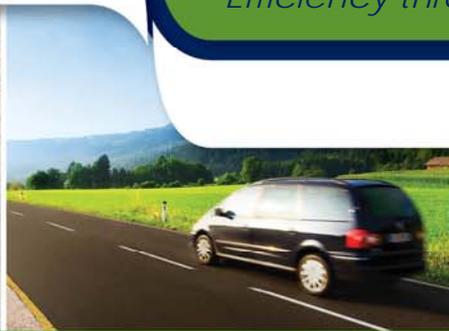


NJ's Local Safety Program An HSIP Success Story!

Stakeholder Partnering Session
NJDOT
July 13, 2015

Efficiency through technology and collaboration



Caroline Trueman
Safety Engineer
NJ Division Office

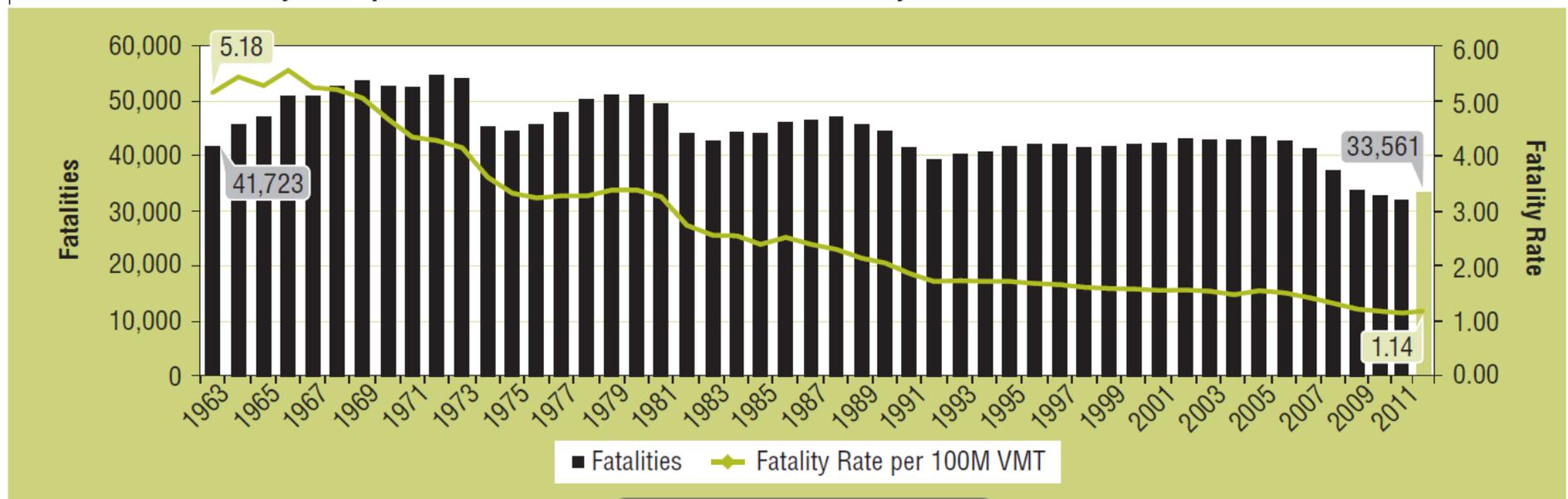


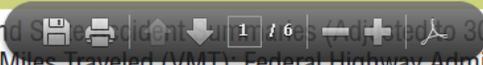
TZD **Toward Zero Deaths™**
National Strategy on Highway Safety



National Fatalities (*miles travelled*)

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

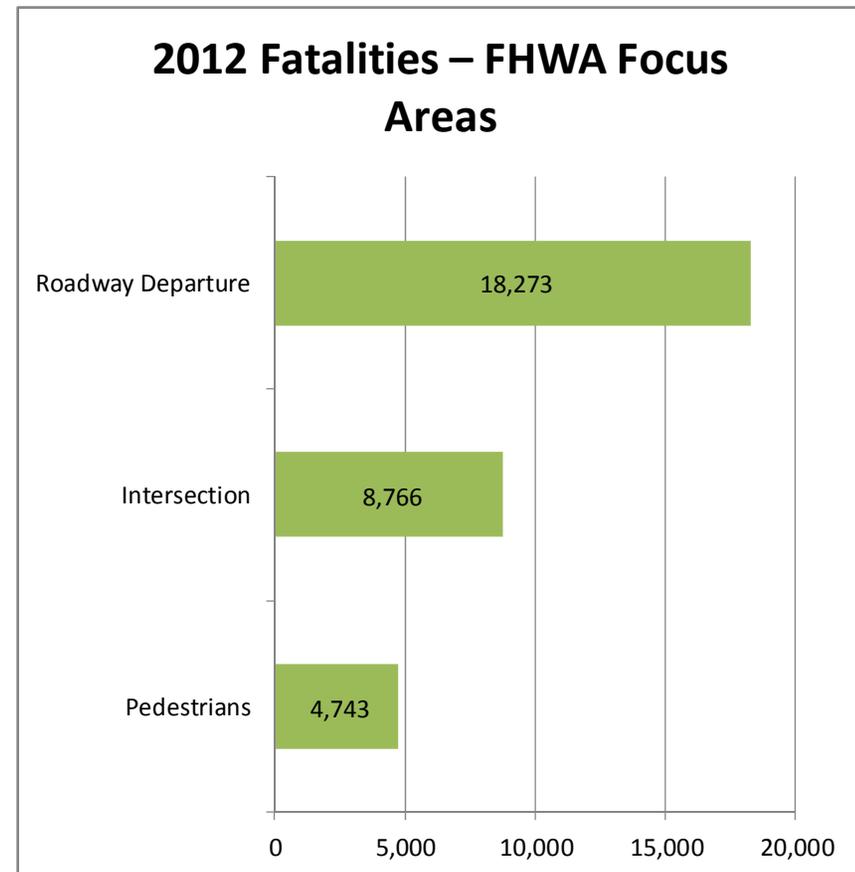


Source: 1963–1974: National Center for Health Statistics, HEW, and  30-Day Traffic Deaths by NHTSA); FARS 1975–2011 (Final), 2012 Annual Report File (ARF); Vehicle Miles Traveled (VMT). Federal Highway Administration.



