# NJ's Local Safety Program
# An HSIP Success Story!

Stakeholder Partnering Session
NJDOT
July 13, 2015

*Efficiency through technology and collaboration*


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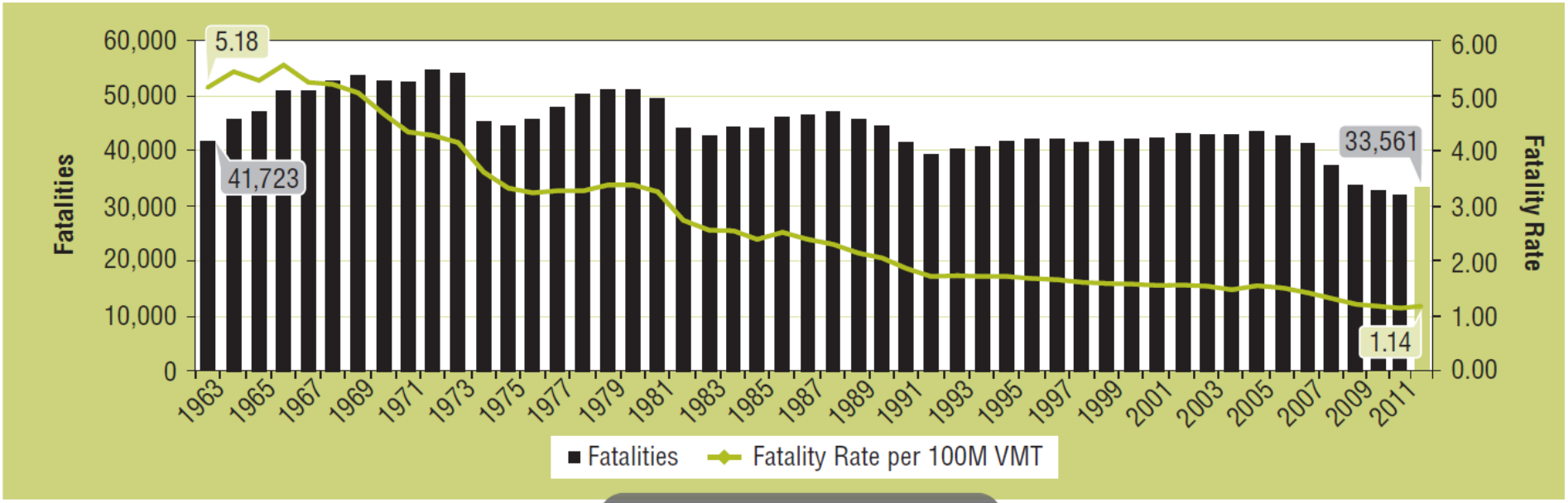
NJ Division Office


DARIEN POLICE

# National Fatalities *(miles travelled)*

**Fatalities and Fatality Rate per 100 Million Vehicle Miles Traveled by Year**

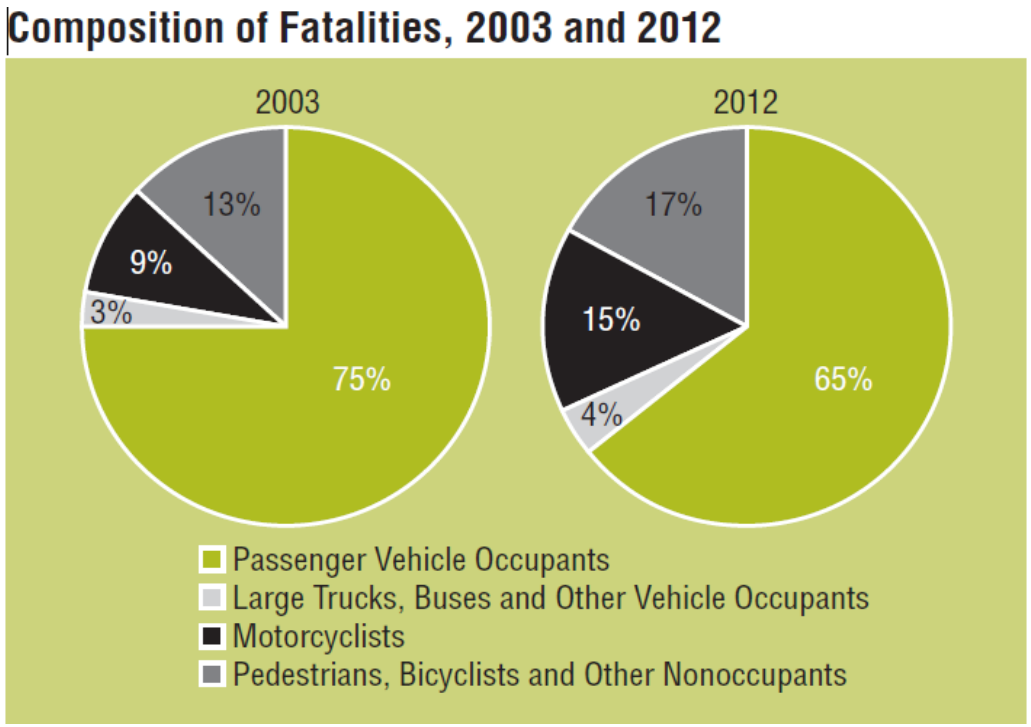



Source: 1963–1974: National Center for Health Statistics, HEW, and [illegible] (Adjusted to 30-Day Traffic Deaths by NHTSA);
FARS 1975–2011 (Final), 2012 Annual Report File (ARF); Vehicle Miles Traveled (VMT): Federal Highway Administration.

