



**SOUTH ORANGE VILLAGE
POLICE DEPARTMENT**

201 South Orange Avenue
South Orange
New Jersey 07079
www.southorange.org
P 973.763.3000

To: Acting Chief Dolinac
From: Sgt. J. Albino – Traffic Bureau
Date: September 1st, 2025
Subject: 2024 Motor Vehicle Crash Report

This annual crash analysis has three main purposes:

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

2024 Motor Vehicle Crash Overview:

- **Zero crash-related fatalities in 2024.** There have been zero crash-related fatalities from 2021 through 2024, four consecutive years.
- **83% 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).
- In 2024, there were 540 Total Motor Vehicle crashes in South Orange Village. An increase of 2.46% over the 2023 total of 527.
- 7 Bicycle crashes, an increase of 16% over the 2023 total of 6.
- 28 Pedestrian-involved crashes, an increase of 46.4% over the 2023 total of 15.
- 127 crashes involving Parked Vehicles, a decrease of 3.78% from the 2023 total of 132.
- 86 reported Hit and Run crashes, an increase of 4.87% from the 2023 total of 82.



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- 1 crash involving an Emergency vehicle en-route to a call for service. A decrease of 88.8% from 9 emergency vehicle crashes in 2023.
- By day of the week, Tuesday had the highest frequency of crashes, with 18.5% of all crashes. For 2024, Friday had the second highest frequency of crashes at 16.3%. In 2023 Friday had the highest frequency of crashes at 19.73%.
- In 2024, by Time-of-Day, 3:00-4:00pm was the most frequent occurrence of crashes, at 10.18% of the total. 8:00-9:00am had the second highest total of crashes.
- Overall, most crashes occurred with one of the following conditions present: Daylight hours, Dry road conditions, Clear weather.
- The top three crash types were: 1. Struck parked vehicle, 23.5%; 2. Same direction (rear end), 15.74%; 3. Same direction (sideswipe) 15.19%.
- The majority of crashes in 2024, at 54%, were Low-Speed (25 mph or less) driving and were the result of one or more of the following operator actions: Backing Unsafely, Failure to Yield Right of Way, Driver Inattention, or Other Unknown Contributing Factors.

**See Appendix A for enumerated local data*

Roads with the highest total occurrences of motor vehicle crashes

1. **South Orange Avenue**, County Highway 510:
 - 141 crashes, including;
 - 11 pedestrian-involved crashes.
2. **Scotland Road/Valley Street** corridor, County Highway 638:
 - 78 crashes including;
 - 5 pedestrian-involved crashes.
3. **Irvington Avenue**, County Highway 665:
 - 22 crashes, including;



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- 5 pedestrian-involved crashes.

Some of the contributing factors 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 such as cellular phone use)
- Using personal conveyance (skateboards, rollerblades etc.)

We have determined through this crash analysis, that the major contributing circumstance in the majority of crashes is **traffic volume**, both in 2024 and historically. We have used the following countermeasures to address traffic concerns and to attempt to reduce crashes.

Countermeasure #1: Enforcement

We have continued to certify and re-certify South Orange Police officers in the operation of radar equipment, and have increased traffic enforcement of speeding offenses throughout the Village. The department as a whole issued 905 speeding summonses and warnings in 2024 and 1,913 careless driving summonses and warnings.

Traffic safety is a major concern not only on the State level but in our Village as well. We as a department aim to work together with the State to attain available grants that fund traffic details which address the variety of dangerous driving behaviors. In 2024 we participated in “Click it Or Ticket”, a State-funded grant for which we were awarded \$7,000. This grant was to be used between 5/20/24 - 6/2/24 focusing on seatbelt usage violations, but also addressing other violations when observed.



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A total of 1,306 summonses were issued by the department under the grant program, including warnings, with 180 of those were seatbelt violations. The remainder were various other moving violations such as failure to stop, usage of cell phone, careless driving, equipment violations, and administrative violations.

Countermeasure #2: Equipment

We have deployed traffic delineators throughout the town, in areas where sight lines were periodically obstructed due to parked vehicles. Locations have been updated and will continue to be updated as the needs arise/change due to road upgrades. These updates to include the following:

- Valley Street & Roland Avenue (in front of Mozzarella);
- Valley Street & Hixon Place (in front of Totri School);
- South Orange Avenue & Vose Avenue near Bank of America;
- South Orange Avenue & Vose Avenue near Chase Bank;
- Irvington Avenue & Ward Place (at both corners on the east side of the intersection).

In addition, delineators have been placed on Sloan Street along the double yellow median to prevent prohibited left turns and U-turns. These actions have caused crashes and hamper traffic flow. They will continue to be used as they have proven effective throughout 2024. Examples of these lane delineators are included later in this report.

From 2023 to 2024, there was a 2.2% increase in overall crashes in town, with zero fatal crashes. Overall in New Jersey, fatal crashes increased in 2024 to 651, with 688 fatalities (see Appendix C).



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Fatal Crashes, Pedestrian Crashes, and Bicycles Crashes:

Fatal Crashes:

Zero fatal motor vehicle crashes in South Orange Village. New Jersey State Police report 688 fatalities from crashes in 2024, with a 13.5% increase from 2023 (+82 fatalities).

Bicycle vs. Motor Vehicle Crashes:

In 2024, we had 7 crashes involving a bicycle; in 2023 there was 1 bicycle-involved crash. Of these 7 incidents, (2) occurred on South Orange Avenue/CR 510, (2) on Scotland Road/Valley Street, CR 665, (1) on Irvington Avenue/CR 638 and (2) on municipal roadways.

The major contributing circumstances of the bicycle-involved crashes were actions of the part of the bicycle operator:

- In (3) of the crashes the bicyclist was riding unlawfully across the crosswalk. NJSA 39:4-10.1 requires a bicyclist to dismount and walk their bicycle through the crosswalk;
- In (1) of the crashes the bicyclist failed to stop at stop sign at an intersection that had the right of way;
- In (2) of the crashes the bicyclist carelessly riding in the middle of the roadway (weaving in and out of traffic);
- In (1) of the crashes the bicyclist equipment was an unregistered high velocity electric scooter. NJSA 39:1-1 specifies the licensing and safety regulations for electric scooters/mobility devices. To increase public awareness and education on this subject, SOPD has published this information on our website and social media channels.



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Pedestrian vs. Motor Vehicle Crashes:

- In 2024, there were 28 motor vehicle crashes involving pedestrians, an increase of 46.4% over the 2023 total of 15.

Characteristics of these 28 incidents:

- (27) resulted in the report of an injury;
- (10) of these injuries was reported as minor injuries;
- (5) of these injuries were reported as serious.

Major contributing circumstances:

- (6) were caused by pedestrian actions:
 - (3) = pedestrian was not in designated crosswalks;
 - (2) = pedestrian ran out into traffic;
 - (1) = pedestrian was intoxicated.
- (22) were caused by motorist actions:
 - (11) involved vehicles making left turns;
 - (3) failed to observe pedestrian in roadway;
 - (2) right turn;
 - (2) hit and run (vehicle fled);
 - (2) sun-glare;
 - (1) drove over curb;
 - (1) backing;



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(21) of these pedestrian related crashes occurred on or very near our three busiest corridors:

South Orange Avenue, County Highway 510:

- 11 pedestrian-involved crashes.

Scotland Road/Valley Street corridor, County Highway 638:

- 5 pedestrian-involved crashes.

Irvington Avenue, County Highway 665:

- 5 pedestrian-involved crashes.

Of these (28) incidents, (15) were listed as minor to serious injuries:

Minor injuries: (10)

- (2) Pedestrian not in crosswalk
- (4) Driver failed to Yield Right of Way
- (1) Intoxicated
- (1) Driver Backing
- (2) Children ran out into road without looking

Serious injuries: (5)

- (3) Driver failed to Yield
- (1) Driver had pet on her lap
- (1) Sun glare Factor



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Proposed Countermeasures/Actions to Pedestrian and Cyclist Crashes:

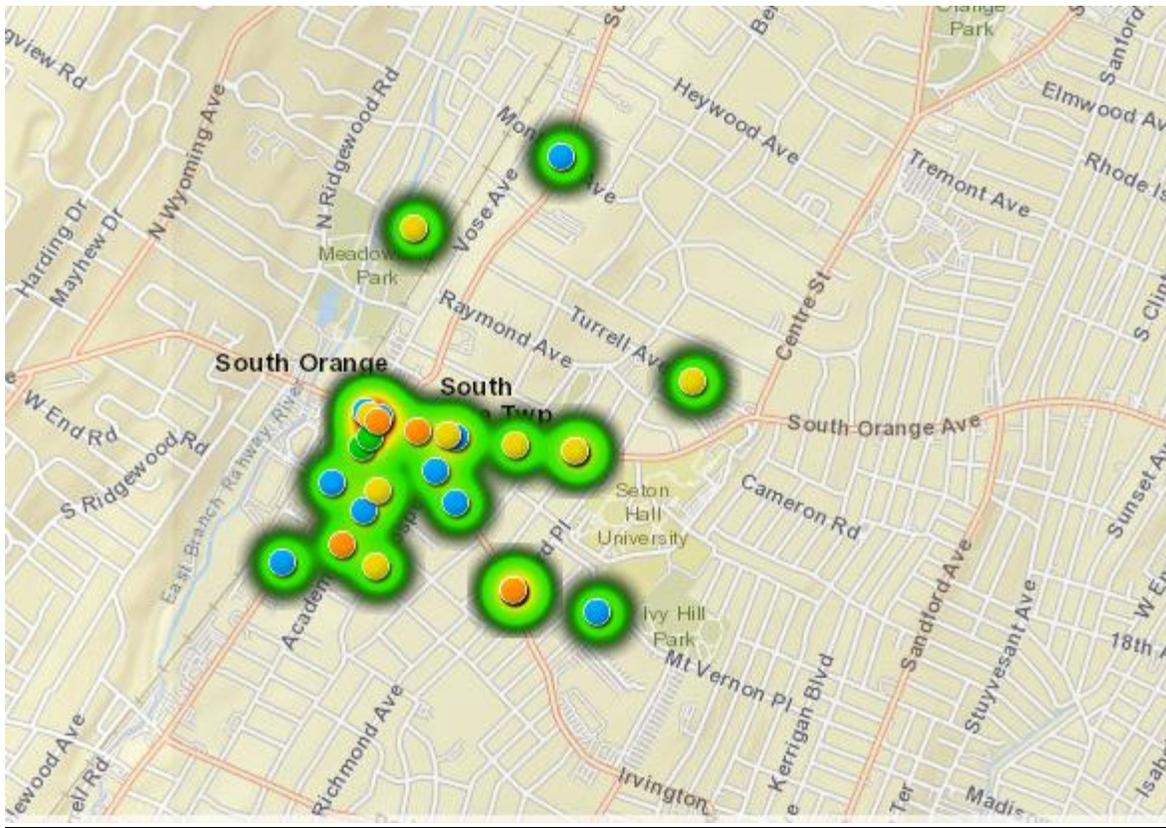
- Increase public education campaigns on pedestrian safety, particularly to our senior citizen population and Jespy House clients;
- Address pedestrian unsafe actions such as jay walking and crossing against illuminated signage at crosswalks through enforcement via warning or summons;
- Apply for grants to conduct additional enforcement of aggressive driving behavior;
- Continued regular enforcement of unsafe driving actions;
- Educate pedalcyclists on best practices for safe riding versus unsafe actions. This would address the number one cause for cyclist crashes in 2024: riding across a crosswalk instead of walking the bicycle across the crosswalk;
- Increase social media posts to increase awareness;
- Continued education and training for officers on existing Motor Vehicle Laws concerning bicycles, skateboards and scooters as well as the Village's mandatory Helmet Ordinance.



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2024 Motor Vehicle Pedestrian Crash Heat Map



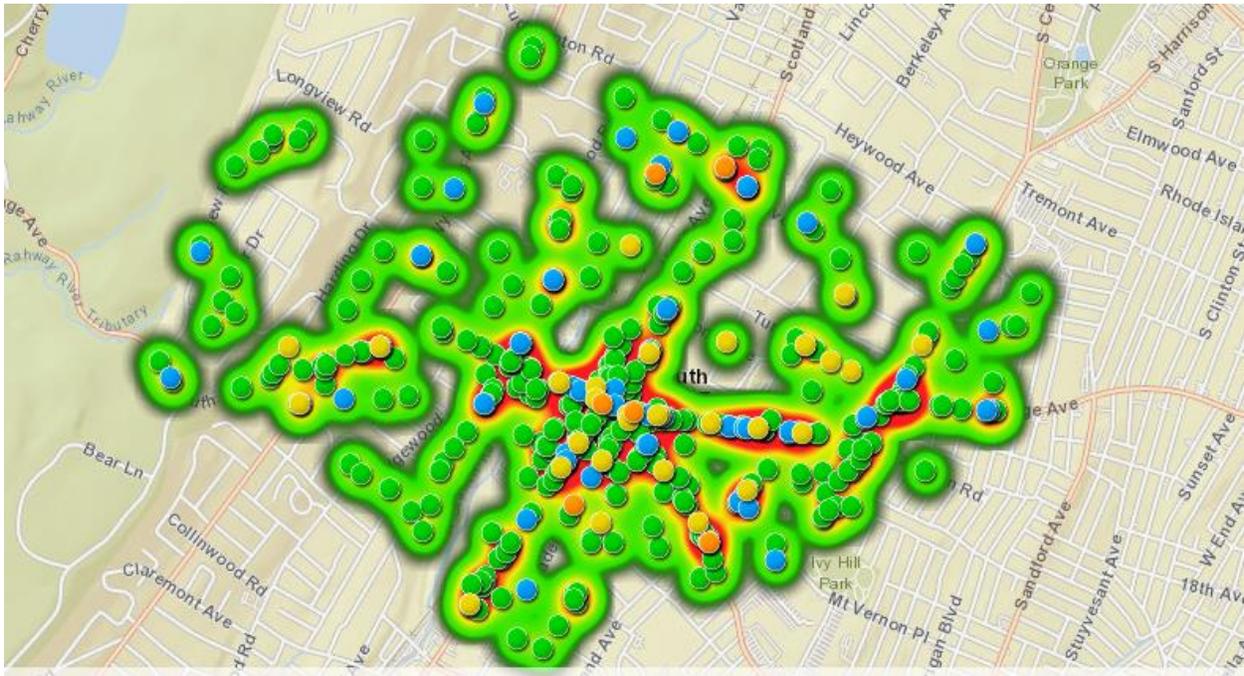
Note: Image Not to Scale



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2024 Motor Vehicle Crash Heat Map (Town wide)



Note: Image Not to Scale



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2024 Motor Vehicle Crash Heat Map - Valley Street



Note: Image Not to Scale

68% of the crashes on CR 638 occur on the Valley Street portion.

Higher frequency of crashes occurred at the following intersections:

South Orange Avenue

3rd Street

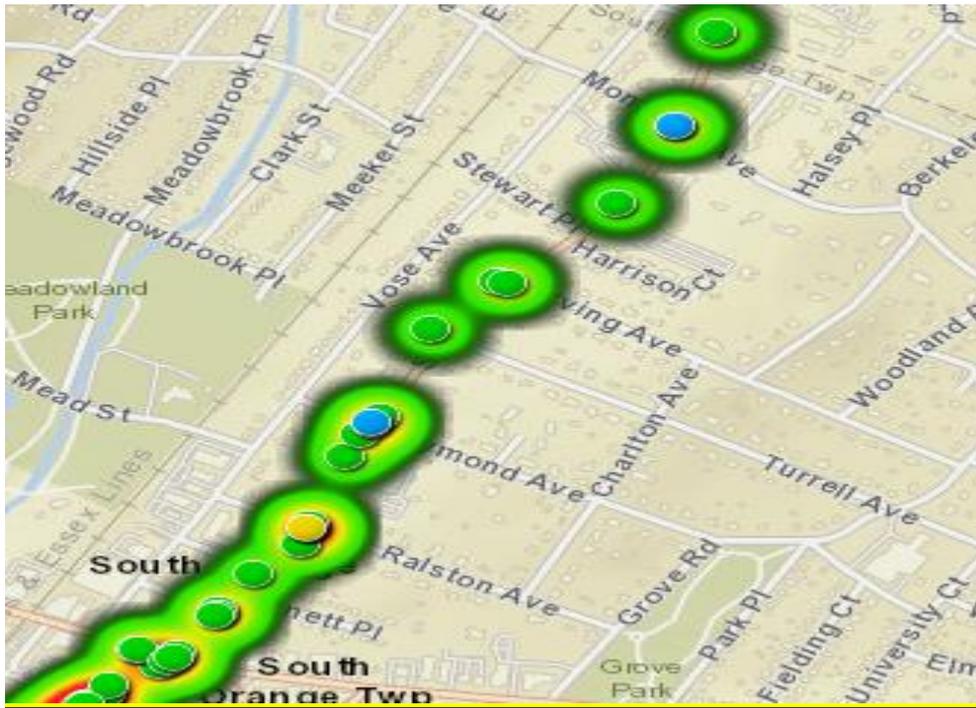
Hixon Place



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2024 Motor Vehicle Crash Heat Map - Scotland Road



Note: Image Not to Scale

32% of the Crashes on CR 638 occur on the Scotland Road. portion.

Higher frequency of crashes occurred at the following intersections:

- Irving Avenue
- Taylor Place
- Ralston Avenue



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Description:

Valley Street and Scotland Road (County Highway 638) is a roadway that travels north and south from Randolph Place (Orange border) to Hixon Place at the Maplewood border. All intersecting streets are controlled by Stop Signs except Third Street, Montrose Avenue, and South Orange Avenue, 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 Street and 25mph on Scotland Road.

The entire corridor experienced 78 motor vehicle crashes during 2024, an increase from 60 in 2023. For 2024, Scotland Road experienced 22 crashes, a decrease from 24 in 2023. On Valley Street, the total number of crashes increased from 36 in 2023 to 56 in 2024.

