

**Clubs of
New Jersey**

REPORT TO THE LEGISLATURE 2016



COVER PHOTO CREDITS:

Top Left:

Roadside Assistance Provider & AAA Member, AAA

Top Right:

Child in Rear-Facing Car Seat, NHTSA Image Gallery

Middle:

*I-95 / Rt. 1&9 Approach to GWB, Fort Lee (Stokes Design Group, Inc.)
Courtesy of NJ Alliance for Action*

Bottom:

*Mt. Olive Township, near Drake's Brook (Stokes Design Group, Inc.)
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INTRODUCTION

For more than 110 years, AAA has been a champion for motorists by advocating for better roads and safer travel. Today more than ever, the AAA Clubs of New Jersey are committed to the promise of safe travel and better commutes, to our two million members and the general public.

Our advocacy efforts are far reaching – from supporting safety programs in local communities and schools to advocating for our members in the halls of the statehouse.

In New Jersey, we base our advocacy efforts on AAA's studies and data-driven analysis. Bi-annually, the AAA Clubs of New Jersey poll motorists to gauge their opinions on key issues likely to be debated by the Legislature. The survey gives us a snapshot of our members' concerns. This data is then used to create the *Report to the Legislature*, which guides AAA's efforts in Trenton during the next legislative session.

In the past this *Report* has helped us in achieving legislation that makes our roadways safer, and is used to help us continue to push for sensible safety measures that the public supports. We continue to use data from the *Report* to advocate for better education for our teen drivers and to require additional real world practice on the road prior to full licensure.

As we continue to grow and expand, the issues covered in our surveys change. Previously we added questions about driving under the influence of prescription drugs because we saw it as a growing concern. In just two years, concern about this issue has increased, and being armed with data will help us continue to find ways to address this growing traffic safety concern.

This year new questions pertaining to retesting senior drivers have received overwhelming support but there continue to be concerns about overstepping such authority. AAA continues to work to keep seniors on the roads safer and longer but we need to find ways to address a growing desire to retest drivers



to ensure they are fit for the road. The data gathered helps us better serve our members' concerns and effectively address constantly evolving issues changing with society.

The data collected over the last decade also helps evaluate trends. Because we track motorists' perceptions of the roadways and their commutes over long periods of time, we can see the steady decline that has been accelerating over the last few years. This decline has led to us continuing to educate our members and the Legislature on the importance of a stable, sustainable and dedicated funding stream for transportation infrastructure.

We saw the public's hesitation in increasing monetary costs, but the true cost is the steadily declining road conditions. Motorists have seen that lack of funding has led to an erosion of the roadways, jeopardized their safety and has contributed to a decline in New Jerseyans' quality of life. This year we see that those costs outweigh concerns about increasing monetary costs. If proper measures are taken, and safeguards and dedications are put in place, motorists will be willing to pay more to address the issues of our crumbling infrastructure.

Our poll data helps ensure that AAA is aligned with our members' needs, while showing elected officials that the majority of New Jersey motorists stand behind AAA when it comes to protecting their rights and keeping our roadways safe.

To those who have partnered with us over the years to bring about safety advances, we thank you and ask for your continued support. For those new to the transportation area, we look forward to working with you to improve safety and mobility in the Garden State.



AAA, AN OVERVIEW

AAA is a not-for-profit, fully tax-paying federation of motor clubs serving more than 56 million members in the United States and Canada. It is the largest leisure travel organization in North America.

AAA regards public service on behalf of the traveling public as the cornerstone of what we are as an organization. While advocacy may not be the primary reason members join AAA, we take our commitment to promote the safety and mobility of our members seriously.

Policy-makers at all levels rely on AAA, thanks to our objective research, nonpartisan approach and representation of a large motoring constituency. We work hard to ensure that the public service and educational programs we initiate are well supported by scientific data.

THE AAA CLUBS OF NEW JERSEY

In New Jersey, AAA is more than two million members strong, accounting for one of every three licensed drivers in the Garden State. There are four AAA Club affiliates in New Jersey, each providing a variety of services, including travel, automotive, insurance and financial services.