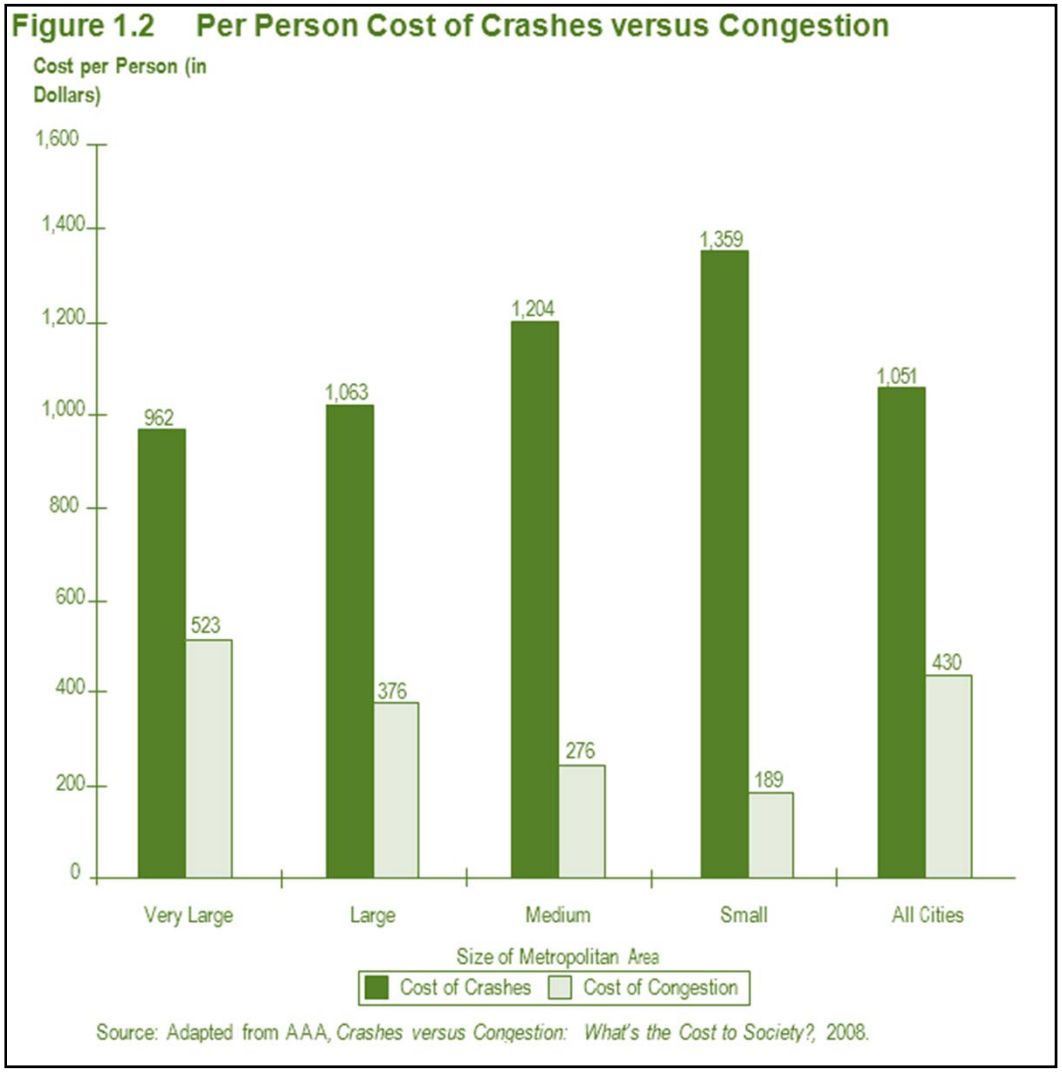
# Risk Associated with our Roadways

- Every 15 minutes someone is killed.
- In 2012, there were 33,561 fatalities.

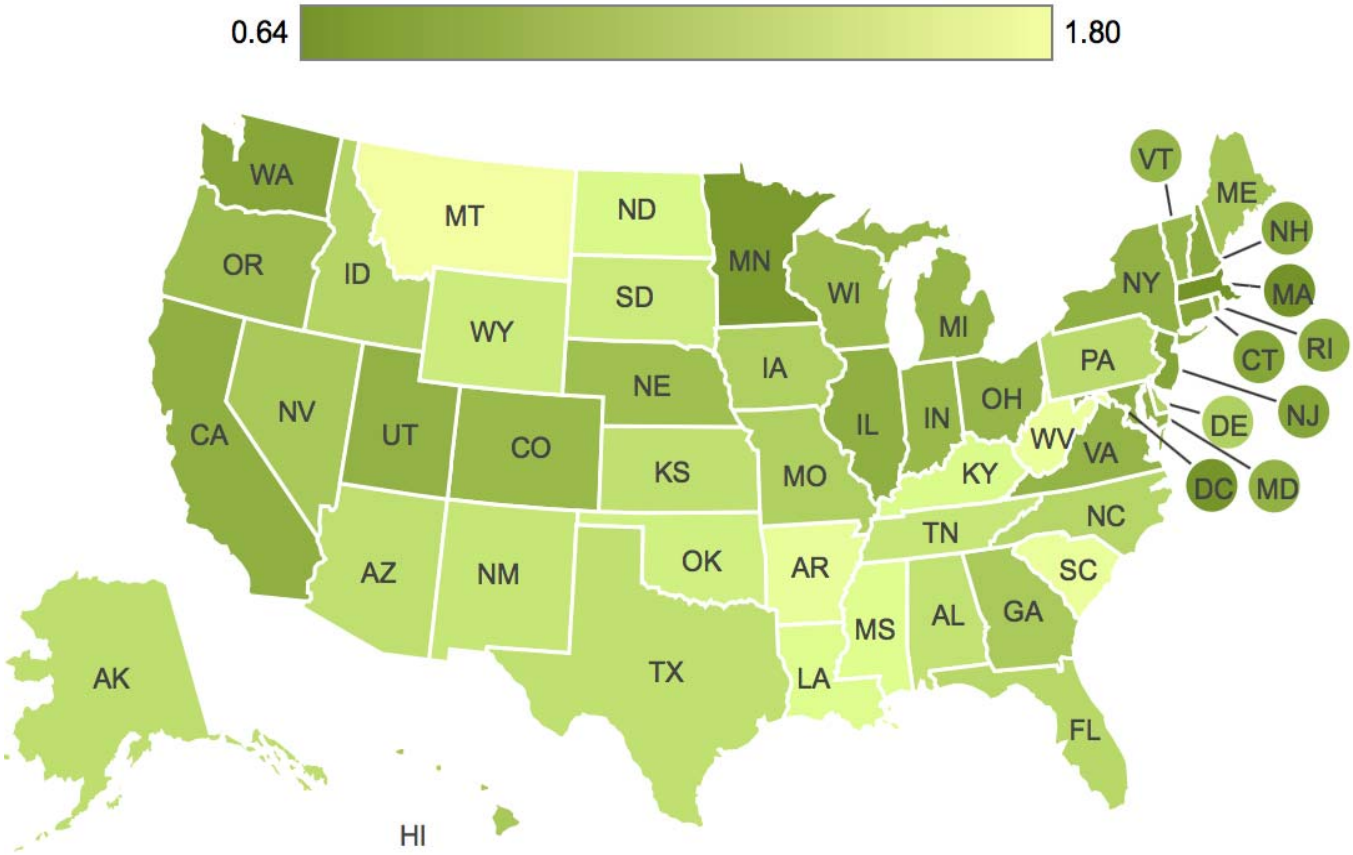
# *Data Trends*
# Increase Pedestrian Fatalities