The section of the roadway between South Orange Avenue & 1st Street is the section of this road with the highest frequency of crashes.

Development of the Valley Street area of Village through increasing housing and new businesses, may have contributed to congestion and crashes as the volume of people traversing the roadways increases.

Proposed Countermeasures/Actions:

- Continued police presence, by conducting Patrol details that will help curb unsafe driving behaviors. (distracted driving, failure to obey traffic signals / stop signs, aggressive driving);
- Essex County will be reconstructing some of the intersections on Valley Street to increase pedestrian safety through engineering changes that include new curbs, pedestrian islands, redesigned crosswalks, increasing the number of signalized crossings, and replacing old signals.



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**Irvington Avenue and Ward Place: Delineators added to Deter parking
within 25 ft. of crosswalks**



Northeast corner of intersection



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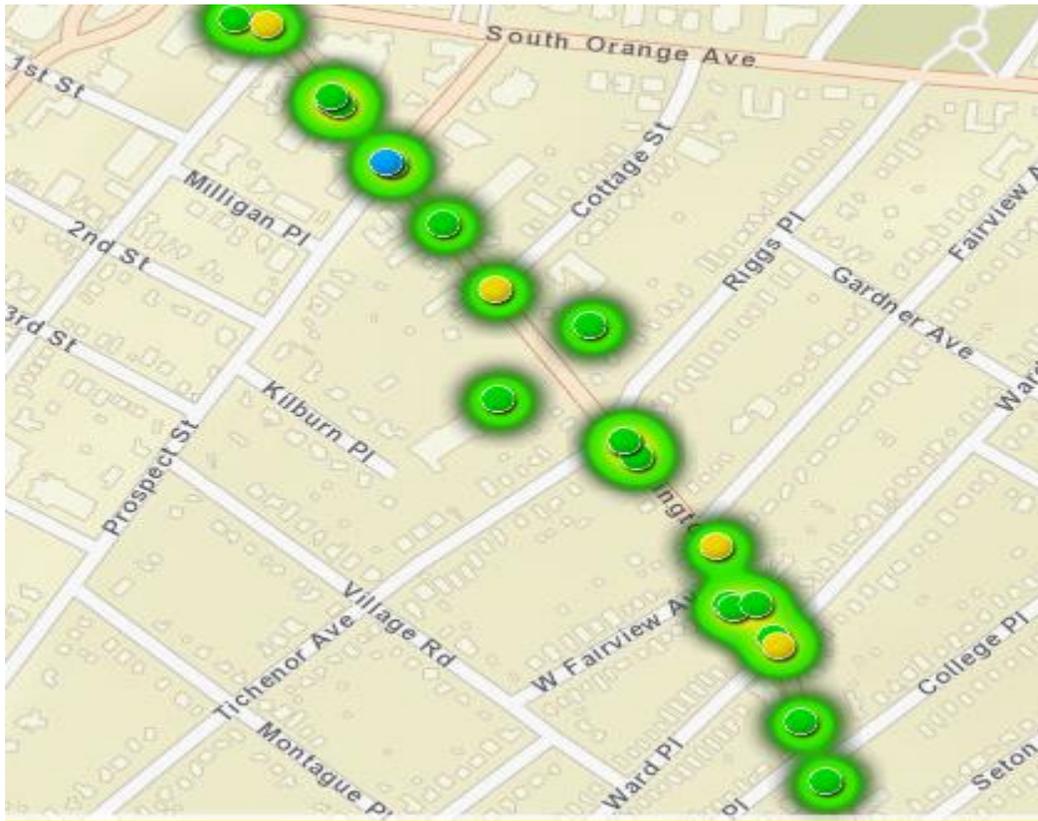
Southeast corner of intersection



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2024 Motor Vehicle Crash Heat Map - Irvington Avenue



Note: Image Not to Scale



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South Orange Avenue, Centre Street, Turrell Avenue Intersection:



Description:

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

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



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There were 4 crashes at Centre Street and South Orange Avenue in 2024, an increase of 50% from 2023 when there were 2 crashes. A review of each crash revealed the following:

- (1) side swipe careless driving, attempted to make a right turn from the left turn lane;
- (3) rear end collisions:
 - (2) driver in attention;
 - (1) careless driving (attempt to surpass the other vehicle)

Countermeasures/Actions:

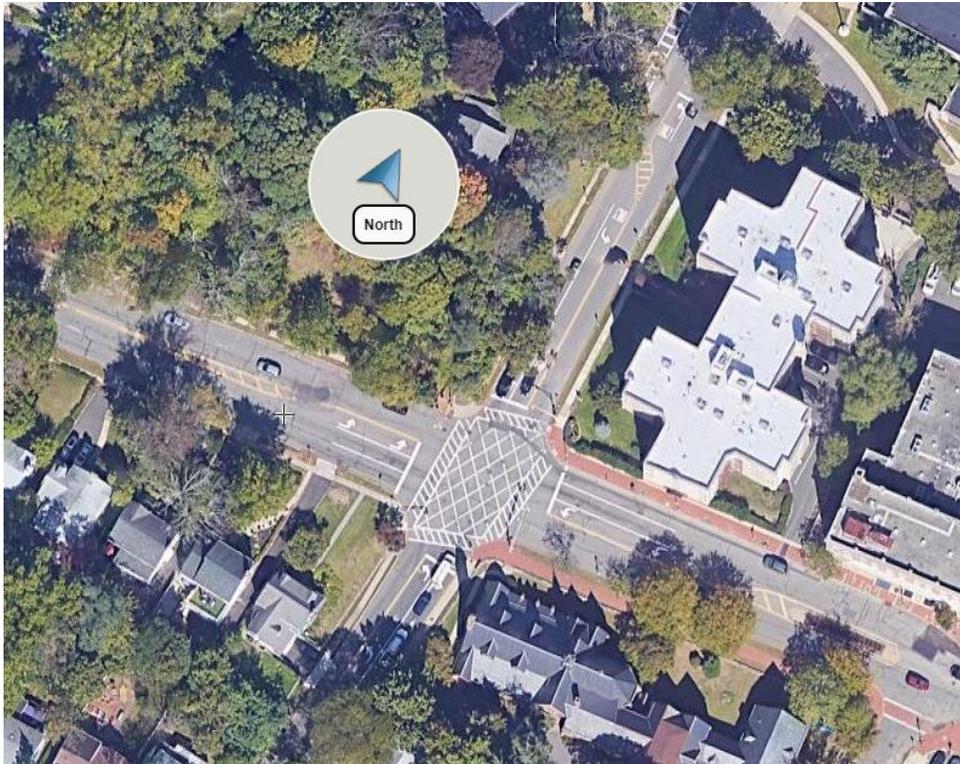
- Seton Hall University Property Maintenance Department continues to ensure line of sight issues are addressed on their properties to ensure a safer intersection.
- Continue Police Presence in this area to address careless driving and distracted driving in order to mitigate future MV crashes. These driving habits continue to be contributing factors throughout the State of New Jersey and we will aim to help mitigate these factors in our Village.



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West South Orange Avenue & Ridgewood Road:



Description:

The four approaches of West South Orange Avenue & Ridgewood Road are controlled by red light traffic signals with advanced left turn and pedestrian countdown indicators. West South Orange Avenue is a county road that runs east/west, has 2 lanes in each direction, and has a speed limit of 40 mph. Ridgewood Road runs north/south with one lane in each direction from Maplewood to West Orange and has a 25mph speed limit.



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During 2024, there were 4 crashes at this intersection, 25% less than in 2023, which had 6 crashes.

Countermeasures/Actions:

- We will continue to 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. A decrease in crashes at any area in our Village is a huge positive especially at an intersection meeting a County Roadway.

Irvington Avenue & Prospect Street:





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Description:

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

The Irvington Avenue Corridor has experienced 22 crashes along its length during 2024, a decrease of 39% from the 2023 total of 35. Of our county roads, the Irvington Avenue Corridor remains the third highest crash rate in the Township.

Countermeasures/Actions:

- With our administrative partners in the Village and other stakeholders, we will continue to advocate for a County construction project to address, via engineering, the improvement of safety conditions for those travelling this corridor.
- We aim to continue police presence to enforce the “No Stopping/No Standing” Ordinance which is supported by yellow roadway markings. We will also continue addressing the “No Parking Bus Stop” in front of 126 Irvington Avenue to prevent traffic from having to go around said vehicles and into the left turn lane at the intersection.