Risk Associated with our Roadways

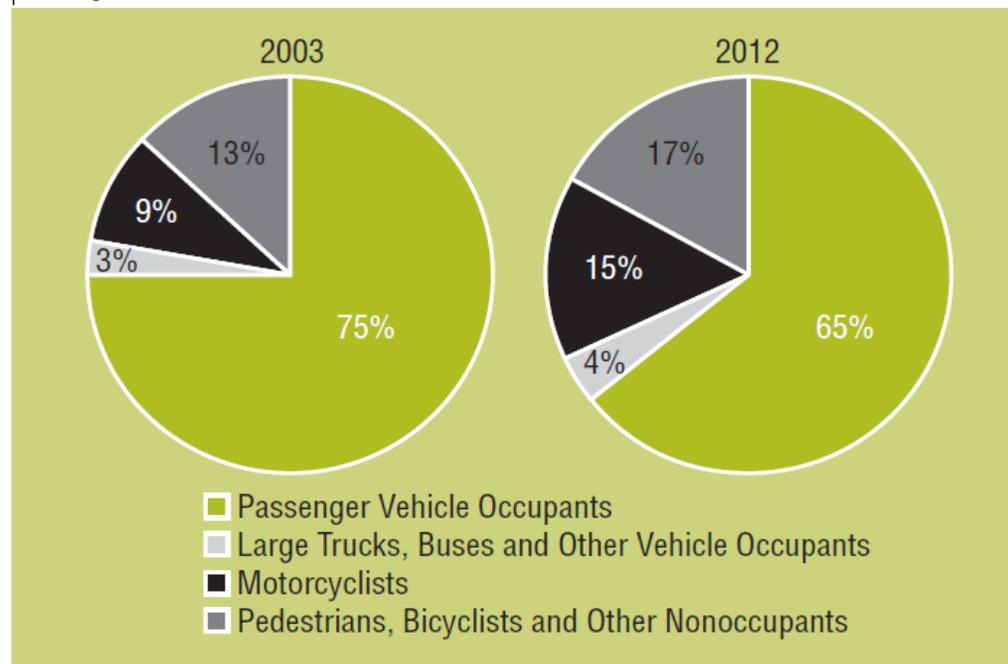
- Every 15 minutes someone is killed.
- In 2012, there were 33,561 fatalities.