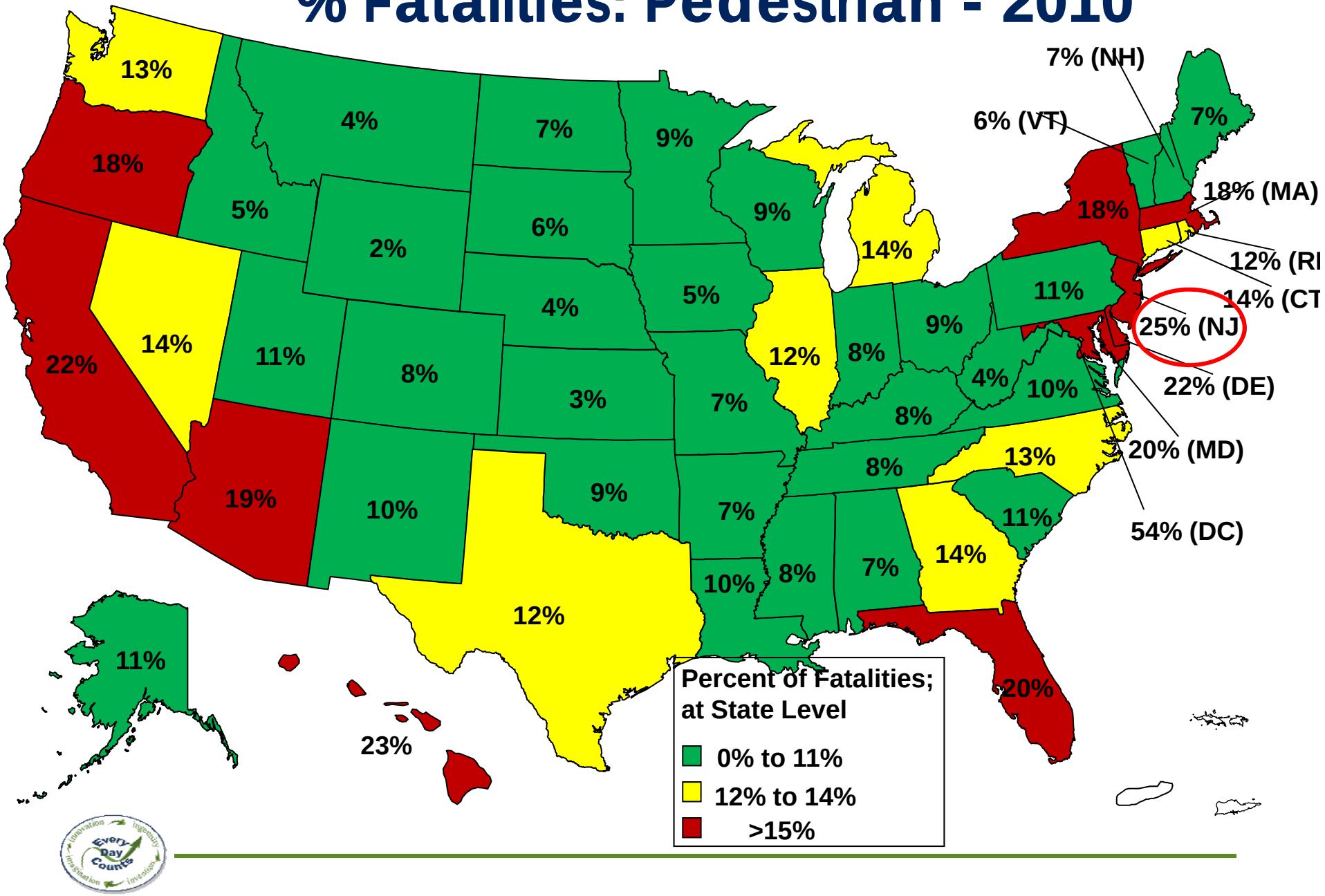
# Congestion Costs vs. Crash Costs



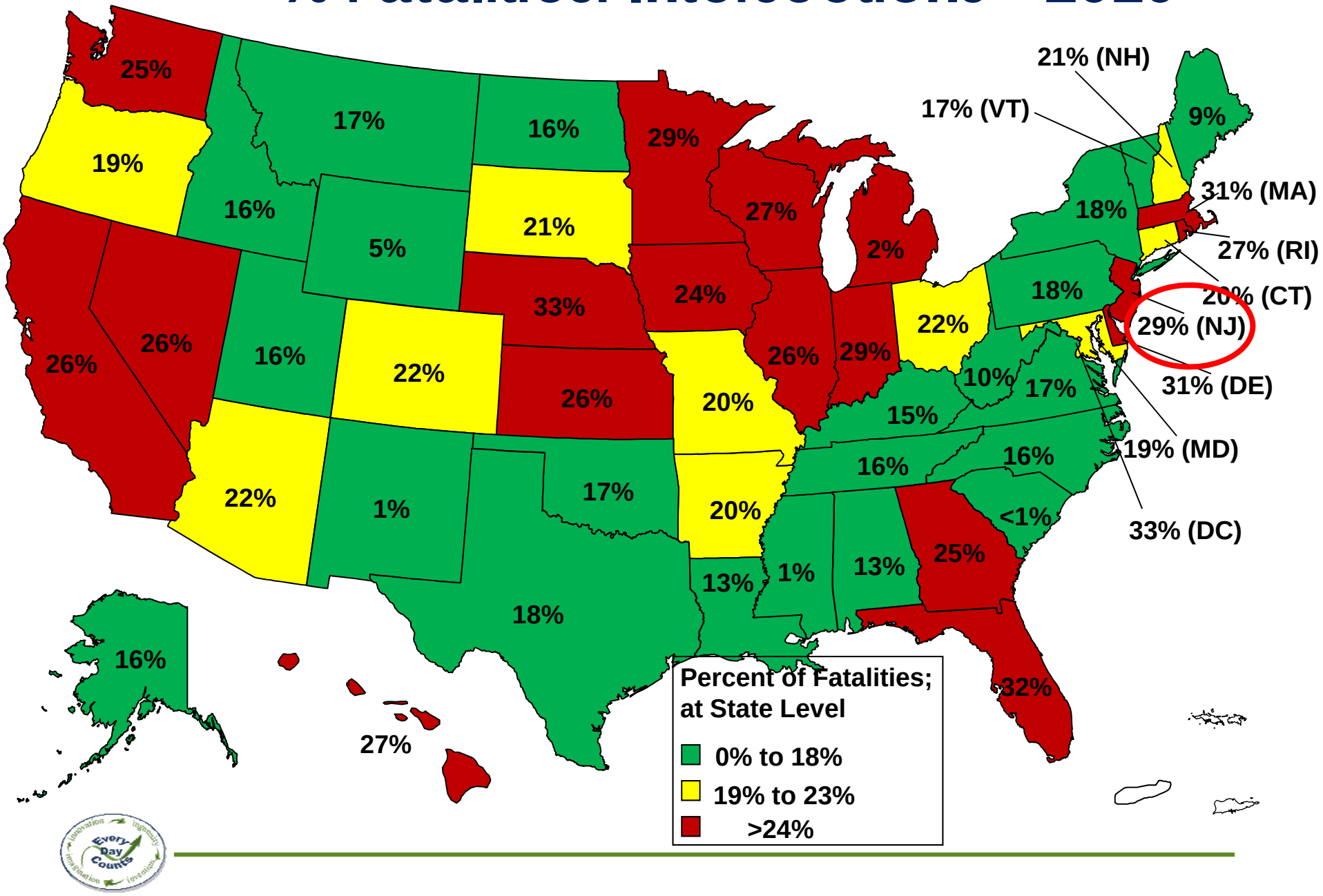
# Average Fatality Rate 2009-2012

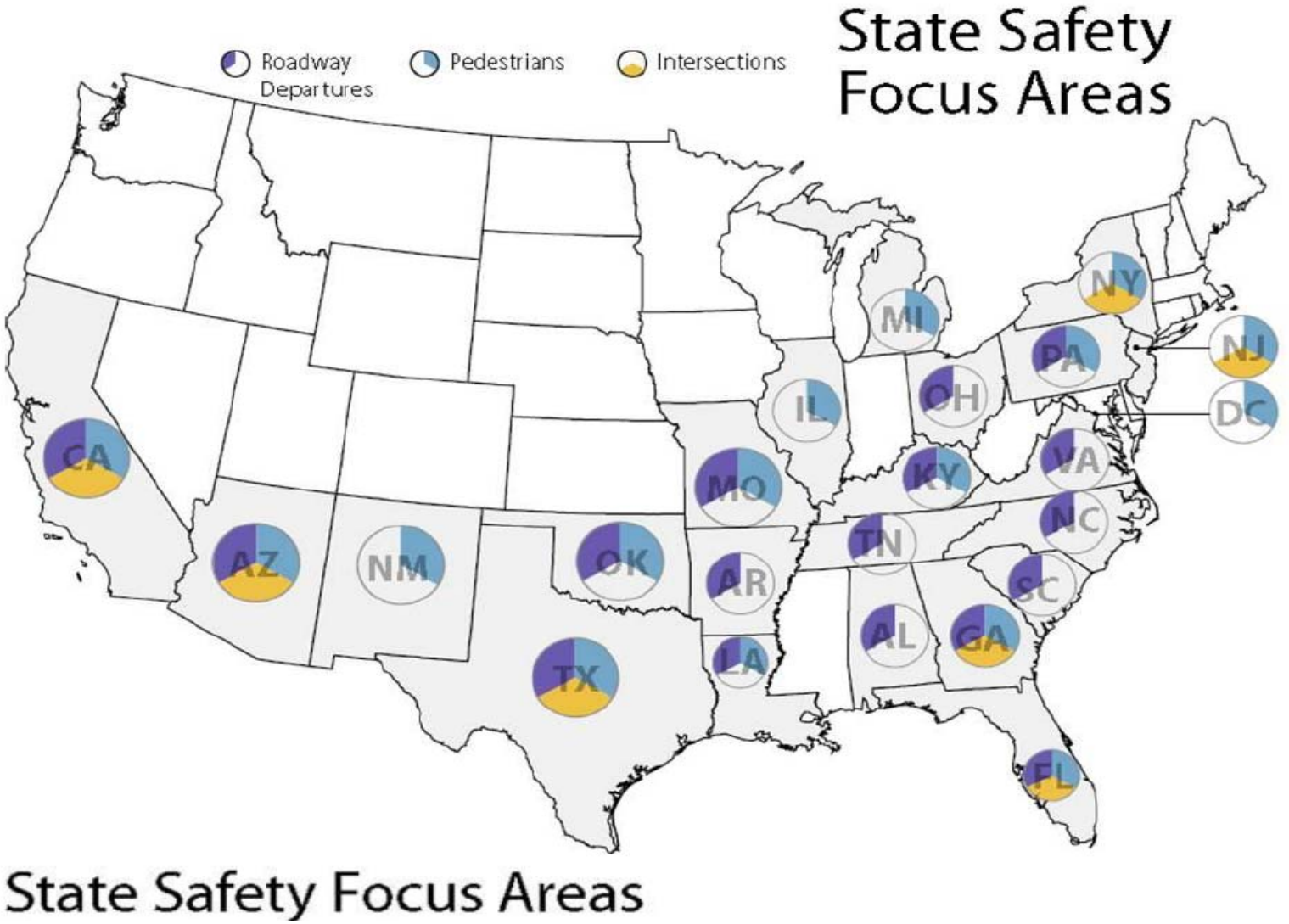


# % Fatalities: Pedestrian - 2010



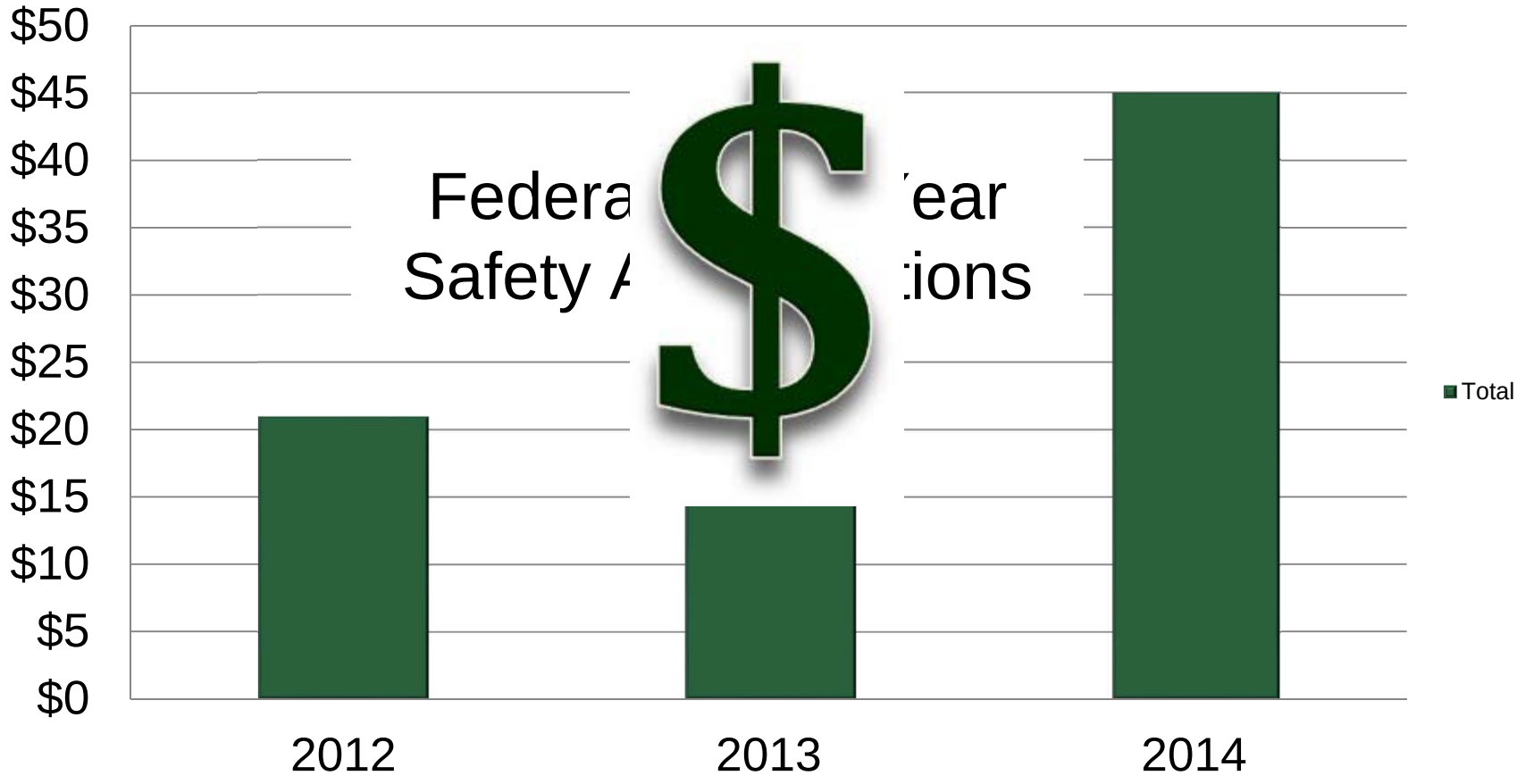
# % Fatalities: Intersections - 2010






State Safety Focus Areas

# NJ's $57 Million Annual HSIP Apportionment



# Highway Safety Improvement Program, *HSIP*

## *Projects or Programs that:*

- Identified through a data-driven process
- Addresses NJ's *Comprehensive* Strategic Highway Safety Plan Priority
- Targets identified safety issue with funding eligibility on all public roads
- Reduces fatalities and serious injuries

Toward Zero Deaths™