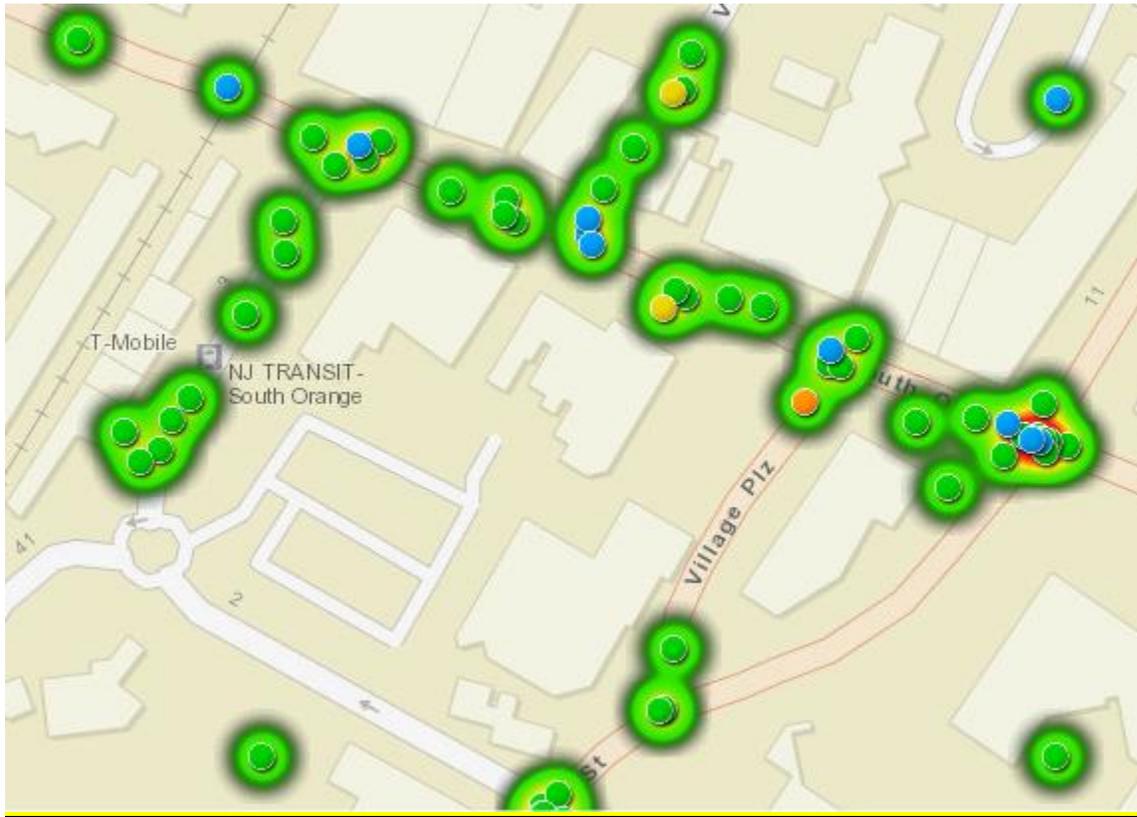
Note: Our Township DPW made improvements to several curbs on the Irvington Avenue Corridor in 2023 by painting them yellow in certain areas to deter vehicles from parking and protruding onto the roadway. This proved effective as the numbers in that general area decreased in 2024.



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**2024 Motor Vehicle Crash Heat Map -
Sloan Street Corridor**



Note: Image Not to Scale



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Sloan Street Corridor:





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Description:

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

During 2024, there were 10 motor vehicle crashes along Sloan Street, a decrease of 41% from 2023. Sloan Street, particularly between South Orange Avenue and First Street is one of our busiest roads when factoring in commuters and retail patrons. All of the 10 incidents were low speed with 40% caused by drivers backing out of a parking space. None of the Sloan Street incidents resulted in any injuries for the third year in a row.





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Countermeasures/Actions:

- We will continue to maintain a visible police presence deter offenses as well continue to conduct enforcement and motorist education 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;
- Some helpful solutions that have deterred some of this behavior has been the delineators that are placed along the double yellow lines. These will continue to be deployed and replaced as they are damaged;
- Crash Data shows a decrease in this area and we can certainly attribute some of this to this addition on Sloan Street.





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Ward Place / Wilden Place / Gardner Avenue:



Description:

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



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During 2024, there were a total of 12 crashes on Ward Place with 2 crashes at the intersection of Ward Place and Gardner Avenue, matching the same numbers of crashes at this location in 2023 and 2022. This is positive as the number of crashes has not increased for this intersection, which is a highly traversed intersection not just by motor vehicles but by pedestrians as well.

Countermeasures/Actions:

- Meet with Seton Hall and Village personnel and share ideas on how to improve the intersection, as a high volume of both pedestrian and motor vehicle traffic stems from University personnel.
- Install a second speed display box on the northbound side of the roadway to make drivers aware of the same.
- Illuminate the area with pedestrian crossing signage that could make the motoring public conscious of their driving habits within this intersection.



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Academy Street - Two Solar powered speed measuring and display devices have been installed on Academy Street.

Speed box: Academy Street at Roland Avenue - Southbound

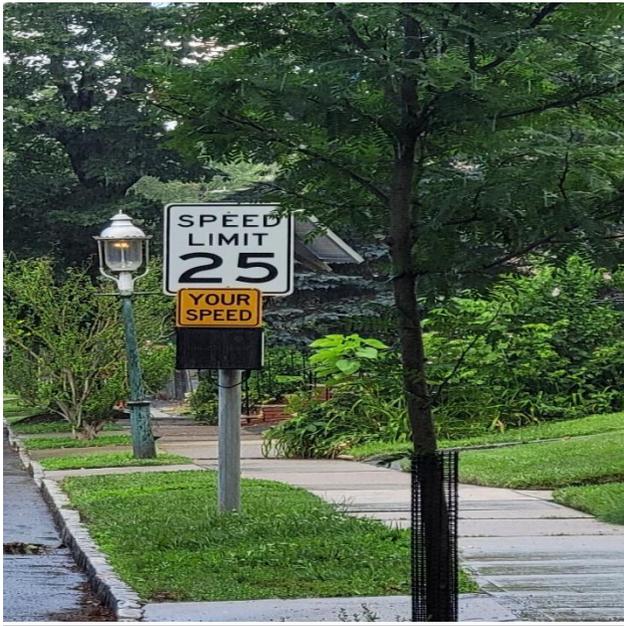




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**Speed box: Near Our Lady of Sorrows Church/School on Academy Street -
Northbound**





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Montrose Avenue & Vose Avenue:



Description:

Montrose Avenue & Vose Avenue is a municipal intersection where east/west bound Montrose Avenue traffic is controlled by two overhead, flashing, amber-colored lights. North/south bound Vose Avenue 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.

During 2024, there were 4 crashes at this intersection, an increase from the 1 crash that occurred in 2023. For these incidents, 2 injuries were reported.



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Countermeasures/Actions:

- The planned township paving project for 2025 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.
- Along with these improvements bollards will be added to the corners of this intersection.
- Bike lanes are being implemented to the entirety of West Montrose Avenue to include this section.
- As a method proven to be effective in addressing safety concerns, we will continue police presence and enforcement in the area and address observed violations.



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Summary and Conclusions:

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 goal 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 that have proven to be effective.

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;
 - Police section of the Village website;
 - Traffic stops: officers use discretion and opt to educate drivers via written warnings rather than issue summonses;
 - Regularly scheduled Public Safety meetings;
 - Direct engagement with members of the public, such as neighborhood organization meetings;
 - Regular use of a mobile sign trailer to inform the public with traffic safety messages.
- Priority areas to be supported included:
 - Distracted driving via cell phone use. **1,457 summonses were issued in 2024;**
 - Encouraging Adult Seat belt usage to reduce the potential for severe injury when crashes do occur. **429 summonses issued in 2024;**



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- Child passenger safety: When properly installed and used, child car seats, booster seats, and seatbelts all reduce injuries when crashes occur;
- Pedestrian safety: Particularly the effective use of crosswalks;
- Bicycle safety best practices to reduce the riding of bicycles across marked crosswalks, as 7 crashes in 2024 all were attributed to this dangerous behavior;
- Enforcement actions against Aggressive Driving - 1,911 summonses issued in 2024;
- Enforcement actions against Impaired Driving - 56 summonses issued in 2024;
- Continued outreach and education on Motorcycle and E-Bike safety best practices.

Engineering:

- SOPD dedicates a significant amount of time to working regularly with the Village Engineer to share data and monitor Village and County Roadway Operations. Together, the recommended and executed plans on our roadway system have improved safety for vehicle operators, pedestrians and bicyclists alike. This collaboration will continue with safety as critical joint priority.
- South Orange streets and County Roadways move hundreds of thousands of vehicles each year.
- Problems associated with this network are:
 - As we continue to add housing structures we bring population growth that contributes to congestion on both pedestrian traffic and vehicular traffic, increasing the potential for more crashes. This growth continues to render some roadways inadequate in allowing for a smooth traffic flow.



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- The increase in population also increases the cost of maintenance for roadways as they deteriorate more rapidly.
- Enhance our ability to collect data through traffic speed and volume surveys by obtaining additional measurement devices. Continue to share traffic study data with our professional partner and the public. Such data has been regularly used to develop appropriate plans improving traffic safety for upcoming roadway construction projects.

