rate per 100 million VMT in 2020. The increased trend of fatalities in 2020 has continued into 2021 and the first quarter of 2022. The second, third, and fourth quarters of 2022, plus the first, second, and third quarters of 2023 have experienced a decline in fatalities after seven consecutive quarters of year-to-year increases in fatalities, since the third quarter of 2020. The increased trend of the fatality rate per 100 million VMT in 2020 has continued into the first quarter of 2021, decreased in the second, third, and fourth quarters of 2021, and increased again in the first quarter of 2022. There was a decrease in the second and the fourth quarters of 2022, and in the first, second, and third quarters of 2023. NHTSA is continuing to gather and finalize data on crash fatalities for 2021 and 2022 using information from police crash reports and other sources. The Final File for 2021 as well as the Annual Report File for 2022 will be available in the early part of 2024 that usually results in the revision of fatality totals and the ensuing fatality rates and percentage changes.

Data and Methodology

The data used in this analysis come from several sources: NHTSA's FARS, Early Notification (EN) data, and Monthly Fatality Counts (MFC) (the EN and MFC data are not available to the public); and from FHWA's VMT estimates. FARS is a census of fatal traffic crashes in the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway and must result in the death of at least one person (occupant of a vehicle or a nonoccupant) within 30 days of the crash. FARS Final Files from 2003 to 2020 and FARS Annual Report File in 2021 are used to obtain the monthly fatality counts. The EN program is designed as an Early Fatality Notification System to capture fatality counts from

States more rapidly and provide near-real-time notification of fatality counts from all jurisdictions reporting to FARS. The MFC data provide monthly fatality counts by State through sources that are independent from the EN or FARS systems. MFCs from January 2003 up to June 2023 are used. MFCs are reported midmonth for all prior months of the year. To estimate the traffic fatality counts for 2023, the time series cross-section regression (TSCSR) procedure was applied to analyze the data with both cross-sectional values (by NHTSA Region) and time series (by month), to model the relationship among FARS, MFC, and EN, the details of which are available in a Research Note (*Statistical Methodology to Make Early Estimates of Motor Vehicle Traffic Fatalities*, Report No. DOT HS 811 123). Furthermore, after the projected fatality counts for NHTSA Region r and the month m (F_Est_{mr}) are obtained, the estimated fatality counts for a State st in Region r and the month m ($F_Est_{st|mr}$) are calculated. Each State receives a proportion of the projected fatality counts for the Region using the most recent relative proportion of fatalities in each State st for Region r and month m found in the Early Notification data. This can be expressed as $F_Est_{st|mr} = (F_{st|mr} / \sum_{all\ States\ in\ r} F_{st|mr}) \times F_Est_{mr}$, where $F_{st|mr}$ is the latest fatal count in the Early Notification data for State st in Region r and month m . That is, the inflation rate for all States within a region is assumed to be the same as the inflation rate of that region. For example, the estimated motor vehicle traffic fatalities for Arizona in Region 9 (AZ, CA, HI) and the month m is: $F_Est_{AZ|m9} = (F_{AZ|m9} / (F_{AZ|m9} + F_{CA|m9} + F_{HI|m9})) \times F_Est_{m9}$.

The methodology used to generate the national, regional, and State-level estimates for the first 9 months of 2023 is the same as the one used by NHTSA to project the motor vehicle traffic fatalities for the first half of 2023 (*Early Estimate of Motor Vehicle Traffic Fatalities for the First Half (January–June) of 2023*, Report No. DOT HS 813 514).

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2023, December). *Early estimate of motor vehicle traffic fatalities for the first 9 months (January–September) of 2023* (Crash•Stats Brief Statistical Summary, Report No. DOT HS 813 530). National Highway Traffic Safety Administration.



U.S. Department
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**National Highway
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For questions regarding the information presented in this report, please contact NCSARequests@dot.gov. This Crash•Stats and other general information on traffic safety can be found at <https://crashstats.nhtsa.dot.gov/>.



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Appendix C

**STATE POLICE N.J. FATAL ACCIDENT INVESTIGATION UNIT
 YEAR TO DATE - STATEWIDE FATAL CRASH STATISTICS
 FOR DECEMBER 31, 2023**

<u>FATAL CRASHES</u>			<u>FATALITIES</u>		
2023	-	580	2023	-	612
2022	-	646	2022	-	689
2021	-	667	2021	-	697

FATALITIES FROM 2022 TO 2023	-77
PERCENTAGE CHANGE 2022 TO 2023	-11.2%
FATALITIES FROM 2021 TO 2022	-8
PERCENTAGE CHANGE 2021 TO 2022	-1.1%

VICTIM CLASSIFICATION

	2021	2022	2023
DRIVER	368	379	324
PASSENGER	86	103	88
PEDALCYCLIST	26	16	25
PEDESTRIAN	217	191	175
TOTAL	697	689	612



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2023 - AGE OF VICTIMS

AGE	DRIVER	PASSENGER	PEDALCYCLIST	PEDESTRIAN
16 AND UNDER	0	12	3	11
17	3	3	0	1
18 - 20	20	6	0	1
21 - 24	37	11	1	6
25 - 29	35	8	1	6
30 - 39	52	8	4	24
40 - 49	41	9	8	20
50 - 64	61	9	6	41
65 - 79	49	13	2	52
80 AND OVER	26	8	0	13
UNKNOWN	0	1	0	0
TOTAL	324	88	25	175

THIS REPORT CONTAINS STATISTICS OF FATAL MOTOR VEHICLE CRASHES THAT HAVE BEEN REPORTED TO THE NEW JERSEY STATE POLICE FATAL ACCIDENT INVESTIGATION UNIT.

THE STATISTICS LISTED FOR PRIOR YEARS CORRESPOND TO THE CURRENT YEAR MONTH AND DAY.

THE STATISTICS CONTAINED IN THIS REPORT ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.

Report Run: 07-MAR-24 10:00 AM

Appendix D – please see NJSP report above.

New Jersey State Police Crash Fatalities as of Thursday March 7th

<https://www.nj.gov/njsp/info/fatalacc/2023-stats.shtml>

https://www.nj.gov/njsp/info/fatalacc/pdf/swfcs2_23.pdf