National Strategy on Highway Safety

Identified through a data-driven process

# NJ Safety Emphasis Areas

## Fatalities &Serious Injuries – 2008 to 2012

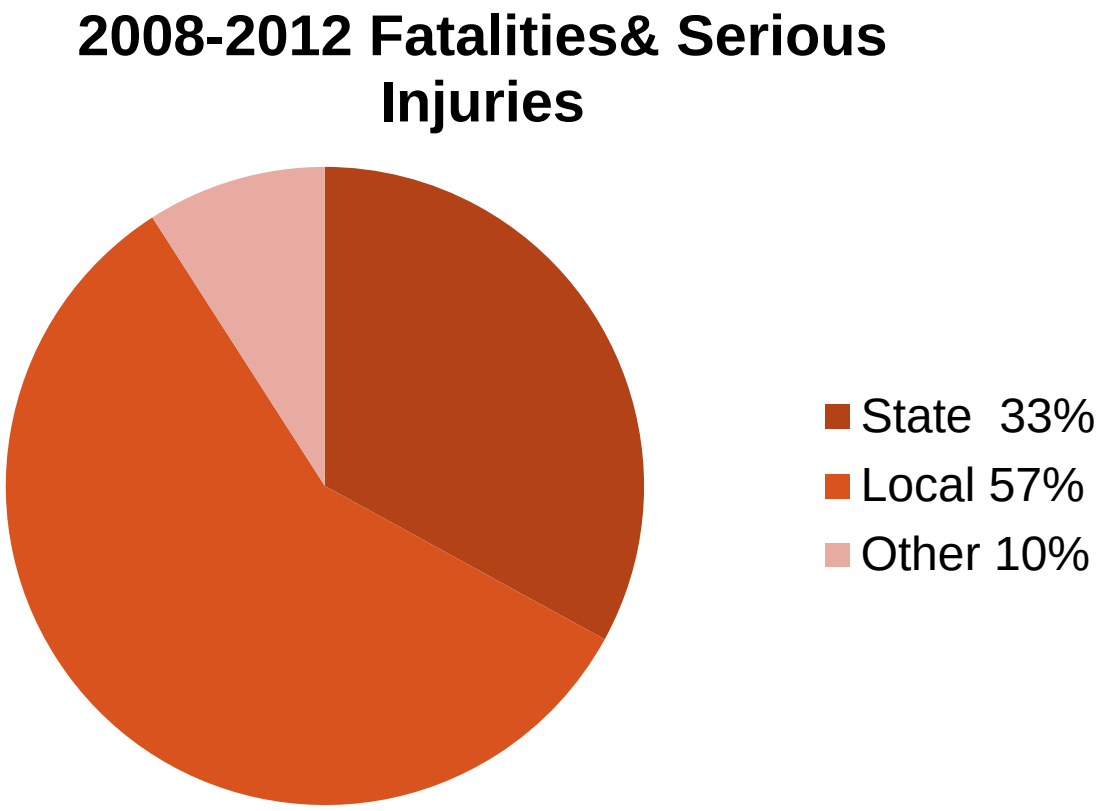
| Safety Emphasis Area | National Fatalities Percentage | New Jersey | | | |
|---|---|---|---|---|---|
| | | Fatalities | | Fatalities + Serious Injuries | |
| | | Percentage | Number [c] | Percentage | Number [c] |
| **Statewide Totals** | | 2,946 | | 10,605 | |
| **Lane Departure** | **52%** [a] | **47%** | 1,386 | 45% | 4,776 |
| **Drowsy and Distracted Driving** | **12%** [b] | **34%** | 1,002 | 42% | 4,478 |
| **Aggressive Driving** | **36%** [b] | **32%** | 937 | 34% | 3,600 |
| **Intersections** | **21%** [a] | **24%** | 700 | 30% | 3,233 |
| **Pedestrians and Bicyclists** | **15%** [a] | **27%** | 798 | 23% | 2,472 |
| **Impaired Driving** | **31%** [a] | **14%** | 420 | 18% | 1,898 |
| **Mature Drivers (Over the Age of 64)** | **16%** [b] | **20%** | 591 | 17% | 1,840 |
| **Unbelted Vehicle Occupants** | **34%** [a] | **18%** | 531 | 16% | 1,740 |
| **Teen Drivers (Under the Age of 21)** | **8%** [b] | **11%** | 337 | 13% | 1,395 |
| **Motorcyclists** | **14%** [a] | **13%** | 375 | 12% | 1,245 |
| **Heavy Vehicles** | **12%** [a] | **5%** | 162 | 3% | 337 |
| **Unlicensed Drivers** | **16%** [b] | **1%** | 36 | 3% | 337 |
| **Work Zones** | **2%** [b] | **3%** | 76 | 2% | 183 |
| **Train-Vehicle Collisions** | **1%** [b] | **0%** | 9 | 0% | 13 |