Enforcement:

- The data from traffic surveys gives us knowledge of where to conduct traffic details to address infractions. This data-driven response is also how we address the most prevalent factors causing pedestrians and vehicle crashes. We are committed to providing safe passageways to all who traverse the roadways in South Orange Village and we aim to reduce motor vehicle crashes and are hopeful to continue to uphold zero fatalities for a 5th year in a row for 2025.
- 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 seek and apply for grant funding to enhance our ability to place more officers on the streets conducting traffic enforcement
- 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 to share information and participate in their traffic safety enforcement programs. Areas of concentration include:



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- Pedestrian Decoy programs/Cops in the 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
- Aggressive Driving Enforcement

We will continue utilizing police training and education, when available, to better equip our Officers with the tools needed to succeed, coupled with educational efforts to improve the public awareness via dissemination of materials such as brochures and palm cards. Additionally, through frequent 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 achieve a positive outlook while working together to increase public safety of all people within our community.



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Appendix A - South Orange Village Crash Data

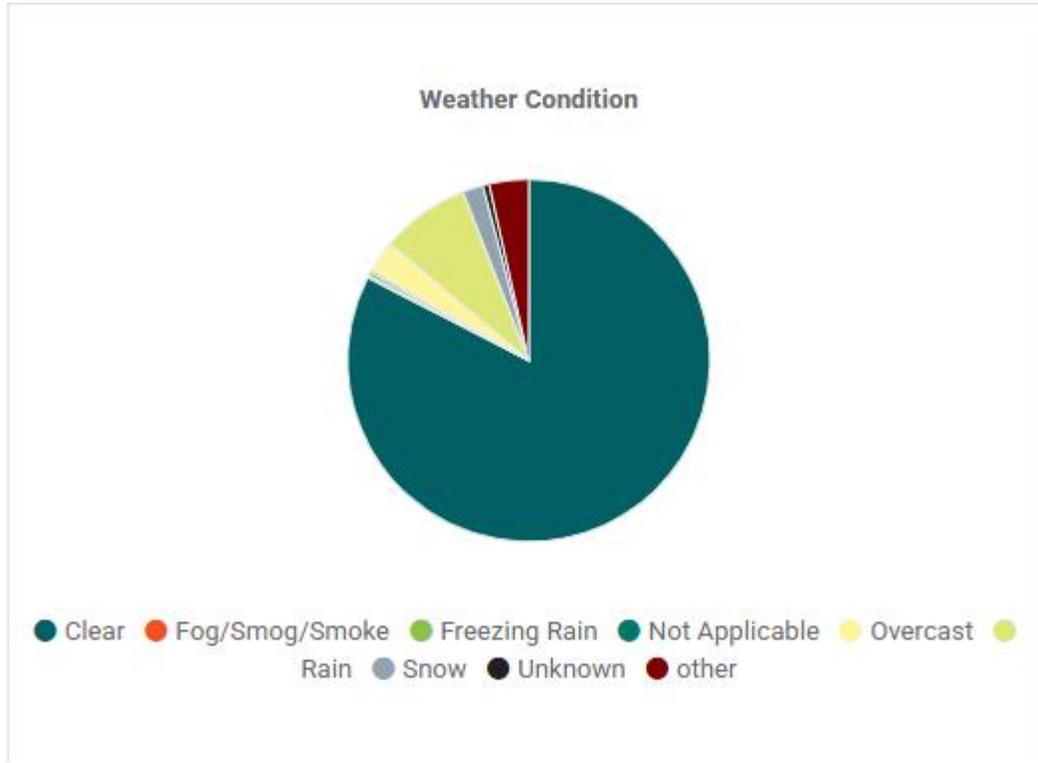
	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>Change Count*</u>	<u>Change Percent*</u>
<u>Total Crashes</u>	540	527	446	+13	2.4% increase
<u>Fatal Crashes</u>	0	0	0	0	0% increase
<u>Pedestrian Crashes</u>	28	15	23	+13	86.6% increase
<u>Parked Vehicles</u>	127	132	106	-5	3.7% decrease
<u>Hit & Run</u>	86	82	59	+4	4.8% increase
<u>Bicycle</u>	7	6	5	+1	20% increase

**Shows change from 2023 to 2024*



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Weather Condition

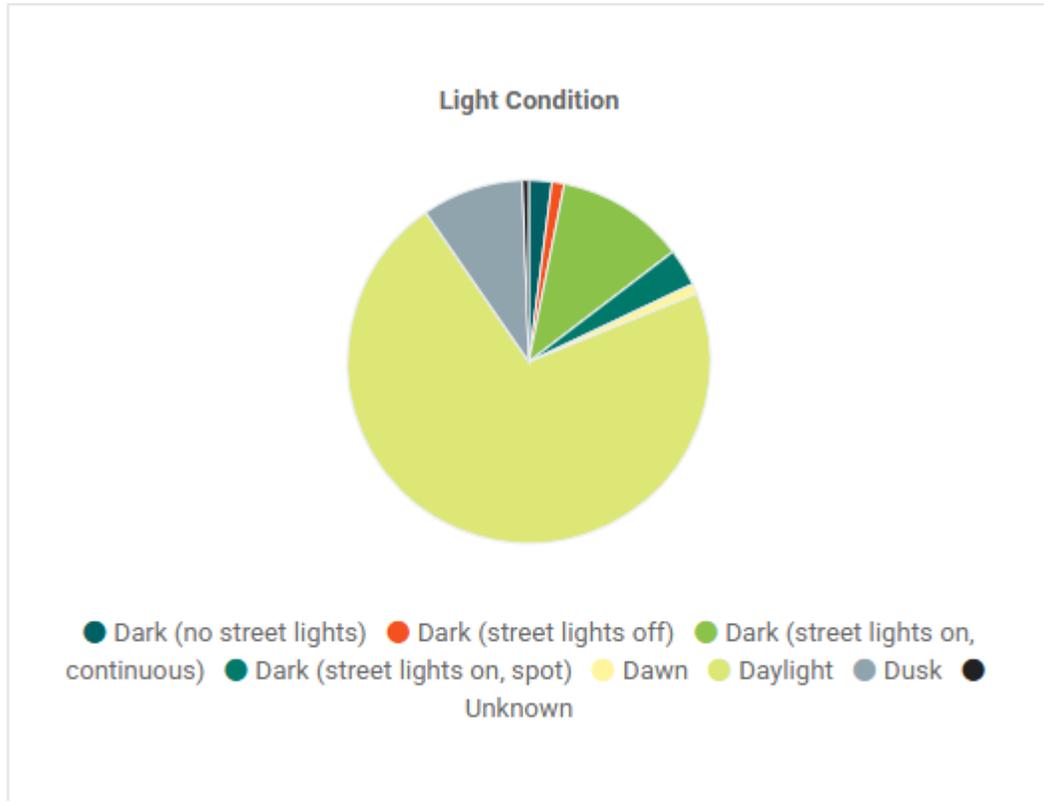
1. 82.5% = Clear Weather
2. 7.9% = Rain
3. 2.7 % = Overcast
4. 1.85% = Snow
5. 4.06% = Other
6. .37% = Freezing Rain

Appendix A con't.



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Light Condition

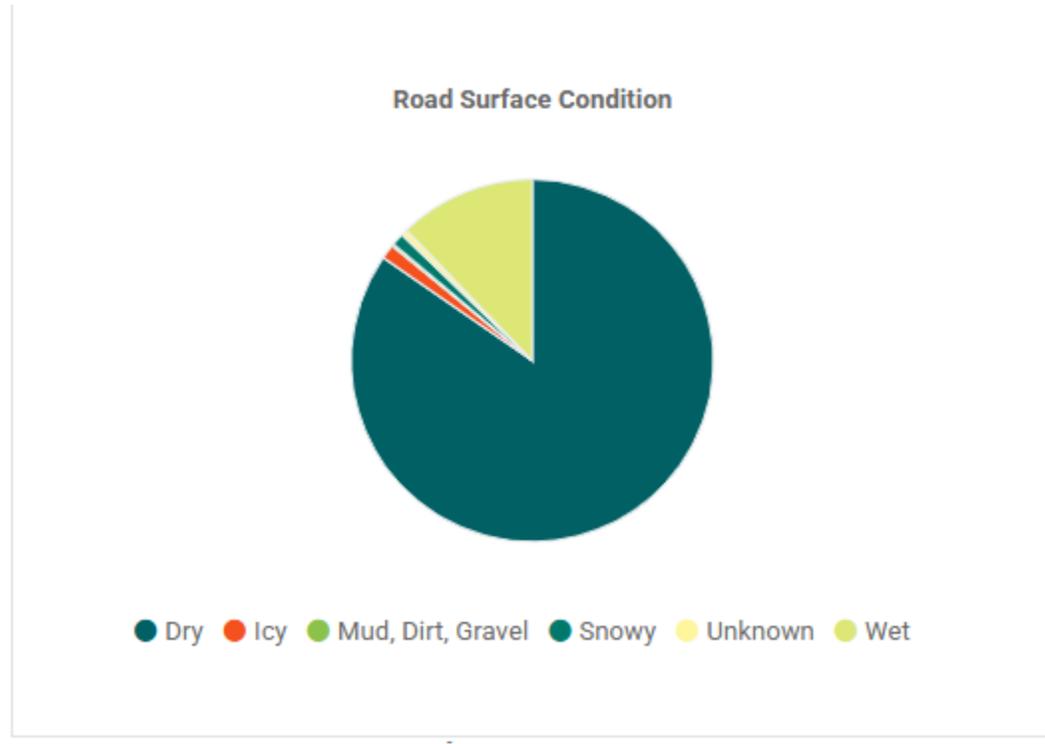
1. 71.48% = Daylight
2. 11.48% = Dark (street lights on continuous)
3. 9.07% = Dusk
4. 3.33% = Dark (street lights on)
5. 2.04% = Dark (no street lights)
6. 1.11% = Dark (street lights off)

Appendix A con't.