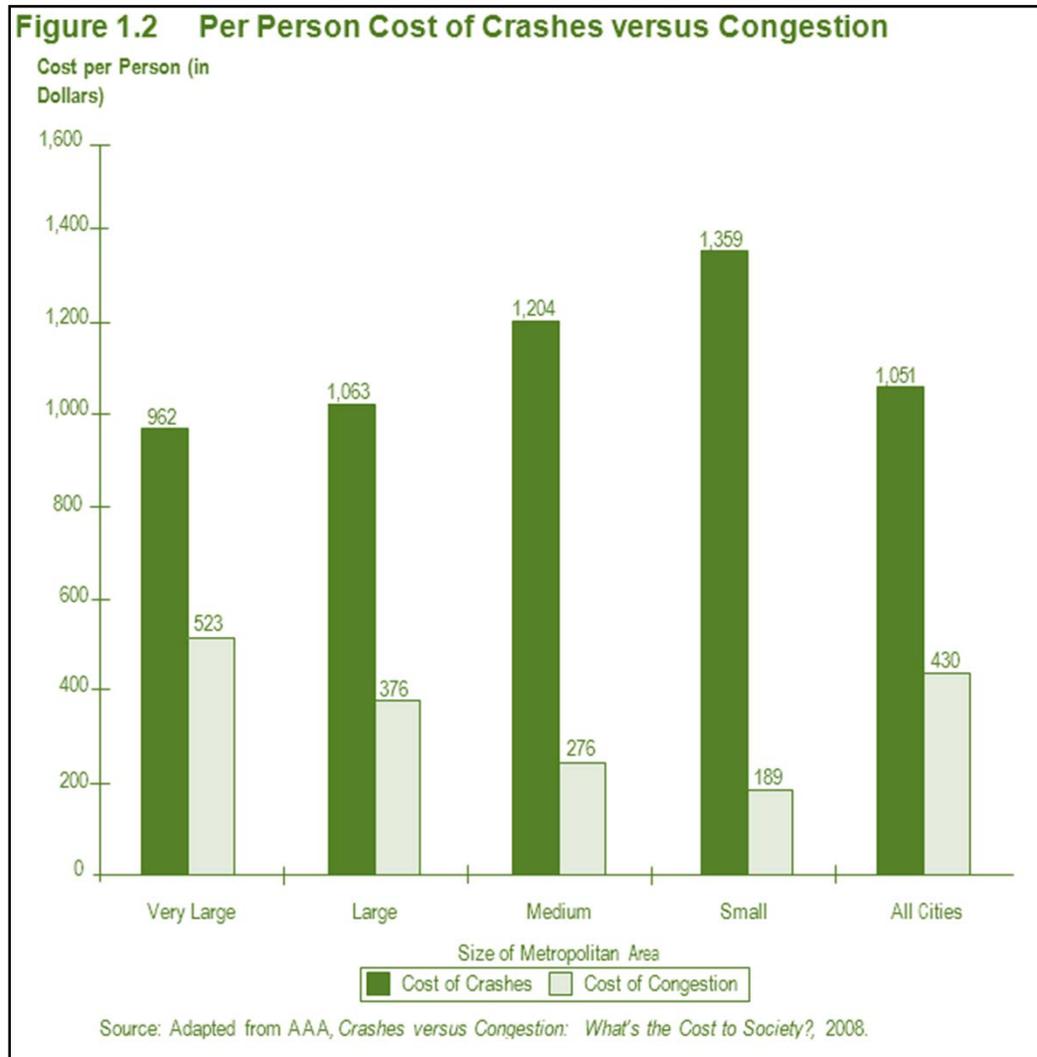
Data Trends

Increase Pedestrian Fatalities

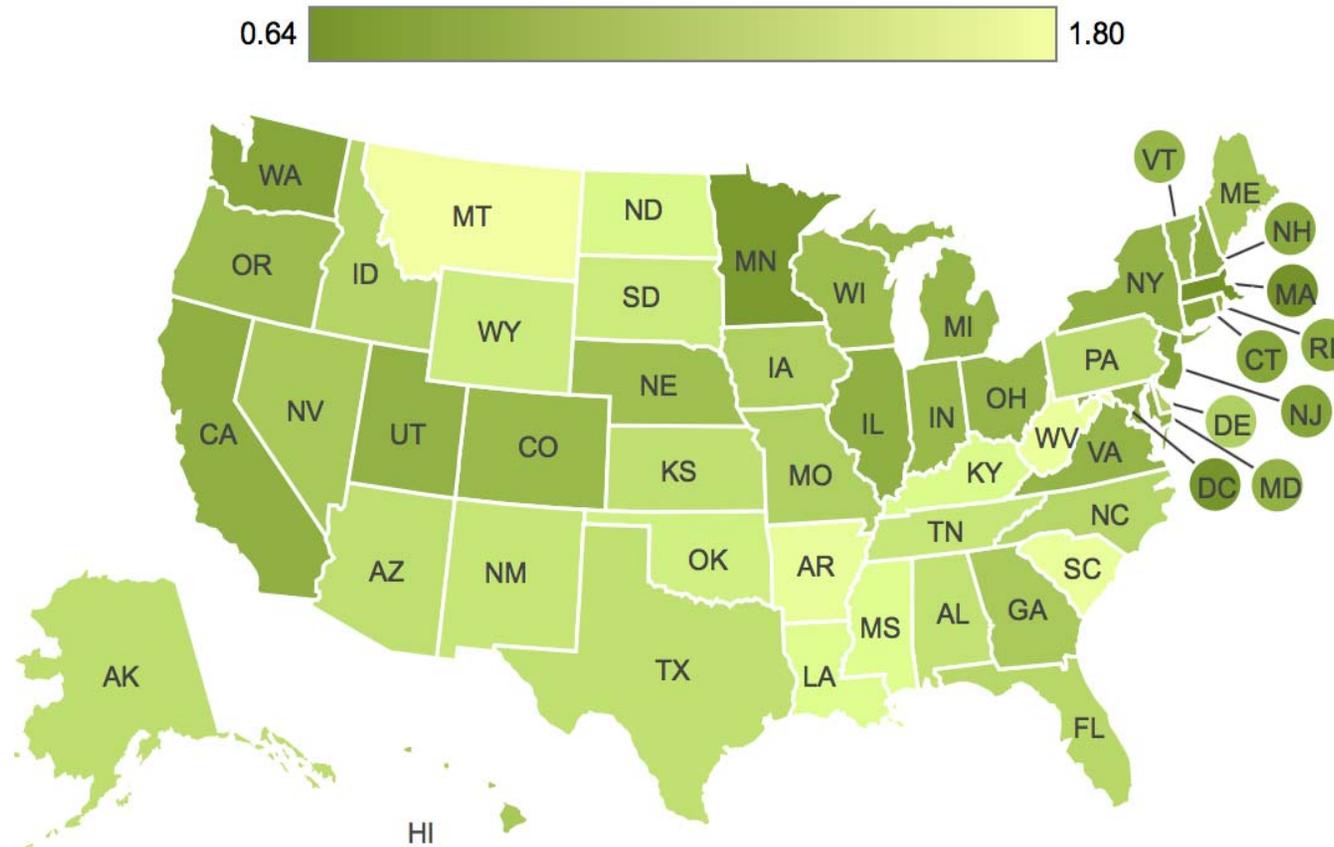
Composition of Fatalities, 2003 and 2012