Targets identified safety issue with funding eligibility on all public roads

# Distribution of Roadway Miles, Fatalities and Severe Injuries by Jurisdiction

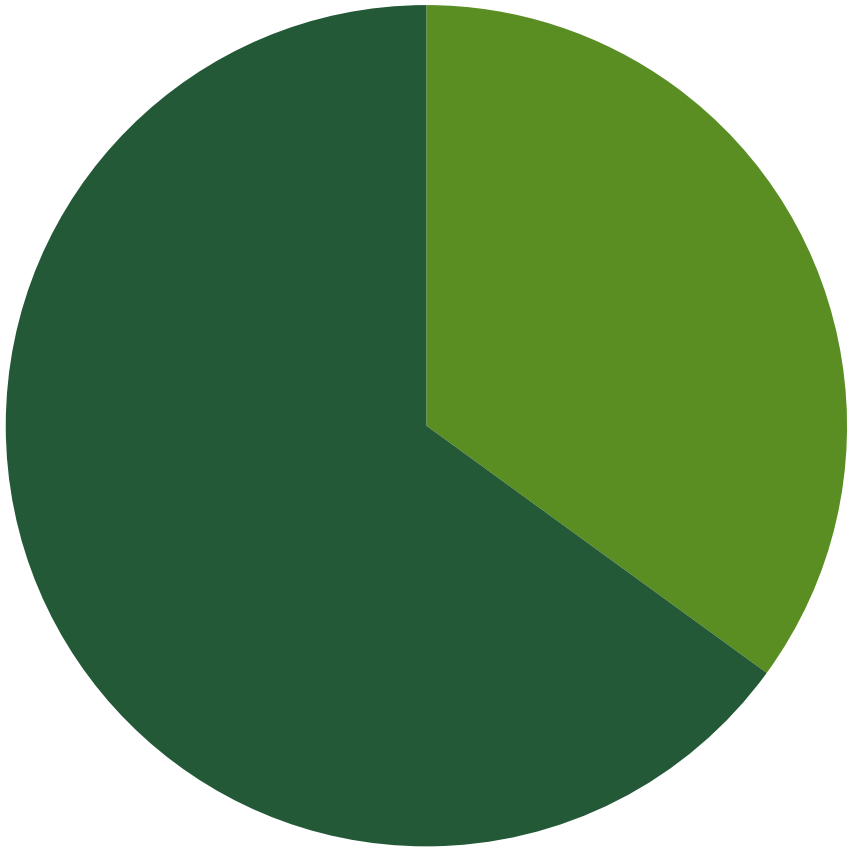
| | State Road System | | | | | Local Road System | | Other | Statewide |
|---|---|---|---|---|---|---|---|---|---|
| | | State Highway | | | | | | | |
| | Interstate | Total | Urban | Rural | Unknown | County | Municipal | | |
| **Roadway Length** | **State: 2,757 miles (7%)** | | | | | **Local: 35,820 miles (89%)** | | | |
| **Miles** | — | — | — | — | — | 6,826 | 28,994 | 1,719 | 40,296 |
| **% Total Miles** | — | — | — | — | — | 17% | 72% | 4% | 100% |
| **Total Fatalities & Serious Injuries** | **State: 3,265 (33%)** | | | | | **Local: 5,735 (57%)** | | | |
| **Number** | 413 | 2,852 | 2,284 | 282 | 286 | 3,385 | 2,350 | 1,037 | 10,037 |
| **% Total Fatalities and Serious Injuries** | 4% | 28% | 23% | 3% | 3% | 34% | 23% | 10% | 100% |

Targets identified safety issue with funding eligibility on all public roads



Targets identified safety issue with funding eligibility on all public roads

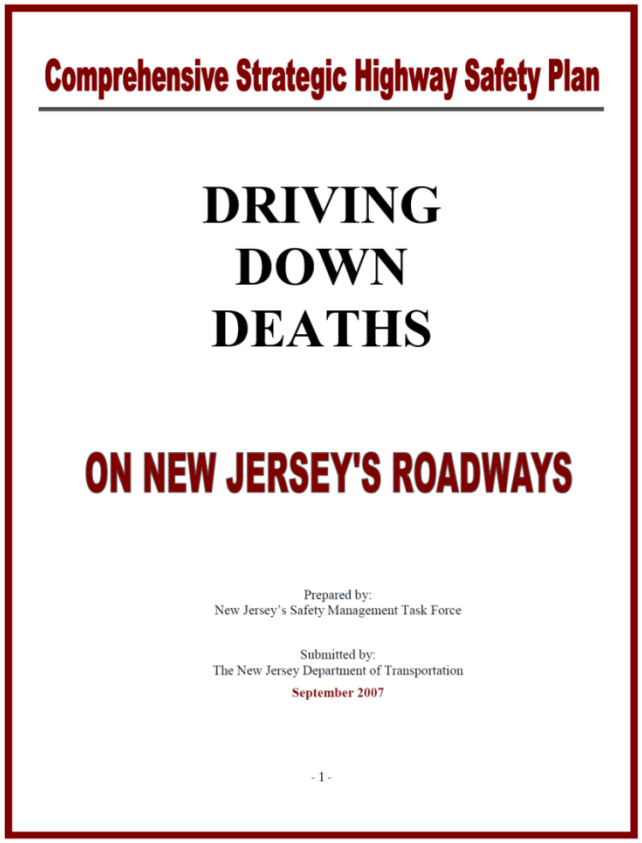
# Distribution of Safety Funds in 2014



**Total Obligation**
**~ $45 Million ~**

- State Projects 35%
- Local Projects 65%

# Addresses NJ's *Comprehensive* Strategic Highway Safety Plan Priority


Comprehensive Strategic Highway Safety Plan

DRIVING DOWN DEATHS

ON NEW JERSEY'S ROADWAYS

Prepared by:
New Jersey's Safety Management Task Force

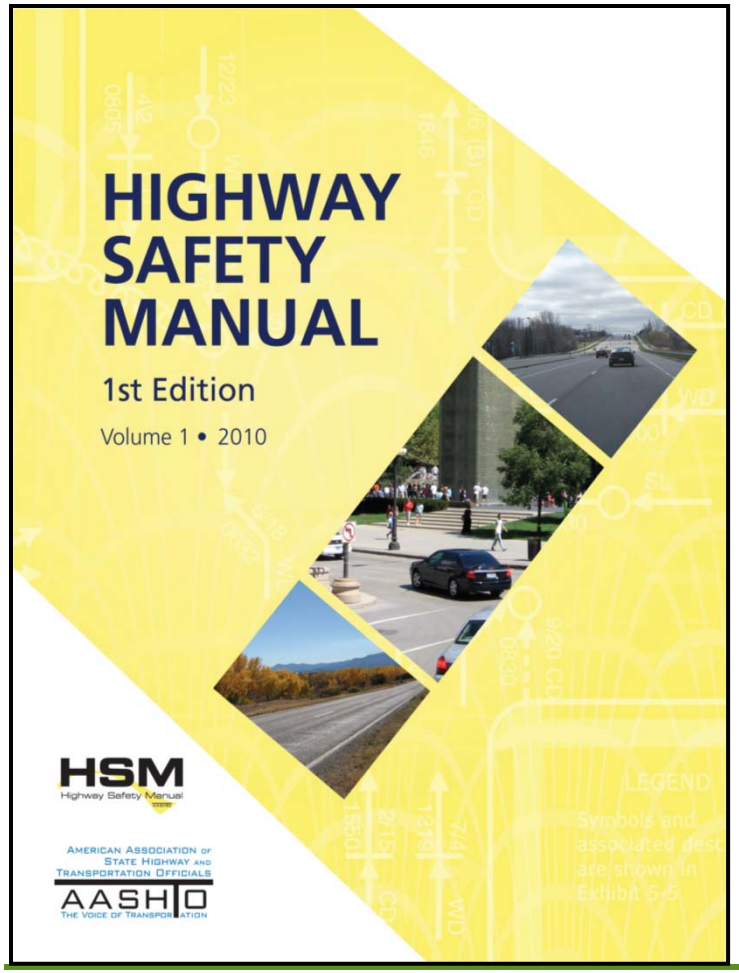
Submitted by:
The New Jersey Department of Transportation
September 2007