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Road Surface Condition

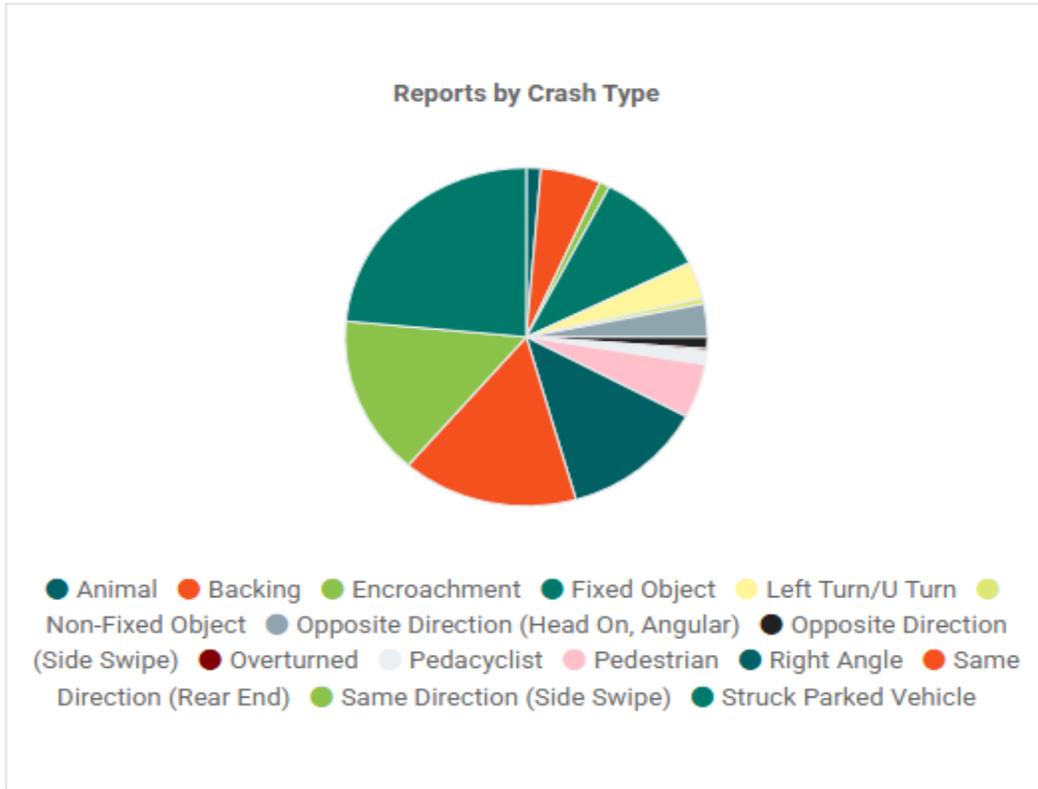
1. 84.63% = Dry
2. 12.22% = Wet
3. 1.3% = Icy
4. 1.11% = Snowy

Appendix A con't.



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Crash Type

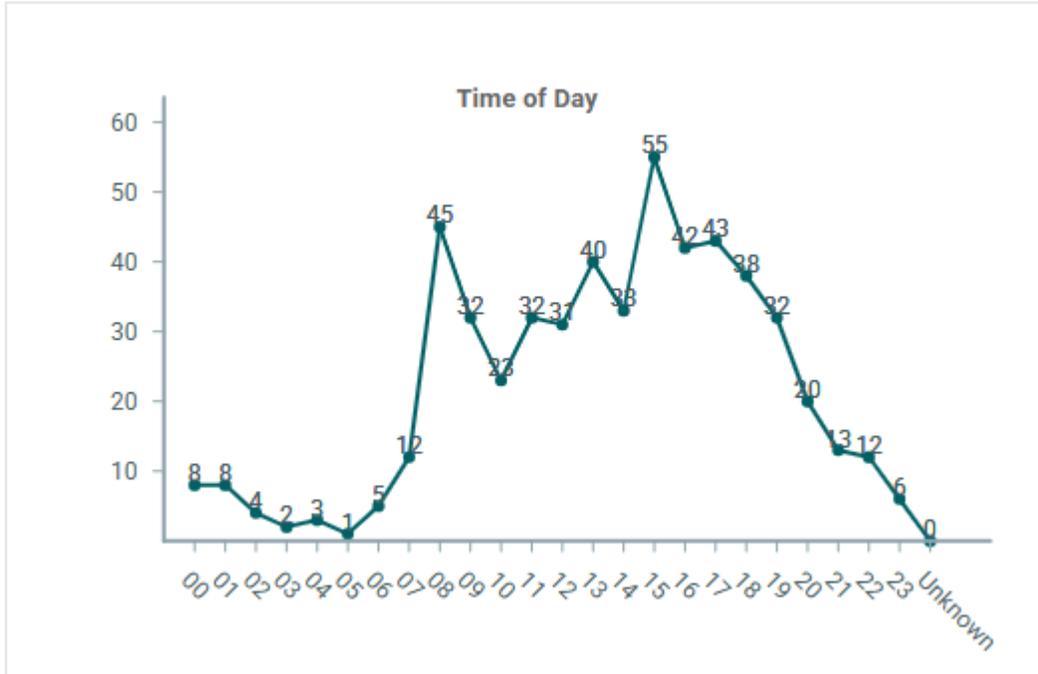
1. 23.5% = Struck parked vehicle
2. 15.74% = Same direction (rear end)
3. 15.19% = Same direction (side swipe)
4. 12.78% = Right angle
5. 10.19% = Fixed Object
6. 5.37 % = Backing
7. 5.19% = Pedestrian
8. 3.52% = Left turn/ U-turn
9. 3.15% = Opposite Direction (head on)
10. 1.3% = Pedal cyclist
11. 1.3% = Animal
12. 1.11 % = Opposite Direction (side swipe)
13. 0.93% = Encroachment
14. 0.56% = Non-fixed object

Appendix A con't.



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Time of Day - Frequency of crashes

1. 3:00pm / 1500 hours
2. 8:00am / 0800 hours
3. 5:00pm / 1700 hours
4. 4:00pm / 1600 hours
5. 1:00pm / 1300 hours

Appendix A con't.

Appendix B



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Publication, “Traffic Safety Facts, Crash Stats”— U.S. Dept. of Transportation,
National Highway Traffic Safety Administration, (6) page report, December 2024

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813710>



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DOT HS 813 710

A Brief Statistical Summary

April 2025

Early Estimate of Motor Vehicle Traffic Fatalities in 2024

Summary

A statistical projection of traffic fatalities for 2024 shows an estimated 39,345 people died in motor vehicle traffic crashes, a decrease of about 3.8 percent compared to the 40,901 fatalities reported to have occurred in 2023, as shown in Table 1. The fourth quarter of 2024 represents the 11th consecutive quarterly decline in fatalities beginning with the second quarter of 2022. Preliminary data reported by the Federal Highway Administration (FHWA) shows that vehicle miles traveled (VMT) in 2024 increased by about 32.3 billion miles, or about a 1.0-percent increase. Also shown in Table 1 are the fatality rates per 100 million VMT, by quarter. The fatality rate for 2024 decreased to 1.20 fatalities per 100 million VMT, down from the reported rate of 1.26 fatalities per 100 million VMT in 2023. For the NHTSA regional differences, 8 of the 10 regions are estimated to have decreases in fatalities and fatality rate per 100 million VMT in 2024 as compared to 2023. Also, 35 States and Puerto Rico are projected to have decreases in fatalities. The fatality counts for 2023 and 2024 and the ensuing percentage changes from 2023 to 2024 will be further revised as the Fatality Analysis Reporting System (FARS) final file for 2023 and the FARS annual report file (ARF) for 2024 are available next year.