The four AAA Clubs of New Jersey headquarters are:

AAA North Jersey — *Wayne, Passaic County*

AAA Northeast — *Florham Park, Morris County*

AAA Mid-Atlantic, Northern Region — *Hamilton, Mercer County*

AAA South Jersey — *Voorhees, Camden County*

AAA MEMBER BENEFITS & SERVICES

- Nationwide Roadside Assistance
- Personalized Travel Planning
- Insurance Services
- AAA Diamond Rating Process
- Financial Services
- Discounts & Rewards Programs
- Legislative & Community Services



REPORT TO THE LEGISLATURE 2016

Every two years, the AAA Clubs of New Jersey undertake this comprehensive transportation survey at the start of each new legislative session to gauge and understand the thoughts of New Jersey motorists.

We share the results of the survey with the Legislature and use it as a foundation for our legislative and advocacy efforts.

The following summary represents current data, along with data collected over the past 12 years. The survey information was gathered through phone surveys of 600 randomly selected New Jersey motorists, both AAA members and non-members in November 2015 (margin of error +/- 4.0 percentage points).

KEEPING OUR ROADWAYS SAFE

At the core of all AAA's legislative efforts is the fundamental belief that our roadways need to be safe for all motorists, passengers, bicyclists and pedestrians. From ensuring that our infrastructure is sound to making sure drivers focus on the road, and that there are tools to help address the needs of drivers in all stages – from learning to drive to preparing to give up the keys – AAA is there advocating on our members behalf.

Today, improving safety on our roadways has never been more critical as traffic crashes killed more than 32,000 people in 2013 alone, according to NHTSA's National Center for Statistics and Analysis.

The single biggest threat to the safety of our roadways is the state of our infrastructure. Over the last decade, the Transportation Trust Fund (TTF) has been eaten up by bond repayment. As general funds grew scarce, the dedicated funds in the TTF were leveraged for bonds and re-financed repeatedly.



At this point, in order to repay the bonds the fund must rely on nearly \$400 million in additional funds beyond the dedicated funds before even working on any new projects.

New Jersey's infrastructure is crumbling, bridges and spans that have been overlooked for decades and are reaching critical points. New Jersey currently has 1,717 (26.2 percent) functionally obsolete bridges and 651 (9.9 percent) structurally deficient bridges.

Without an increase to funding in over 25 years the fund has been overburdened with rising costs and decreasing revenues as cars become more fuel efficient. Drivers have seen the impact this lack of investment has had on our roadways and are ready to pay for better roads as long as they are confident the money is getting to the right place.



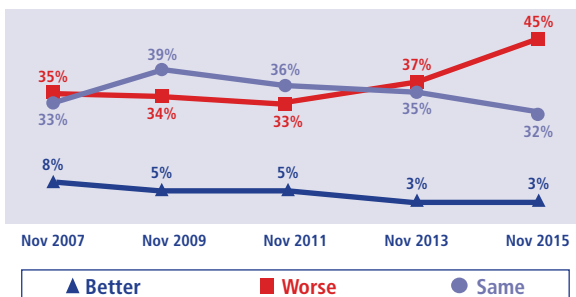
*Cinnaminson, near Pompeston Creek
Stokes Design Group, Inc. • Courtesy of NJ Alliance for Action*

ROAD CONDITIONS AND THE COMMUTE

Motorists have increasingly noticed the deteriorating conditions of our roadways. When asked to rate their satisfaction with their regular commutes, 45 percent say that their commute has gotten worse. Since 2007, the worse rankings have risen from 35 percent to an all-time high of 45 percent.



The ratings that drivers give their commute has trended poorly, especially in recent years.



Motorists in Central Jersey were more likely to say that the commute had gotten worse than in any other part of the state. Commuters who travel on state highways and toll roads are more likely to rank their commutes as having gotten worse.