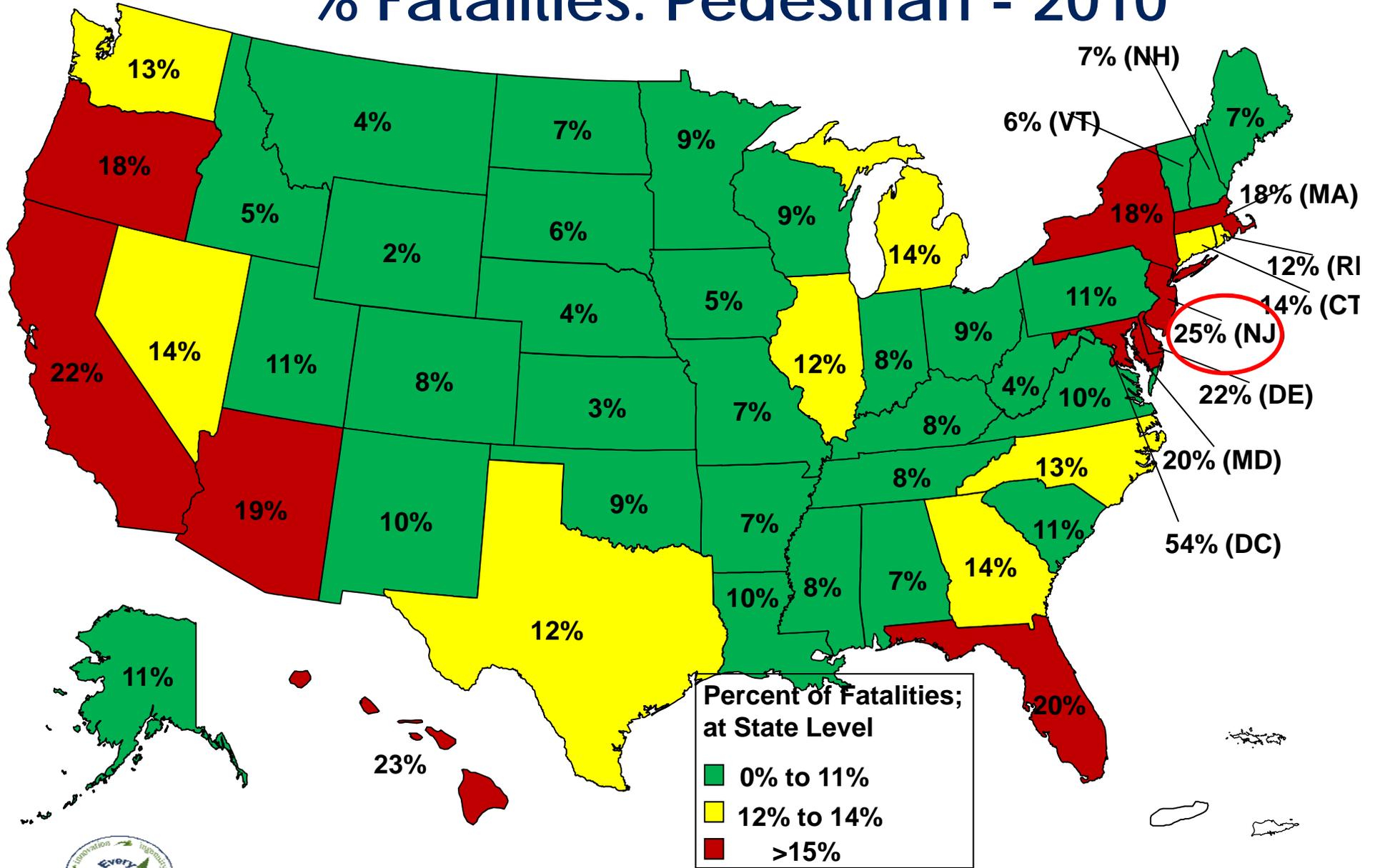
Congestion Costs vs. Crash Costs



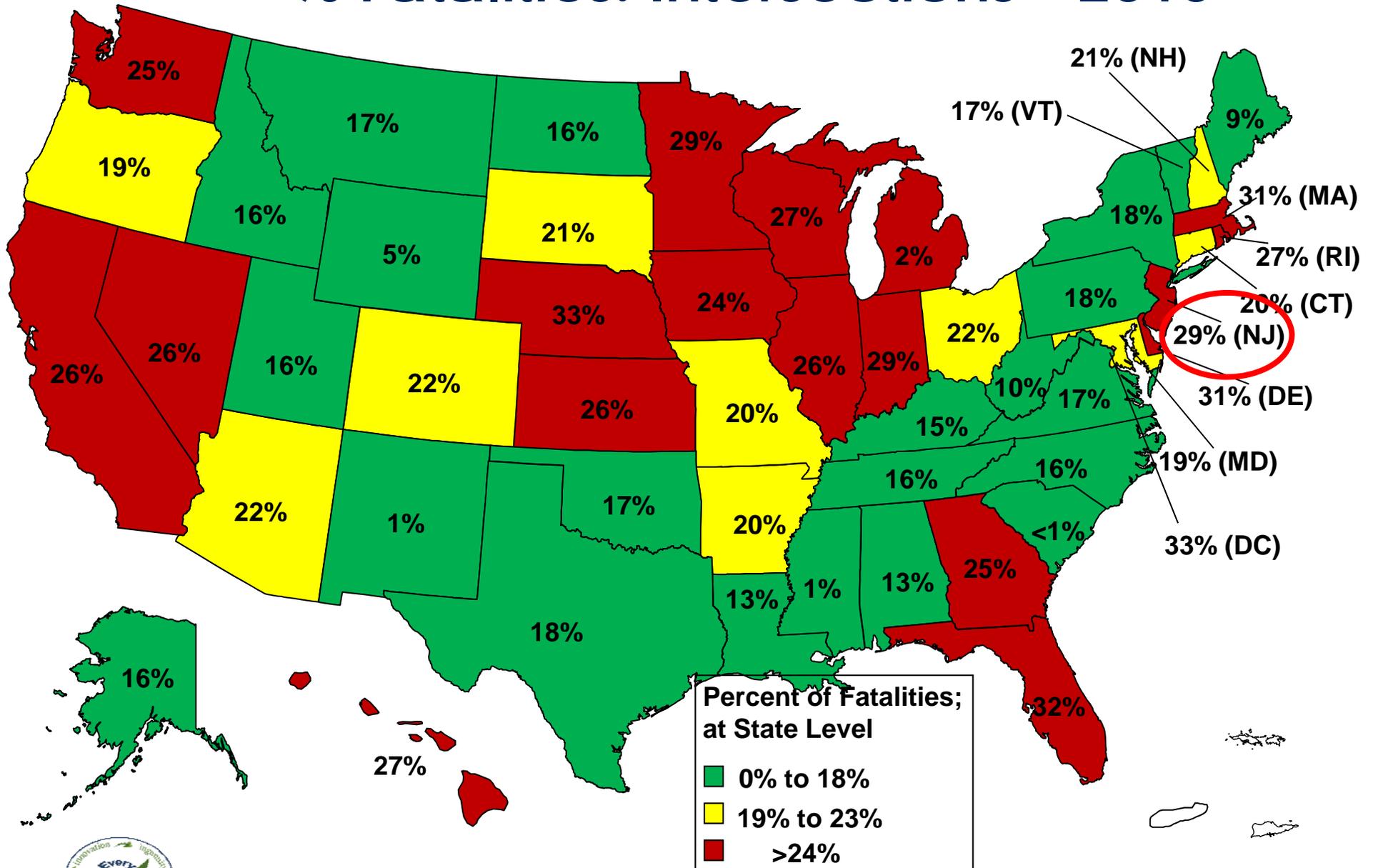
Average Fatality Rate 2009-2012



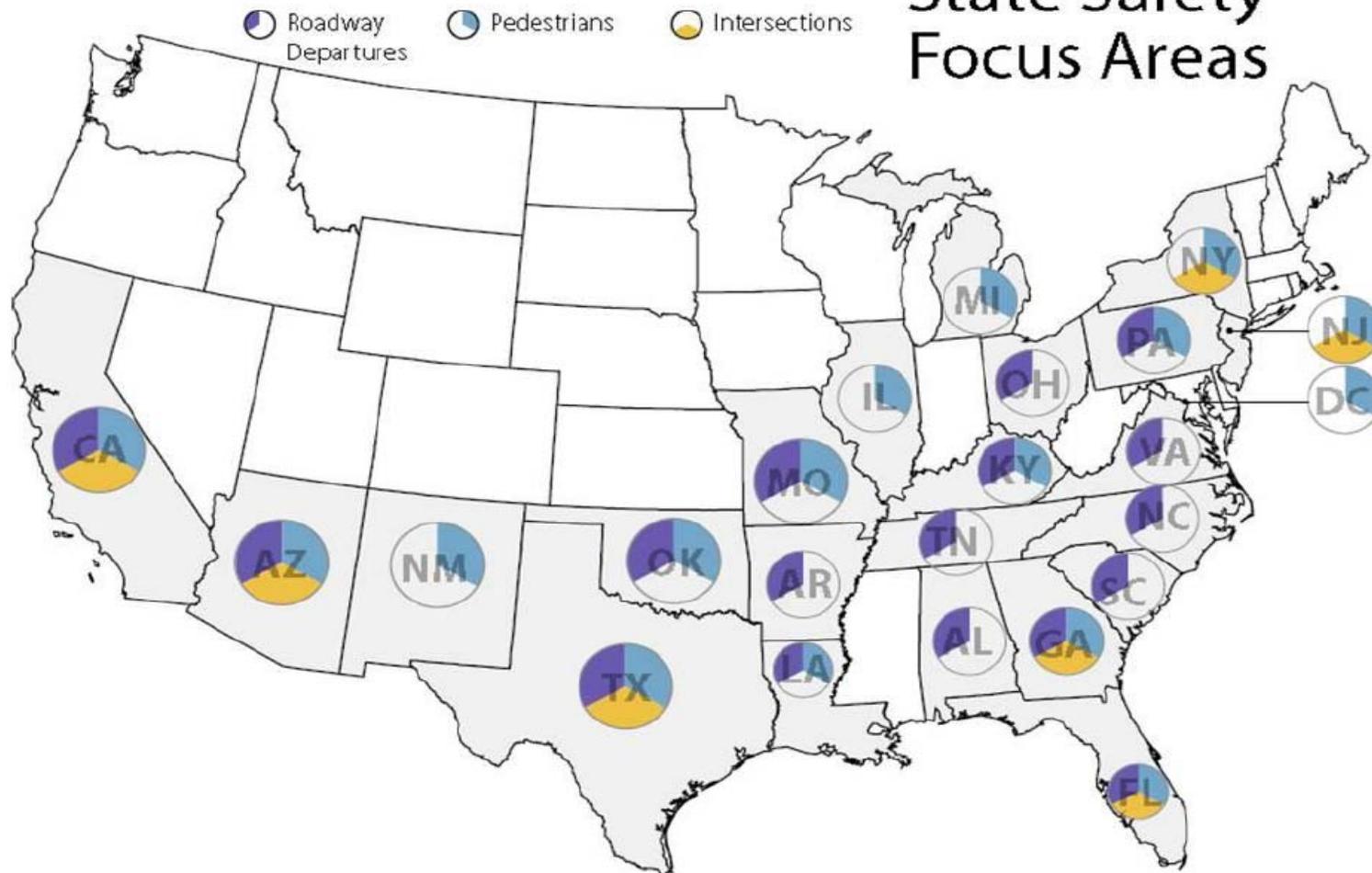