Table 1. Fatalities and Fatality Rate by Quarter, Full Year, and the Percentage Change From the Corresponding Quarter 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)
Fatalities and Percentage Change in Fatalities for the Corresponding Quarter 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%]
2014	6,856 [-4.3%]	8,179 [-0.3%]	8,799 [-2.5%]	8,910 [+4.9%]	32,744 [-0.5%]
2015	7,370 [+7.5%]	8,823 [+7.9%]	9,805 [+11.4%]	9,486 [+6.5%]	35,484 [+8.4%]
2016	8,154 [+10.6%]	9,563 [+8.4%]	10,078 [+2.8%]	10,011 [+5.5%]	37,806 [+6.5%]
2017	8,301 [+1.8%]	9,460 [-1.1%]	10,081 [+0.0%]	9,631 [-3.8%]	37,473 [-0.9%]
2018	8,203 [-1.2%]	9,323 [-1.4%]	9,934 [-1.5%]	9,375 [-2.7%]	36,835 [-1.7%]
2019	7,832 [-4.5%]	9,193 [-1.4%]	9,994 [+0.6%]	9,336 [-0.4%]	36,355 [-1.3%]
2020	7,901 [+0.9%]	9,164 [-0.3%]	11,358 [+13.6%]	10,584 [+13.4%]	39,007 [+7.3%]
2021	8,906 [+12.7%]	11,149 [+21.7%]	11,828 [+4.1%]	11,347 [+7.2%]	43,230 [+10.8%]
2022	9,545 [+7.2%]	10,491 [-5.9%]	11,643 [-1.6%]	11,042 [-2.7%]	42,721 [-1.2%]
2023	8,898 [-6.8%]	10,370 [-1.2%]	11,126 [-4.4%]	10,507 [-4.8%]	40,901 [-4.3%]
2024*	8,595 [-3.4%]	10,085 [-2.7%]	10,565 [-5.0%]	10,100 [-3.9%]	39,345 [-3.8%]

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NHTSA's National Center for Statistics and Analysis



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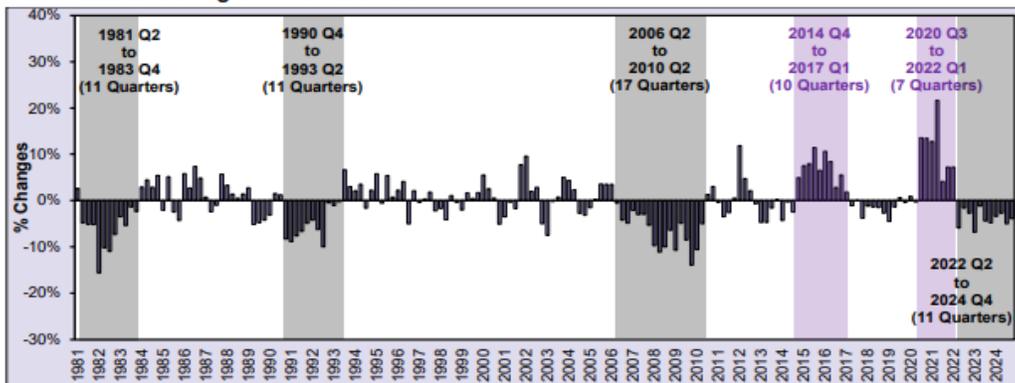
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Year	1st Quarter (Jan–Mar)	2nd Quarter (Apr–Jun)	3rd Quarter (Jul–Sep)	4th Quarter (Oct–Dec)	Total (Full Year)
Fatality Rate per 100 Million VMT					
2013	1.04	1.07	1.17	1.16	1.10
2014	0.99	1.03	1.11	1.17	1.08
2015	1.03	1.08	1.20	1.21	1.15
2016	1.11	1.16	1.23	1.27	1.19
2017	1.12	1.13	1.21	1.20	1.17
2018	1.10	1.11	1.18	1.15	1.14
2019	1.05	1.09	1.18	1.14	1.11
2020	1.08	1.43	1.44	1.42	1.34
2021	1.28	1.38	1.41	1.42	1.38
2022	1.29	1.28	1.38	1.38	1.34
2023	1.17	1.23	1.31	1.31	1.26
2024 ¹	1.13	1.19	1.23	1.24	1.20

¹2024 statistical projections and rates based on these projections.
Sources: Fatalities: 2013–2022 FARS Final File, 2023 FARS ARF.
VMT: FHWA December 2024 Traffic Volume Trends (TVT) for 2023 and 2024 VMT.

Figure 1 shows the historical trend of the percentage changes every quarter from the same quarter in the previous year, going back to 1981 (NHTSA has fatality data going back to 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 half of 2017. In addition, fatalities increased 7 consecutive quarters beginning with the third quarter of 2020, until the 5.9-percent decline seen in the second quarter of 2022. The third and fourth quarters of 2020 and the first and especially the second quarters of 2021 showed significant increases in fatalities as compared to the corresponding quarters of 2019 and 2020. The percentage increases in the second quarter of 2021 are the highest quarterly percentage increases in FARS data recorded history. As shown in the rightmost shading in the chart, the fourth quarter of 2024 represents the 11th consecutive quarterly decline in fatalities beginning with the second quarter of 2022.

Figure 1. Percentage Changes in Fatalities in Every Quarter Compared to the Fatalities in the Same Quarter During the Previous Year



Sources: 1981–2022 FARS Final File, 2023 FARS ARF, 2024 statistical projections.



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Crash•Stats: Early Estimate of Motor Vehicle Traffic Fatalities In 2024

3

The quarterly projections of fatalities, fatality rates, and VMT are further split into monthly estimates for 2023 and 2024, as shown in Table 2. In 2024 both fatalities and the fatality rate per 100 million VMT show decreases in all months from January to December, except in March, compared to the corresponding month in 2023.

Table 2. Fatalities, VMT, Fatality Rate by Month or Quarter in 2024, and the Percentage Changes in Fatalities and VMT From the Corresponding Month or Quarter in 2023

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 2024 and Percentage Change in Fatalities for the Corresponding Month and Quarter From 2023																
2023†	3,024	2,860	3,014	8,898	3,344	3,540	3,486	10,370	3,694	3,738	3,694	11,126	3,787	3,316	3,404	10,507
2024†	2,735	2,725	3,135	8,595	3,185	3,450	3,450	10,085	3,370	3,650	3,545	10,565	3,625	3,310	3,165	10,100
	-9.6%	-4.7%	4.0%	-3.4%	-4.8%	-2.5%	-1.0%	-2.7%	-8.8%	-2.4%	-4.0%	-5.0%	-4.3%	-0.2%	-7.0%	-3.9%
Fatality Rate per 100 Million VMT/VMT (in Billion) and Percentage Changes in VMT																
2023†	1.22	1.21	1.10	1.17	1.25	1.23	1.23	1.23	1.28	1.29	1.35	1.31	1.35	1.27	1.32	1.31
	248.7	236.2	272.8	757.7	267.3	288.7	284.1	840.1	287.6	288.8	273.1	849.5	280.5	260.3	258.7	799.5
2024†	1.11	1.13	1.14	1.13	1.17	1.18	1.22	1.19	1.16	1.25	1.30	1.23	1.26	1.27	1.20	1.24
	246.4	241.0	274.6	762.0	273.2	292.5	283.0	848.7	291.0	292.1	272.9	856.0	288.2	261.1	263.0	812.3
	-0.9%	2.0%	0.7%	0.6%	2.2%	1.3%	-0.4%	1.0%	1.2%	1.1%	-0.1%	0.8%	2.7%	0.3%	1.7%	1.6%

† 2023 FARS ARF and 2024 statistical projections and rates based on these projections.

*2024 was a leap year (i.e., February 29, 2024, was a leap day).

Sources: VMT: FHWA December 2024 TVT for 2023 and 2024 VMT.

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 2024 with the reported 2023 counts. As of 2024, Connecticut was moved from Region 2 to Region 1. In order to directly compare 2024 to 2023, estimates for Figures 2 and 3 were computed having Connecticut as part of Region 1 for both 2023 and 2024. Figure 2 shows the percentage changes in estimated fatalities in 2024 from the reported fatalities in 2023 by NHTSA region; 8 of the 10 regions experienced decreases. Figure 3 shows the comparison of the estimated fatality rate per 100 million VMT in 2024 with the reported fatality rate per 100 million VMT in 2023, by NHTSA region; 8 of the 10 regions presented decreases. These estimates by NHTSA region shown in Figures 2 and 3 are subject to small changes as the FARS final file for 2023 and the annual report file for 2024 are available next year.



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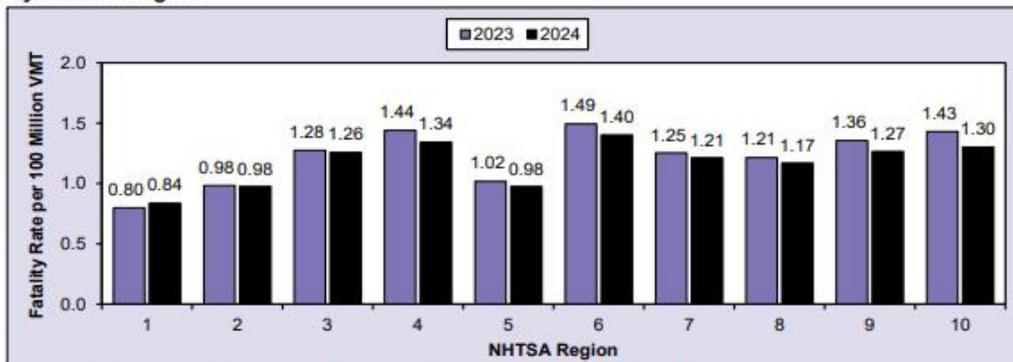
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Figure 2. Percentage Changes in Estimated Fatalities in 2024 From Reported 2023 Fatality Counts, by NHTSA Region



Sources: 2023 FARS ARF and 2024 statistical projections. Puerto Rico is not included in Region 2.