While commutes may have worsened, toll roads and major interstates continue to receive the highest ratings in terms of road conditions. New Jersey's toll roads, such as the Turnpike and Garden State Parkway, received the highest ratings with 64% of drivers rating them as Good or Excellent.



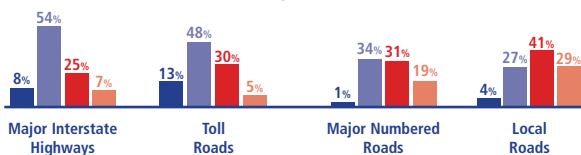
Rt. 3 / I-495 / Paterson Plank Road, Secaucus
Stokes Design Group, Inc. • Courtesy of NJ Alliance for Action



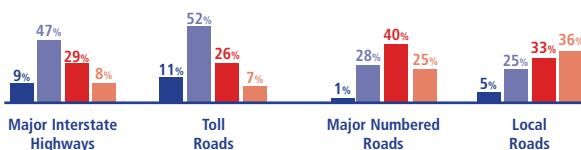
Ratings on New Jersey's roadways saw few variations across the state (see p.25 for breakdown of counties by region):

Road conditions by region

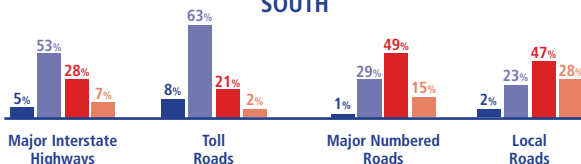
NORTH



CENTRAL



SOUTH



Excellent

Good

Fair

Poor

Local roadways fared worst of all, with 31 percent rating them as poor, up from 23 percent in 2013 and nearly doubled since 2003; 40 percent rate local roadways as fair. The dismal rankings for local roadways has been caused by years of neglect as less and less state money has gotten to municipalities, as



the TTF has had to be used for debt repayment, rather than infrastructure investment. Local roads account for a majority of the roads in New Jersey, with towns responsible for 64 percent of roads and counties controlling 22 percent of the roadways. Together, local governments are responsible for 39 percent of all bridges and carry 55 percent of all traffic. With over 35,000 center line miles of roadways under local control, a large portion of the TTF should be dedicated to funding their maintenance.

MASS TRANSIT

Riders using mass transit for their commutes fare no better than motorists, with 65 percent saying their commutes have gotten worse. For transit riders, the fare increases have been an additional pressure, with 20 percent of riders saying the fare increase is changing their commuting habits. If 20 percent of mass transit riders were to move back onto the roadways, that would be more than 180,000 additional cars on the roadways each week.

Mass transit users have remained relatively consistent – about 10 percent of respondents, but the mode of transportation has changed. Self-reported bus ridership as part of the commute has increased to 57 percent, up from 51 percent two years ago and a low of 31 percent in 2009. At the same time, self-reported train ridership as part of the commute declined to 54 percent from a high of 71 percent in 2011.





Clearly, transportation funding of roadways and/or mass transit plays a large role in motorists' commutes. Well-maintained, properly-funded transportation systems help commuters get to and from work efficiently and safely.

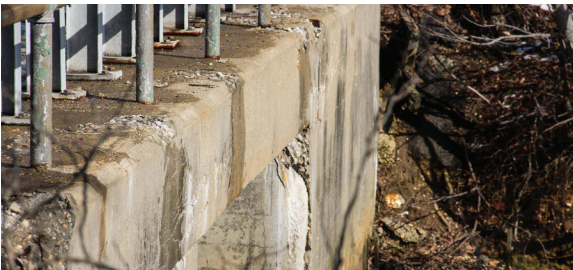
While AAA's top priority is the safety and mobility of motorists, we recognize that in New Jersey we must invest in mass transit in order to ease the burden on our roadways and to offer alternative transportation options to commuters.

INVESTMENT IN INFRASTRUCTURE

Underlying the poor rankings of road conditions and worsening commutes is a lack of funding. Over the years, motorists have come to have a greater understanding of the crisis facing transportation funding.