% Fatalities: Pedestrian - 2010



% Fatalities: Intersections - 2010



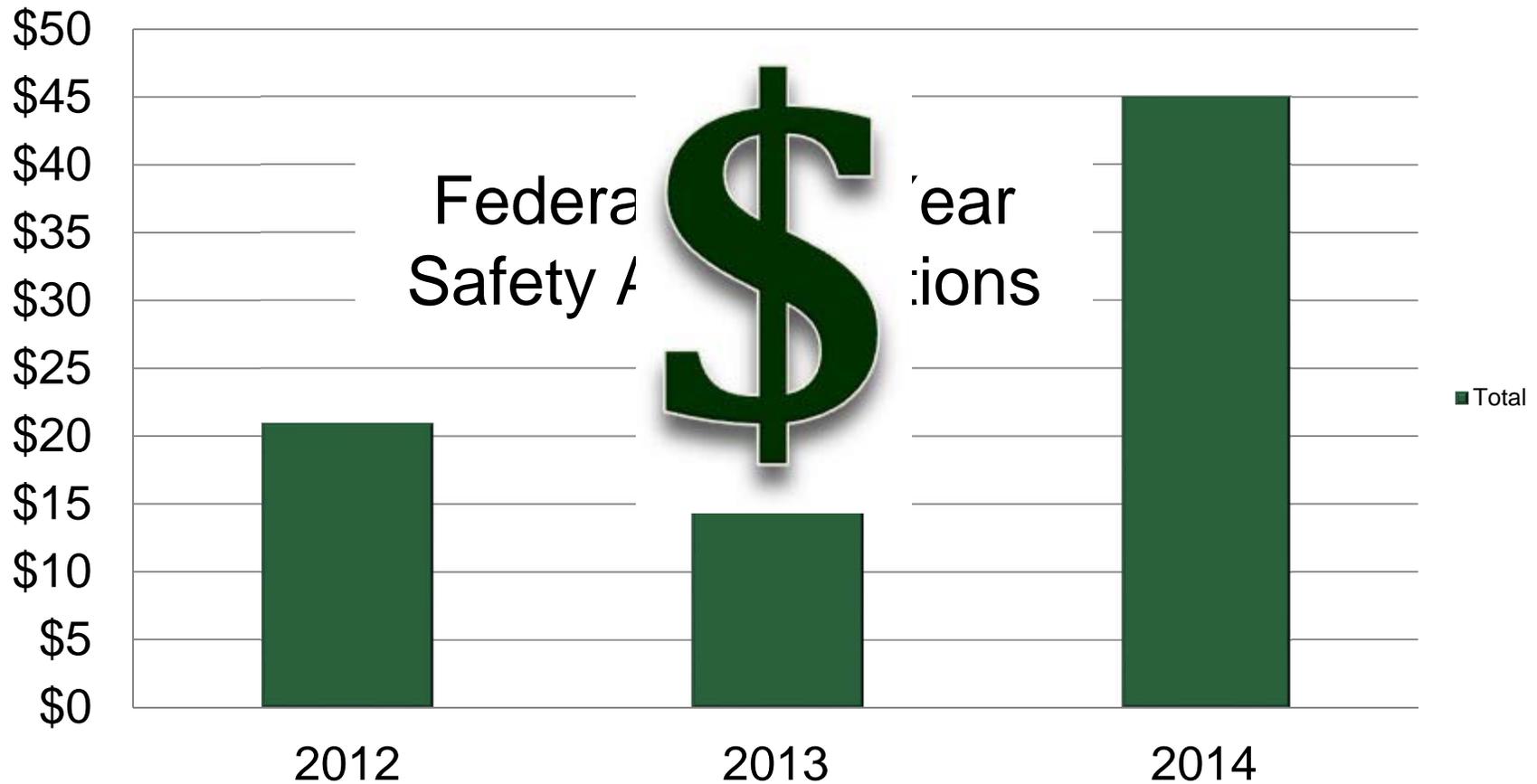
State Safety Focus Areas



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