Figure 3. Comparison of Estimated Fatality Rates in 2024 With Reported Fatality Rates in 2023, By NHTSA Region



Source: FHWA December 2024 TVT for 2023 and 2024 VMT. Puerto Rico is not included in Region 2.

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 2022 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 each State’s estimate in 2024 with the reported fatality counts in 2023 and the percentage change in 2024 from 2023; 35 States and Puerto Rico are



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projected to have experienced decreases in fatalities in 2024 compared to 2023, while 14 States and the District of Columbia are projected to have had increases in fatalities and the Utah remained unchanged. Also, the estimates of the fatality rates per 100 million VMT by State in 2023 and 2024 are presented in Table 3 of this report. These estimates by State shown in Table 3 are subject to change slightly as the FARS final file for 2023 and the annual report file for 2024 are reported, and as FHWA finalizes the State VMT estimates for 2023 and 2024.

Table 3. Estimated Fatalities in 2024, and the Percentage Changes in Estimated Fatalities From The Reported Fatalities in 2023, by State. The States' Estimates of the Fatality Rate per 100 VMT In 2023 and 2024 Are Also Shown.

State	Fatalities			Fatality Rate		State	Fatalities			Fatality Rate	
	2023	2024	Percent Change	2023	2024		2023	2024	Percent Change	2023	2024
Alabama	974	976	+0.2%	1.35	1.35	Nebraska	227	250	+10.1%	1.06	1.14
Alaska	60	70	+16.7%	1.08	1.24	Nevada	389	420	+8.0%	1.40	1.49
Arizona	1,304	1,250	-4.1%	1.69	1.59	New Hampshire	130	135	+3.8%	0.96	0.99
Arkansas	596	606	+1.7%	1.52	1.53	New Jersey	606	695	+14.7%	0.79	0.90
California	4,061	3,807	-6.3%	1.29	1.19	New Mexico	437	400	-8.5%	1.58	1.43
Colorado	720	687	-4.6%	1.31	1.25	New York	1,114	1,105	-0.8%	0.94	0.92
Connecticut	308	330	+7.1%	1.02	1.07	North Carolina	1,561	1,659	+6.3%	1.29	1.37
Delaware	135	127	-5.9%	1.39	1.29	North Dakota	106	90	-15.1%	1.10	0.91
D.C.	44	47	+6.8%	1.25	1.35	Ohio	1,242	1,160	-6.6%	1.10	1.03
Florida	3,396	3,188	-6.1%	1.46	1.36	Oklahoma	718	642	-10.6%	1.58	1.40
Georgia	1,615	1,423	-11.9%	1.25	1.09	Oregon	587	539	-8.2%	1.60	1.46
Hawaii	93	102	+9.7%	0.91	1.00	Pennsylvania	1,211	1,139	-5.9%	1.19	1.11
Idaho	275	240	-12.7%	1.40	1.20	Rhode Island	71	52	-26.8%	0.92	0.66
Illinois	1,241	1,208	-2.7%	1.18	1.14	South Carolina	1,047	1,041	-0.6%	1.73	1.71
Indiana	898	827	-7.9%	0.93	0.85	South Dakota	140	146	+4.3%	1.36	1.41
Iowa	377	358	-5.0%	1.14	1.07	Tennessee	1,323	1,202	-9.1%	1.56	1.41
Kansas	387	342	-11.6%	1.22	1.07	Texas	4,291	4,162	-3.0%	1.44	1.37
Kentucky	814	714	-12.3%	1.65	1.45	Utah	280	280	0.0%	0.81	0.79
Louisiana	811	746	-8.0%	1.43	1.31	Vermont	69	59	-14.5%	0.95	0.81
Maine	135	179	+32.6%	0.90	1.18	Virginia	913	910	-0.3%	1.08	1.07
Maryland	621	579	-6.8%	1.09	1.02	Washington	810	730	-9.9%	1.35	1.21
Massachusetts	343	368	+7.3%	0.59	0.62	West Virginia	260	255	-1.9%	1.65	1.61
Michigan	1,094	1,047	-4.3%	1.13	1.07	Wisconsin	583	575	-1.4%	0.86	0.84
Minnesota	409	478	+16.9%	0.70	0.80	Wyoming	144	107	-25.7%	1.53	1.12
Mississippi	732	723	-1.2%	1.82	1.79	U.S. Total*	40,901	39,345	-3.8%	1.26	1.20
Missouri	991	965	-2.6%	1.24	1.20	Puerto Rico	307	288	-6.2%	-	-
Montana	208	205	-1.4%	1.50	1.47						

*Puerto Rico is not included.

Sources: 2023 FARS ARF and 2024 statistical projections.

VMT: FHWA December 2024 TVT for 2023 and 2024 VMT. Traffic Volume Trends for Puerto Rico are not available.

Discussion

During the COVID-19 pandemic there were marked increases in fatalities and the fatality rates per 100 million VMT in 2020. The increased trend of fatalities in 2020 continued into 2021 and the first quarter of 2022. However, the second, third, and fourth quarters of 2022, all four quarters of 2023, plus all quarters of 2024, have experienced 11 consecutive quarterly declines in fatalities after 7 consecutive quarters of year-to-year increases in fatalities, since the third quarter of 2020. The increased trend of the fatality rates per 100 million VMT in 2020 continued into the first quarter of 2021, decreased in the second and the third quarters of 2021, and increased



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again in the first quarter of 2022. The second, third, and fourth quarters of 2022, all four quarters of 2023, plus all quarters of 2024, also experienced 11 consecutive quarterly decline in fatality rate per 100 million VMT. NHTSA is continuing to gather and finalize data on crash fatalities for 2023 using information from police crash reports and other sources. The FARS Final File for 2023 as well as the Annual Report File for 2024 will be available within the next 2 years that usually result in the minor revision of fatality totals and the ensuing fatality rates and percentage changes.

Data and Methodology

The data used in this analysis comes 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 2022 and the FARS Annual Report File in 2023 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 December 2024 are used. MFCs are reported midmonth for all prior months of the year. To estimate the traffic fatality counts for 2024, the time series cross-section regression 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 ($F_Est_{r,m}$) are obtained, the estimated fatality counts for a State st in Region r and the month m ($F_Est_{st,m}$) 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 $F_Est_{st,m} = (F_{st,m} / \sum_{all\ States\ in\ r} F_{st,m}) \times F_Est_{r,m}$, where $F_{st,m}$ 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 (*Arizona, California, Hawaii*) 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 2024 is the same as NHTSA used to project the motor vehicle traffic fatalities for the first 9 months of 2024 (*Early Estimates of Motor Vehicle Traffic Fatalities for the First 9 Months (January–September) of 2024*, Report No. DOT HS 813 670).

The suggested APA format citation for this report is:

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U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

For questions about information in this report, please contact NCSARRequests@dot.gov. This Crash•Stats and other general information on traffic safety can be found at <https://crashstats.nhtsa.dot.gov/>.



**SOUTH ORANGE VILLAGE
POLICE DEPARTMENT**

201 South Orange Avenue
South Orange
New Jersey 07079
www.southorange.org
P 973.763.3000

Appendix C

New Jersey State Police Crash Fatalities as of 12/31/2024

<https://www.nj.gov/njsp/info/fatalacc/2024-stats.shtml>

https://www.nj.gov/njsp/info/fatalacc/pdf/swfcs2_24.pdf



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STATE POLICE N.J.
FATAL ACCIDENT INVESTIGATION UNIT
YEAR TO DATE - STATEWIDE FATAL CRASH STATISTICS
FOR DECEMBER 31, 2024

FATAL CRASHES

2024 - 651
2023 - 574
2022 - 646

FATALITIES

2024 - 688
2023 - 606
2022 - 689

FATALITIES FROM 2023 TO 2024 82
PERCENTAGE CHANGE 2023 TO 2024 13.5%
FATALITIES FROM 2022 TO 2023 -83
PERCENTAGE CHANGE 2022 TO 2023 -12.0%

VICTIM CLASSIFICATION

	2022	2023	2024
DRIVER	379	319	352
PASSENGER	103	89	84
PEDALCYCLIST	16	27	20
PEDESTRIAN	191	171	232
TOTAL	689	606	688

2024 - AGE OF VICTIMS

AGE	DRIVER	PASSENGER	PEDALCYCLIST	PEDESTRIAN
16 AND UNDER	3	17	2	3
17	2	1	0	1
18 - 20	25	8	1	7
21 - 24	31	9	1	10
25 - 29	37	6	1	21
30 - 39	60	11	2	29
40 - 49	47	6	2	22
50 - 64	69	7	6	63
65 - 79	49	7	5	60
80 AND OVER	29	12	0	16
UNKNOWN	0	0	0	0
TOTAL	352	84	20	232

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.

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