When asked, 59 percent of respondents were aware that New Jersey has one of the lowest gas taxes in the country, up from 47 percent ten years ago. While motorists want to see the funding crisis solved, without any other information about the funding crisis, increasing the gas tax is the least attractive option with restoring earmarked funding the most popular solution.

A majority of drivers (69 percent) want the TTF exclusively used for transportation improvements. The importance of the dedication of these funds is compounded when coupled with the fact that 57 percent believe that gas tax funds are being diverted to other purposes.



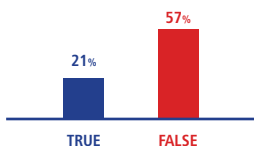
*Long Branch, near Troutman's Creek
Stokes Design Group, Inc. • Courtesy of NJ Alliance for Action*



Drivers tend to not believe that all funds from the gas tax are dedicated to the TTF

Please tell me if the following statement is true or false, to the best of your knowledge:

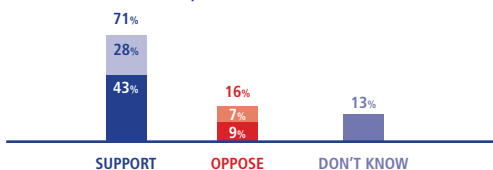
"All of the money from the gas tax in New Jersey is dedicated to the Transportation Trust Fund."



An overwhelming majority of those polled support an amendment to the state Constitution to fully dedicate the gas tax to the TTF, with 71 percent in favor and 73 percent in favor when they are told that the funds are not currently dedicated. This is why AAA strongly supported a constitutional amendment to fully dedicate the gas and petroleum tax revenues to the TTF. This question will be on the ballot in November 2016 and AAA urges all members to support this dedication.

Regardless of the level of information they are given on the TTF, drivers favor a dedicated funding stream for the TTF

"Would you support or oppose an amendment to the State Constitution that dedicates all revenue derived from the gas tax to be dedicated to the Transportation Trust Fund?"



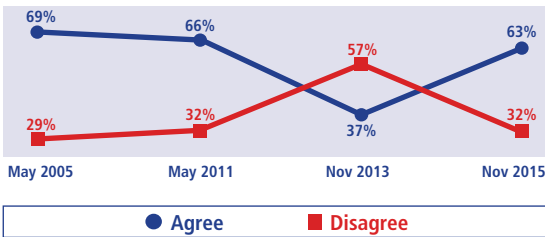
■ Strongly Support
■ Somewhat Support

■ Strongly Oppose
■ Somewhat Oppose



When provided with information about the current crisis, including the fact that debt repayment now outpaces dedicated monies raised by the gas tax, motorists are prepared to support an increase in the gas tax if the proper safeguards are put in place. Support for a dedicated increase to the gas tax climbed to 63 percent. This year, armed with information about the current state of the TTF, support nearly doubled from where it was two years ago when a similar question was asked. When residents know more about the funding crisis facing the TTF there is significant support to raise the gas tax to pay infrastructure. It's clear from these numbers that motorists are increasingly aware of the transportation funding crisis in the state and understand that infrastructure investment is necessary to improve their quality of life.

"I would support a reasonable increase in the gasoline tax to be dedicated to the Transportation Trust Fund, so long as there are safeguards in place to ensure there is no waste, abuse or diversion of the money."



At the same time that respondents will support an increase to the gas tax, 69 percent also would support a fee for alternative fuel vehicles to be dedicated to the Transportation Trust Fund.

AAA is calling on the Governor and Legislature to work toward a long-term solution to the state's current transportation funding crisis. Relying on quick fixes – in particular, debt refinancing – has undermined the integrity of the state's transportation system and negatively impacted New Jersey's economy, quality of life, safety and security.



SAFETY ON OUR ROADWAYS

Given the amount of time New Jersey motorists spend behind the wheel, the AAA Clubs believe improving safety on our roadways must be a priority. Impaired, distracted, aggressive and drowsy drivers, as well as congested roadways and unfavorable weather conditions, all affect motorists' safety.