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

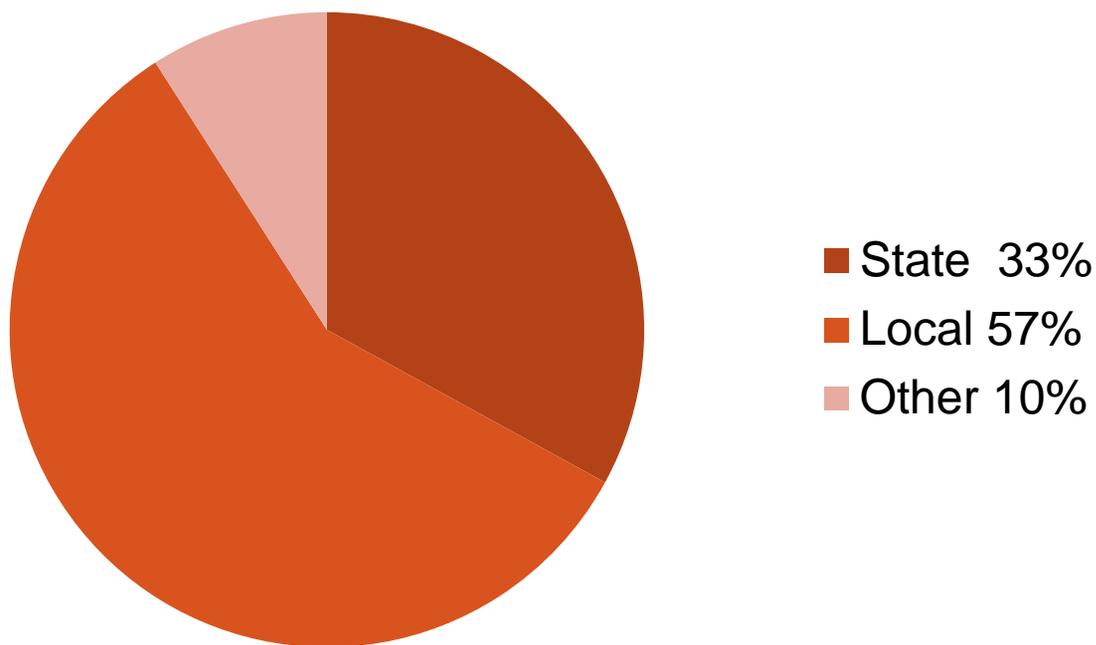
Distribution of Roadway Miles, Fatalities and Severe Injuries by Jurisdiction