- 1 -

## 8 Emphasis Areas

- Minimize Roadway Departure Crashes
- Improve Design/Operation of Intersections
- Curb Aggressive Driving
- Reduce Impaired Driving
- Reduce Young Driver Crashes
- Sustain Senior Mobility
- Increase Driver Safety Awareness
- Reduce Pedestrian, Bicycle, Rail and Vehicular Conflicts

# Predictive Tools for Targeted Crash Reductions




## A Useful Tool For Quantifying Safety

# Winning HSIP Funds…

- Align project with **SHSP**
- Data Driven ~ Use **Plan4Safety**
- Justify *why & how* your project will address **identified safety concern** using the **HSM**
- Incorporate ***9 Proven Countermeasures***
- Prioritize Focus State **Pedestrian - Intersection**

# 9 Proven Countermeasures


Roundabouts


Corridor Access Management


Backplates with Retroreflective Borders


Longitudinal Rumble Strips and Stripes on Two-Lane Roads


Enhanced Delineation and Friction for Horizontal Curves


Safety Edge$_{SM}$


Medians and Pedestrian Crossing Islands in Urban and Suburban Areas


Pedestrian Hybrid Beacon


Road Diet

http://safety.fhwa.dot.gov/provencountermeasures/

## Local Safety Program

- Addresses MPO and/or NJDOT derived high priority crash locations on Local Roadways

## High Risk Rural Road Program

- Set-aside federal safety funds to address travel safety needs in rural areas.

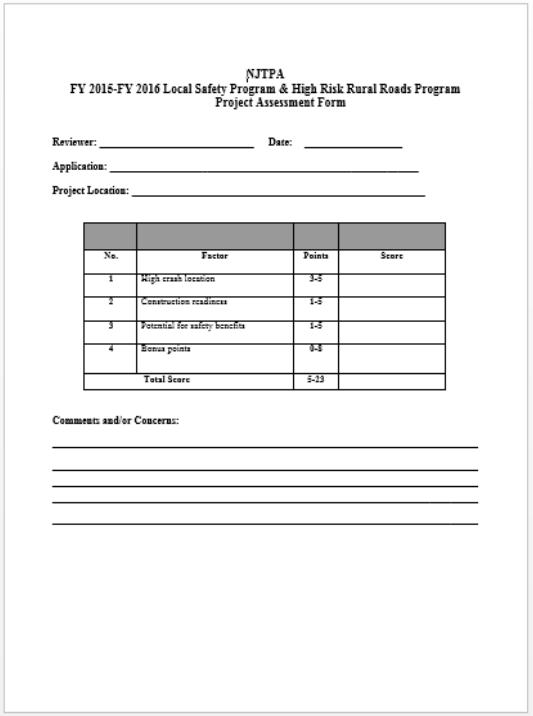
# Authorization Process for Local Safety Program

- Solicitation of projects through the sub regions
- MPO screening of all the submitted applications
- Advancement of applications to Technical Advisory Committee (TAC)
- TAC Meeting
- Final Scores
- Application recommended to proceed
- FHWA final authorization

# LSP Application Process


Every Day Counts
innovation ingenuity imagination investment

# LSP Application Process



NJTPA
FY 2015-FY 2016 Local Safety Program & High Risk Rural Roads Program
Project Assessment Form

Reviewer: _____ Date: _____

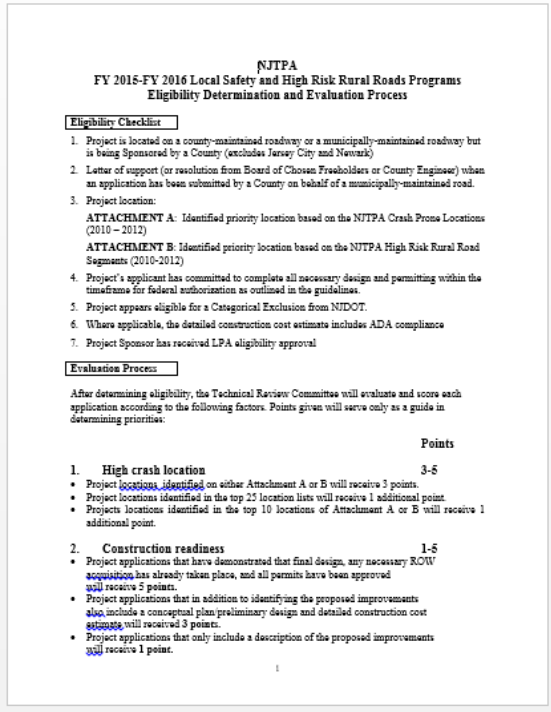
Application: _____

Project Location: _____

| No. | Factor | Points | Score |
|---|---|---|---|
| 1 | High crash location | 3-5 | |
| 2 | Construction readiness | 1-5 | |
| 3 | Potential for safety benefits | 1-5 | |
| 4 | Bonus points | 0-8 | |
| | Total Score | 5-23 | |

Comments and/or Concerns:

_____
_____
_____
_____
_____



NJTPA
FY 2015-FY 2016 Local Safety and High Risk Rural Roads Programs
Eligibility Determination and Evaluation Process

**Eligibility Checklist**

1. Project is located on a county-maintained roadway or a municipally-maintained roadway but is being Sponsored by a County (excludes Jersey City and Newark)
2. Letter of support (or resolution from Board of Chosen Freeholders or County Engineer) when an application has been submitted by a County on behalf of a municipally-maintained road.
3. Project location:
   **ATTACHMENT A**: Identified priority location based on the NJTPA Crash Prone Locations (2010 – 2012)
   **ATTACHMENT B**: Identified priority location based on the NJTPA High Risk Rural Road Segments (2010-2012)
4. Project's applicant has committed to complete all necessary design and permitting within the timeframe for federal authorization as outlined in the guidelines.
5. Project appears eligible for a Categorical Exclusion from NJDOT.
6. Where applicable, the detailed construction cost estimate includes ADA compliance
7. Project Sponsor has received LPA eligibility approval