Driving under the influence

During our survey, motorists were asked to rate the seriousness of various traffic concerns. Drunk driving remains the top concern for New Jersey motorists, with 97 percent considering this a top safety issue on New Jersey roads.

Drunk driving remains a serious concern, but how the courts deal with drunk driving offenses needs to change behavior rather than just punish offenders. Long-term license suspension can lead serious offenders to drive without a license, often-times while impaired. Which is why after much research, AAA has endorsed the use of interlock devices for all offenders.

Interlock devices have the ability to help change behavior by ensuring that drivers cannot operate a vehicle while impaired. Legislation that requires interlock devices for all offenders should include: a mechanism for oversight and monitoring of all installed devices; a requirement that offenders have a clean period of installation prior to the device being removed; a requirement that all vehicles primarily operated by the offender have a device installed; and a mechanism to address offenders who cannot afford the device.





While drinking and driving is commonly cited as dangerous behavior, driving under the influence of prescription drugs is a less known danger. Respondents have a growing awareness of this issue – 91 percent cited it as a serious concern, up from 85 percent two years ago.

Prescription drugs can impact driving, particularly when combined with other medication. AAA created RoadwiseRX to help drivers learn about potential dangerous combinations and make informed choices. AAA will continue to educate our members and the public about the dangers of impaired driving.

Distractions

With people spending an average of two-and-a-half hours in their vehicles every day, other activities, from talking to the kids to eating dinner, often take place behind the wheel. Experts estimate that drivers are engaged in potentially distracting activities more than 15 percent of the time that their vehicles are in motion.

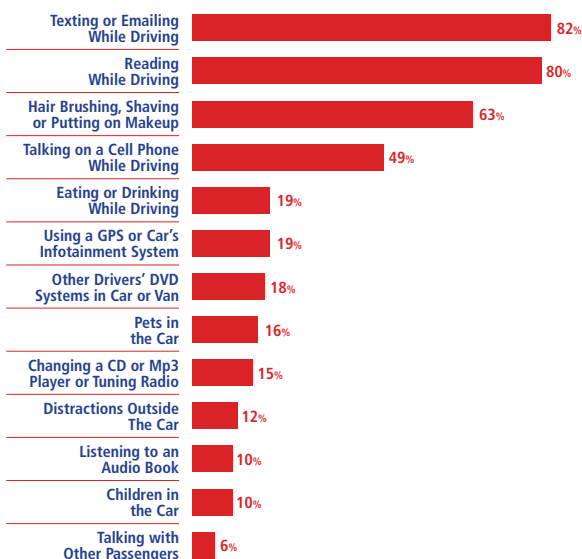
Driver distractions play a large role in traffic safety. According to NHTSA's National Center for Statistics and Analytics, 3,154 people lost their lives and an estimated 424,000 people were injured in 2013 in police-reported crashes in which at least one form of driver distraction was reported on the accident report. NHTSA reports that 16 percent of all crashes involve distraction. At any given daylight moment across America, approximately 660,000 drivers are using cell phones or manipulating electronic devices while driving, a number that has held steady since 2010. (*National Occupant Protection Use Surveys*)





When New Jersey motorists were asked to rank distractions, the top distractions were those that required the driver to look away from the road or take their hands away from the steering wheel. AAA research has found that the cognitive distraction of a conversation and using technology is more dangerous than first thought, and may distract drivers up to 27 seconds after they hang up the phone. While driver infotainment systems – those in-vehicle systems that allow drivers to access the internet and other functions – have become more popular in new vehicles, 34 percent of those surveyed listed them as a serious distraction.

Texting/Emailing and Reading while Driving are seen as the biggest distractions to drivers on New Jersey roads.