	State Road System					Local Road System		Other	Statewide
	Interstate	State Highway				County	Municipal		
	Total	Urban	Rural	Unknown					
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%



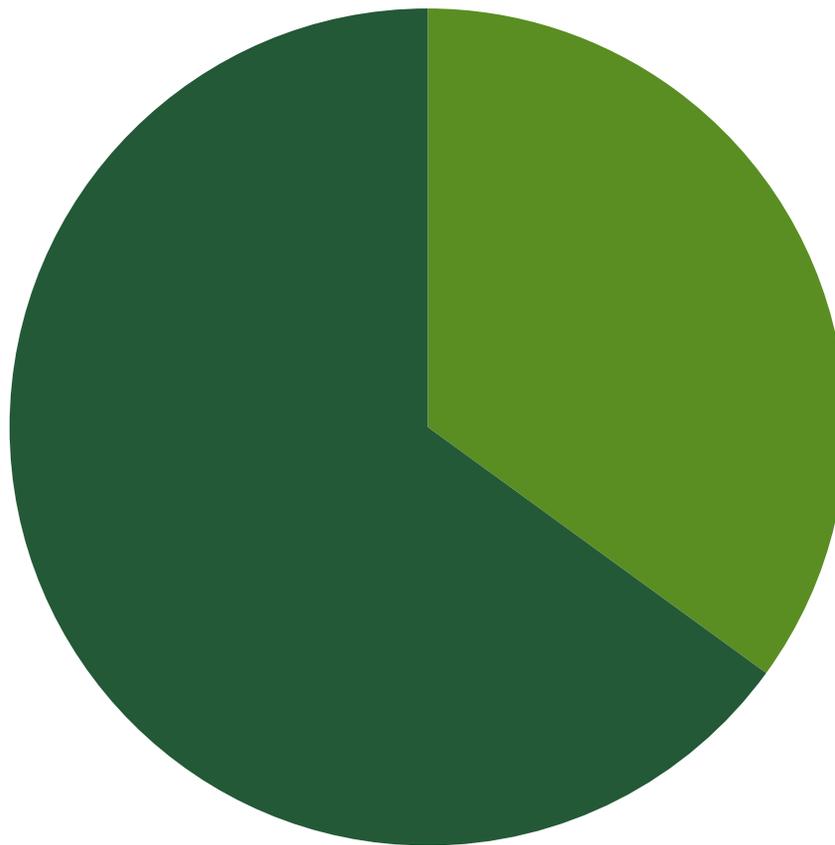
Targets identified safety issue with funding eligibility on all public roads

2008-2012 Fatalities & Serious Injuries



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

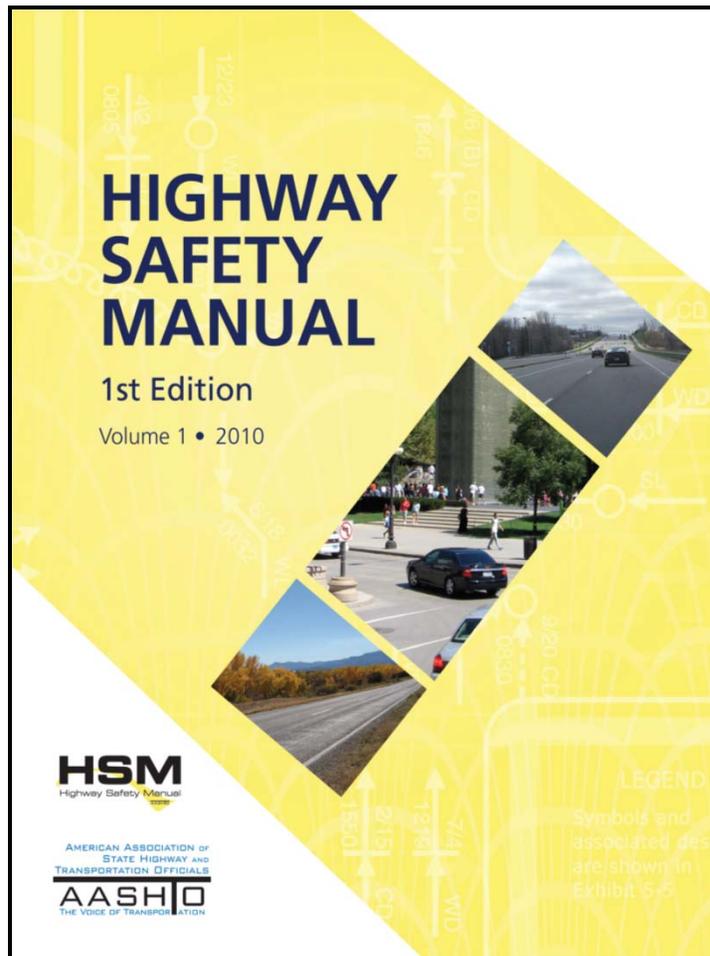
- 1 -

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 Edges_{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

SJTPO FY 2016-2017 Local Safety Program
DRAFT
 11/17/2014

Background

Innovative safety on South Jersey roadways is the South Jersey Transportation Planning Organization (SJTPO)'s highest priority. In support of this initiative, SJTPO is developing a five-step, data-driven process to take advantage of Federal Highway Safety Improvement Program (HSIP) funds.

The purpose of the Highway Safety Improvement Program (HSIP) is to achieve a reduction in fatalities and serious injuries on all public roads through a data-driven approach to improving highway safety. This includes local roadways that may not be eligible for other federal funds.