**Evaluation Process**

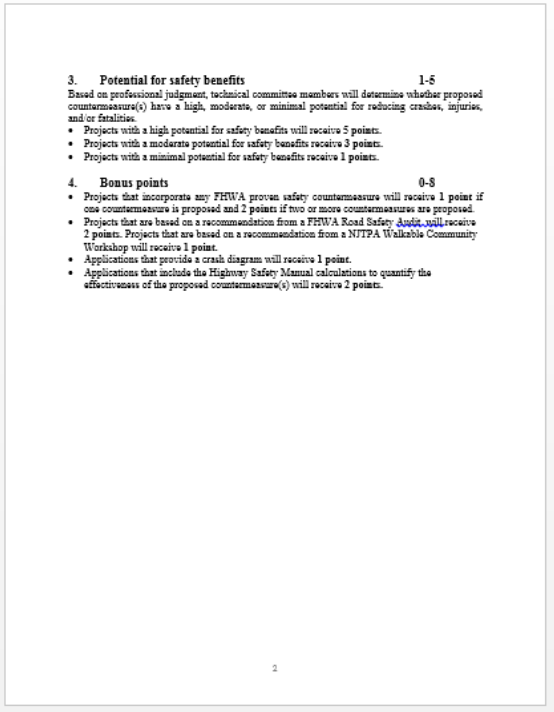
After determining eligibility, the Technical Review Committee will evaluate and score each application according to the following factors. Points given will serve only as a guide in determining priorities:

**Points**

**1. High crash location** **3-5**
- Project locations identified on either Attachment A or B will receive 3 points.
- Project locations identified in the top 25 location lists will receive 1 additional point.
- Projects locations identified in the top 10 locations of Attachment A or B will receive 1 additional point.

**2. Construction readiness** **1-5**
- Project applications that have demonstrated that final design, any necessary ROW acquisition has already taken place, and all permits have been approved will receive 5 **points.**
- Project applications that in addition to identifying the proposed improvements also include a conceptual plan/preliminary design and detailed construction cost estimate will received 3 **points.**
- Project applications that only include a description of the proposed improvements will receive 1 **point.**

1



**3. Potential for safety benefits** **1-5**

Based on professional judgment, technical committee members will determine whether proposed countermeasure(s) have a high, moderate, or minimal potential for reducing crashes, injuries, and/or fatalities.
- Projects with a high potential for safety benefits will receive 5 **points.**
- Projects with a moderate potential for safety benefits receive 3 **points.**
- Projects with a minimal potential for safety benefits receive 1 **points.**

**4. Bonus points** **0-8**
- Projects that incorporate any FHWA proven safety countermeasure will receive 1 **point** if one countermeasure is proposed and 2 **points** if two or more countermeasures are proposed.
- Projects that are based on a recommendation from a FHWA Road Safety Audit will receive 2 **points.** Projects that are based on a recommendation from a NJTPA Walkable Community Workshop will receive 1 **point.**
- Applications that provide a crash diagram will receive 1 **point.**
- Applications that include the Highway Safety Manual calculations to quantify the effectiveness of the proposed countermeasure(s) will receive 2 **points.**

2

# MPO's LSP Success Stories

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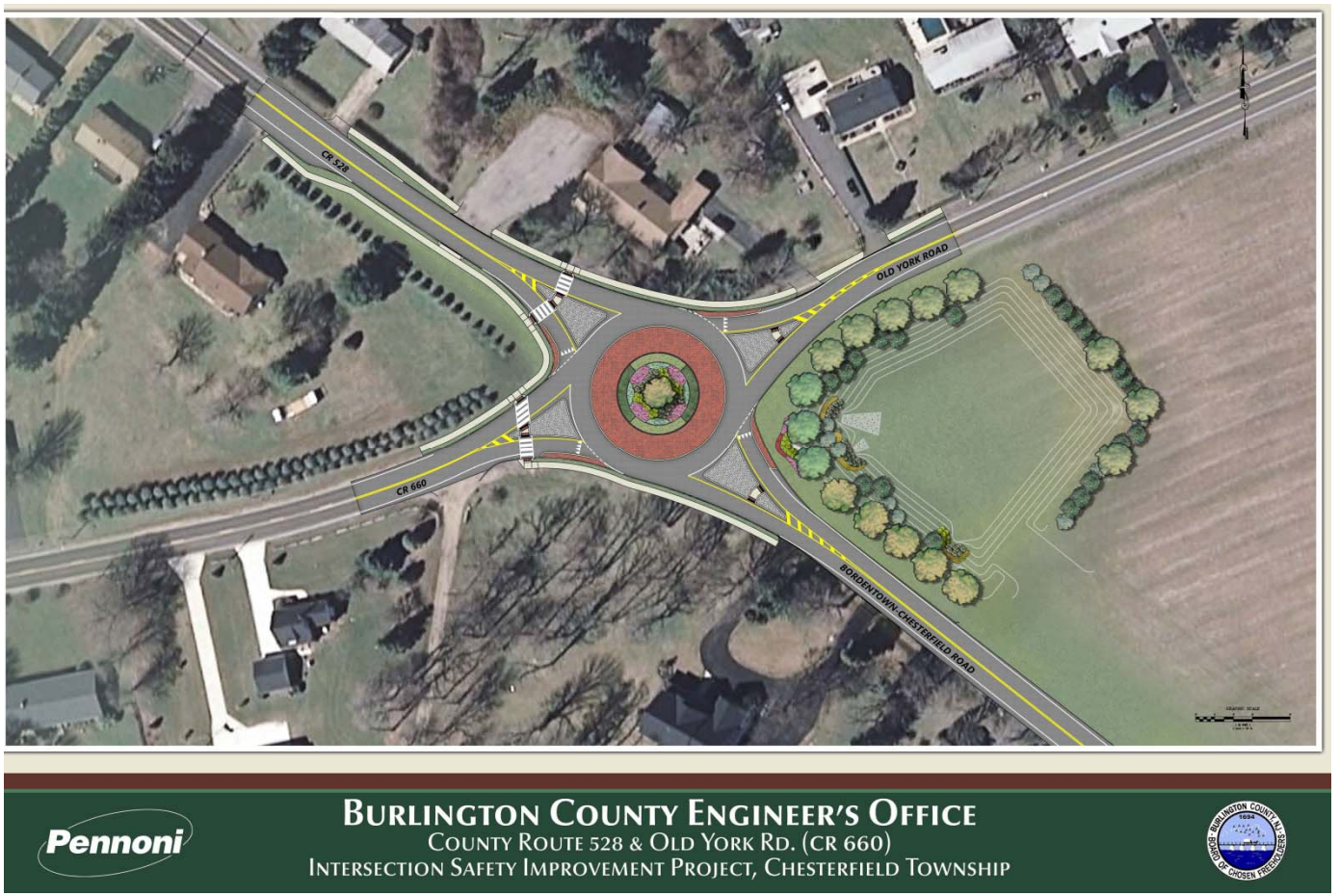

# Burlington County
# Modern Roundabout

# Monmouth County
# Pedestrian Safety Improvements

# Thank You


Questions/Comments/Concerns?

Send an email to:

caroline.trueman@dot.gov