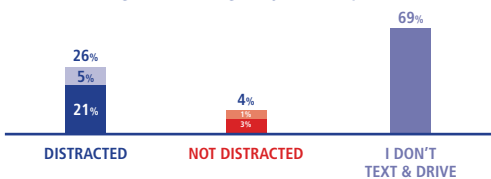


Motorists continue to believe that they are not as distracted by their cell phones as other drivers are. Thirty percent of drivers felt they were distracted while talking on a phone, but 93 percent believed that other drivers are distracted by talking on their phones.

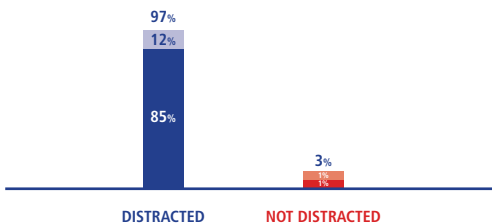


We see the same pattern when it comes to texting, although far more drivers report that they do not text and drive.

"How distracted do you feel while driving and texting on your cell phone?"



"How distracted do you feel other drivers are while driving and texting on their cell phones?"



Very Distracted Not Distracted At All
Somewhat Distracted Not Too Distracted

An overwhelming majority agree that texting while driving is dangerous – with 69 percent of drivers saying they do not text while driving, 26 percent reporting being distracted while texting, and 97 percent believing that others are distracted while texting.

The AAA Clubs remain committed to educating the public about the dangers of driving while impaired and aggressive driving. The goal is more important than ever, considering nine percent of Garden State motorists admit to driving while



drowsy, 9 percent admit to exchanging unpleasantries and/or making rude gestures to another driver, and 5 percent are text messaging or using other hand-held devices while driving. Young drivers were found to be more likely than older drivers to text message or email while driving, but there was a sharp decline in use from two years ago.

FACTORS AFFECTING TRAFFIC SAFETY

Senior Mobility

Seniors represent one of the fastest-growing segments of our population. The great majority of seniors are skillful, responsible, safe drivers, but the aging process takes a toll on the physical abilities drivers need most, including vision, hearing, strength and flexibility. Although older drivers generally do not pose a great threat to other people on the road, they themselves are at greater risk of sustaining serious or fatal injuries, even in crashes of relatively low severity.

Retesting senior drivers is often discussed as a way to keep seniors and the roads safer, despite data that shows seniors are among the safest drivers. This year, AAA asked questions about retesting for the first time.

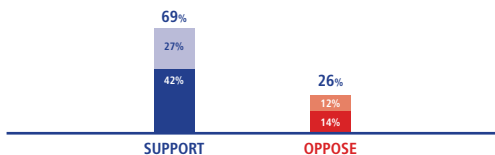
A majority (69 percent) of those asked support retesting, 44 percent of those asked believe that retesting should start at age 70. Women are more likely to support retesting, and support for retesting in general declines to 57 percent with drivers over the age of 65. While retesting is supported, revoking licenses based on age is not supported.





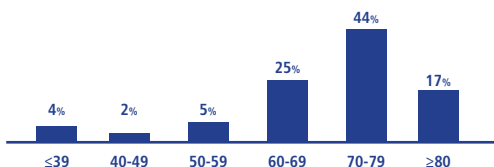
A majority of those who support driver retesting believe it should be done after the age of 70.

"Would you personally support or oppose a new law in New Jersey that would require mandatory retesting of drivers once they reach a certain age?"



■ Strongly Support ■ Strongly Oppose
■ Somewhat Support ■ Somewhat Oppose

Supporters were asked at "around what age should the retesting of drivers begin?"



Finding ways to keep seniors safely mobile is a top priority for the AAA Clubs of New Jersey:

- Continuing education and refresher training will help maintain mobility, independence, and keep seniors driving in a safe manner for a longer period of time. That's why the AAA Clubs of New Jersey partner with community colleges throughout the state and participate in the New Jersey Motor Vehicle Commission's "Wisdom Behind the Wheel" program to bring AAA's senior driving tools to over a thousand motorists annually.