SJTPO's Local Safety Program will generate HSIP-eligible safety projects in Camdenland, and Salem counties through a five-step process:

- Step 1 – Location Selection
- Step 2 – Problem Identification
- Step 3 – Cost/Benefit-Cost Analysis
- Step 4 – Benefit-Cost Analysis
- Step 5 – Technical Committee Review

In an effort to remove a common barrier to applying for final design assistance to our member agencies, SJTPO will provide design assistance deemed worthy of local safety funds factored into the HSIP benefit-cost evaluation.

Schedule

The schedule for SJTPO's Local Safety Program is as follows:

- November 18, 2014
- February 24, 2015
- March 19, 2015
- April 27, 2015 (week off)
- May 11, 2015
- May 26, 2015

South Jersey Transportation Planning Organization

Delaware Valley Regional Planning Commission
Guidelines for the New Jersey
FY 2014 Local Federal Safety Program

I. Introduction

The Local Federal Safety Program is a federally-funded program established by the Jersey Department of Transportation (NJDOT) and facilitated by the metropolitan organizations (MPOs), to advance quick-fix safety improvement projects on 100 roadways. This is a competitive annual program that funds the construction of projects using Highway Safety Improvement Program (HSIP) funds. The program is funded at \$1 million for the DVRPC region. With this solicitation we are kick-starting the process to advance safety projects on county and local roads.

To assist applicants expedite projects, DVRPC implemented a program to award grants for project design. The Design Assistance Program (DAP) will provide consultant support for the completion of Plans and Estimates (P&E) documents for projects awarded construction fund program. See ATTACHMENT F for details.

II. Application Process/Schedule

The application included in this solicitation (see ATTACHMENT A) and referred to DVRPC on March 16, 2014. All submissions to the Technical Review Committee (TRC) which is comprised of representatives from DVRPC. After determining eligibility, the Technical Review Committee (TRC) will evaluate each application according to several factors including cost effectiveness, Plan/Safety, the Rutgers-designed crash index available for free to all five Jersey public agencies (for more information). Upon request, DVRPC staff from TRC Management will provide assistance with the crash application.

Tentative schedule:

- January 27, 2014 – Program solicitation sent to
- March 10, 2014 – Application deadline;
- March 11, 2014 – Applications sent to TRC & reviewed by the applicant;
- April 28, 2014 (week off) – Project selected
- May 22, 2014 – Regional Technical Conv
- June 9, 2014 – RFP advertisement;
- August 9, 2014 – Consultant selection;
- October 24, 2014 – Consultant given
- April 15, 2015 – Consultant delivers

NJTPA
 NORTH JERSEY
 TRANSPORTATION
 PLANNING AUTHORITY

Memorandum

To: Technical Review Committee Members:
 Joseph Blumhagen, NJDOT Local Aid District 1
 Ethan Schack, NJDOT Local Aid District 2
 Richard Levisette, NJDOT Local Aid District 2
 Wendy Smith, NJDOT Local Aid District 2
 Adam Terralino, NJDOT Local Aid District 2
 Mark Tye, NJDOT Bureau of Environmental Data & Safety
 Patrick Garon, NJDOT Bureau of Environmental Program Resources
 Elizabeth Thompson, NJTPA
 Christine Minner, NJTPA

From: Sasha Fitzpung, NJTPA

CC: Devon Post, NJDOT
 Elizabeth Grottel, NJDOT Local Aid District 2
 Lawrence Sappone, NJDOT Bureau of Environmental Program Resources
 Caroline Tronish, NJTPA
 Maria Martin, NJTPA

Date: June 5, 2014

Re: FY 2015-16 Local Safety and High Risk Rural Roads Program Technical Review

Enclosed are the applications for the FY 2015-16 Local Safety and High Risk Rural Roads Program. NJDOT Local Aid offices are receiving only the relevant applications within your respective Districts. All other committee members are receiving only the relevant applications within your respective Districts. All summary spreadsheets are receiving all 144 applications. Evaluation Forms and Questions

The technical review committee meeting will be held on Thursday, July 17, 2014 at 10 am at NJDOT (conference room TBD).

Here is the link to the program guidelines and Attachments A and B for each submission with priority crash locations: <http://www.nj.gov/Transportation/Programs/Design/Document/LocalSafety/FY-2015-LSP-2015-16-Submission.html>

Please call if you have questions or would like me to request additional information from the applicants.

The Metropolitan Planning Organization for Northern New Jersey



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	0-5	
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

- 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)
- 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.
- Project location:
 - ATTACHMENT A:** Identified priority location based on the NUTPA Crash Prone Locations (2010 – 2012)
 - ATTACHMENT B:** Identified priority location based on the NUTPA High Risk Rural Road Segments (2010-2012)
- Project's applicant has committed to complete all necessary design and permitting within the timeframe for federal authorization as outlined in the guidelines.
- Project appears eligible for a Categorical Exclusion from NIDOT.
- Where applicable, the detailed construction cost estimate includes ADA compliance
- 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

- 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
 - Project locations identified in the top 10 locations of Attachment A or B will receive 1 additional point.
- 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 receive 3 points.
 - Project applications that only include a description of the proposed improvements will receive 1 point.

1

- 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 point.
- Bonus points** 0-5
 - 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 NUTPA 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



MPO's LSP Success Stories



MPO's LSP Success Stories



Pennoni

BURLINGTON COUNTY ENGINEER'S OFFICE
COUNTY ROUTE 528 & OLD YORK RD. (CR 660)
INTERSECTION SAFETY IMPROVEMENT PROJECT, CHESTERFIELD TOWNSHIP



Burlington County Modern Roundabout



Monmouth County Pedestrian Safety Improvements



Thank You



Questions/Comments/Concerns?

Send an email to:

caroline.trueman@dot.gov