- **DriveSharp** – A revolutionary online program that is clinically proven to help drivers see more, react faster and cut crash risk by up to 50 percent. It allows seniors to “train their brain” to keep driving longer and more safely.
- **Roadwise Review** – A computer-based self-assessment tool that measures the eight functional abilities shown to be the strongest predictors of crash risk among seniors.
- **CarFit** – A free check to ensure a senior’s vehicle meets his or her needs.
- **SeniorDriving.AAA.com** – A newly revamped website that offers tips and general safe driving information for seniors and their families.

Teen Driver Safety

Motor vehicle crashes are the leading cause of teen death in New Jersey and the U.S., with more than 2,100 teens killed and 243,000 injured each year nationwide. In 2014, there were 37,980 crashes involving teen drivers in New Jersey. Despite being seven percent of the driving population, they account for 11 percent of all crashes. While most of these crashes resulted in minor injuries and/or property damage, 23 teen drivers and 15 teen passengers being driven by teens were killed. Speed, distraction, inexperience and lack of seat belt use were prevalent factors in these fatal crashes. In some cases, the teen driver had multiple violations on his or her driving record, according to the New Jersey Division of Highway Traffic Safety.

New Jersey has a licensing system that is unique in the United States. The licensing age is 17, compared with 16 in most states. New Jersey’s graduated driver licensing (GDL) system, introduced in 2001, includes provisions for novices of all ages and is one of the most comprehensive in the nation. The learner permit must be held for at least six months; the probationary license prohibits driving between 11:01 p.m. and 5 a.m. and establishes a one-passenger limit, regardless of a familial



affiliation, unless a parent or guardian is in the vehicle. New Jersey also has the nation's first decal law, which requires all novice drivers to display a red decal to alert police that the driver has restrictions.

While New Jersey's licensing policies for young drivers are a model for the nation, we must continue to improve and enhance the state's GDL program to further reduce teen driver crashes in our state. The latest traffic safety report cards from the Centers for Disease Control (CDC) and Advocates for Highway & Auto Safety have ranked New Jersey lower for not having stricter nighttime driving restrictions and for the lack of required practice hours.

AAA proposes several programs, including parent/teen orientation; holding a permit for a minimum of one year; minimum 50 hours of certified practice driving (10 of those hours must be at night) or a minimum of 100 hours of certified practice driving (20 of these hours must be at night) without behind-the-wheel training; and limit of one passenger regardless of relationship to driver.

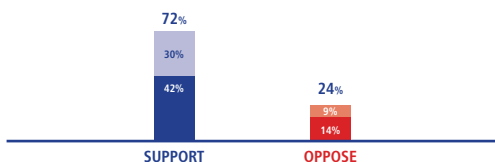
Motorists are in favor of many of AAA's policy initiatives. Seventy-two percent of those surveyed support a law that would require parents and teens to attend a driver's education class together or online, and 77 percent support requiring teens to log 50 hours of practice driving before obtaining their license.





Drivers strongly support a 90-minute course for parents and teens who are ready to drive.

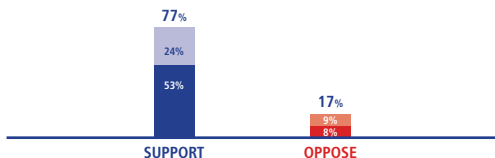
"Would you personally support or oppose a new law that would require parents and teens to attend a 90-minute driver's education session together or online."



■ Strongly Support ■ Strongly Oppose
■ Somewhat Support ■ Somewhat Oppose

Support for the 50 practice hour law is high overall.

"Would you personally support or oppose a new law in New Jersey that would require teens to log 50 practice hours of driving before they obtain their license?"



■ Strongly Support ■ Strongly Oppose
■ Somewhat Support ■ Somewhat Oppose

DRIVER AND PASSENGER SAFETY

Seat belts and frontal air bags are among the most important safety devices available, together saving thousands of lives each year. The National Highway Traffic Safety Administration quantifies the benefits of these devices by estimating the number of people saved by each device, the number who



would have lived if more occupants had buckled up, and the savings and loss in financial terms. In 2013, an estimated 12,584 lives were saved by seat belts and 2,388 lives were saved by airbags.

Primary seat belt laws are the most effective way to ensure seat belt use. New Jersey front seat belt laws are a primary offense, but backseat belt use remains a secondary offense. Making all seat belt use primary would move New Jersey toward the goal of 100 percent usage.

Child Car Seats

Motor vehicle crashes are the number one cause of the death of children over the age of six months in the United States. The proper use of child car seats is one of the simplest and most effective methods available for protecting the lives of our young children in the event of a motor vehicle crash. However, three out of every four children in child safety seats are not properly secured, or worse, not restrained at all. Only the correct use of child car seats will offer the protection a child needs according to NHTSA's National Center for Statistics and Analysis.

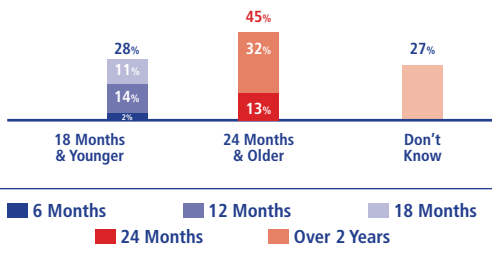


AAA was happy to support New Jersey's first-in-the-nation law to require children to be in car seats in accordance with the American Academy of Pediatrics recommendations. Children under 2 years and 30 pounds must remain rear-facing, those under 4 years and 40 pounds must remain in a five-point



harness. The law, which went into effect in September 2015, is still not well known to many. When asked at what age children must remain rear-facing until, the most popular answer (32 percent) was over the age of two, however 54 percent of respondents either did not know or provided an age younger than two.

A plurality of drivers recall that children must be in rear-facing car seats for two years.



AAA will continue to work to enhance education on this important law. The Clubs continue to regularly sponsor free child safety seat checks, and fund training programs for law enforcement, emergency and medical professionals, as well as AAA associates to become nationally certified experts in child passenger safety.

SLOW DOWN, MOVE OVER

In 2010, AAA, along with a coalition of emergency service workers and government entities, saw our hard work pay off with the creation of the Move Over law. The law protects emergency workers by requiring motor vehicle operators to reduce their speed and change lanes when approaching authorized vehicles displaying emergency lights. When safely changing lanes is not possible, drivers must slow down below the posted speed limit.



With some of the busiest highways in the country, New Jersey roadways are particularly dangerous for emergency personnel working on the side of the road. The law should make the roads safer for emergency and maintenance vehicles, tow trucks and official motorist aid vehicles displaying amber emergency lights. Unfortunately, not enough drivers are aware of the law, which is why AAA continues to advocate for additional education and signage.

AAA supports this education effort and will continue to work to ensure the safety of all on our roadways. AAA also supports expanding the Move Over law to include pedestrians and bicyclists. Having a uniform Move Over law will make vulnerable road users safer and will help to ingrain the behavior in all drivers.



AUTOMATED ENFORCEMENT

In December 2014, New Jersey ended a pilot red-light camera program. While the program has ended, a final report has not yet been issued.

The red-light cameras are designed to deter motorists from running red lights by taking a picture of the license plate of any vehicle breaking the law, thus reducing traffic accidents in intersections. The law required that each municipality conduct a safety impact study when selecting to use the cameras.



AAA believes successful red light camera programs are beneficial to reducing accidents in intersections, but should only be installed if the goal is increased safety in the community and not increased revenue.

Support for the program continued to decrease each year the program was in place. Support for the program peaked in 2007 with 77 percent; in 2015, only 51 percent supported red-light cameras.

While red-light cameras may not be popular, 87 percent of those polled would support cameras on school buses.



NORTH, CENTRAL & SOUTH REGION BREAKDOWNS:

NORTH: Bergen, Essex, Hudson, Morris, Passaic, Sussex, Union & Warren

CENTRAL: Hunterdon, Mercer, Middlesex, Monmouth, Ocean & Somerset

SOUTH: Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester & Salem



CONTACT INFORMATION



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