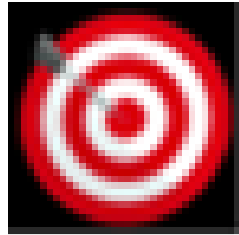


Make Your Mark



A Local Safety Peer Exchange

December 6, 2017

Sophia Azam, Executive Manager NJDOT Bureau of Transportation Data & Safety

Caroline Trueman, FHWA NJ Division Highway Safety Improvement Program

Welcome

Event Overview

- ▶ Agenda
- ▶ Housekeeping
- ▶ Expectations



Ground Rules



Participate

STAY FOCUSED



Please Stay on Task



Parking Lot



Be on Time



Limit sidebar
conversations



Silence Cell
Phones

Introductions

- ▶ Name
- ▶ Organization
- ▶ Position
- ▶ Role with Respect to Local Safety Program

Welcome

Assistant Commissioner Capital Investment Planning
& Grant Administration,
Michael Russo

Today's Take-Aways.....

- ▶ NJ's Vision Zero & Safety Performance Targets
- ▶ Pedestrian & Intersection Focus State
- ▶ NJ Design Manual Compliance ~~=~~ Maximum Safety Benefit
- ▶ Partnering WE CAN MAKE A POSITIVE DIFFERENCE FOR SAFETY!

Safety Target Setting

Five Performance Measures	
✓	Number of Fatalities
✓	Rate of Fatalities per 100 Million VMT
✓	Number of Serious Injuries
✓	Rate of Serious Injuries per 100 Million VMT
✓	Number of Non-motorized Fatalities and Non-motorized Serious Injuries



State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O. Box 600
Trenton, New Jersey 08625-0600

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
Lt. Governor

RICHARD T. HAMMER
Commissioner

May 3, 2017

Robert Clark, Division Administrator
Federal Highway Administration, New Jersey Division
840 Bear Tavern Road, Suite 202
West Trenton, NJ 08628

Dear Mr. Clark:

I am pleased to provide New Jersey's 2018 Safety Performance Targets required to be reported for the Highway Safety Improvement Program. The New Jersey Department of Transportation (NJDOT) intends to include these targets in New Jersey's Annual Safety Report this year. These targets were established after careful consideration of previous trends, recently built projects and the current socioeconomic environment.

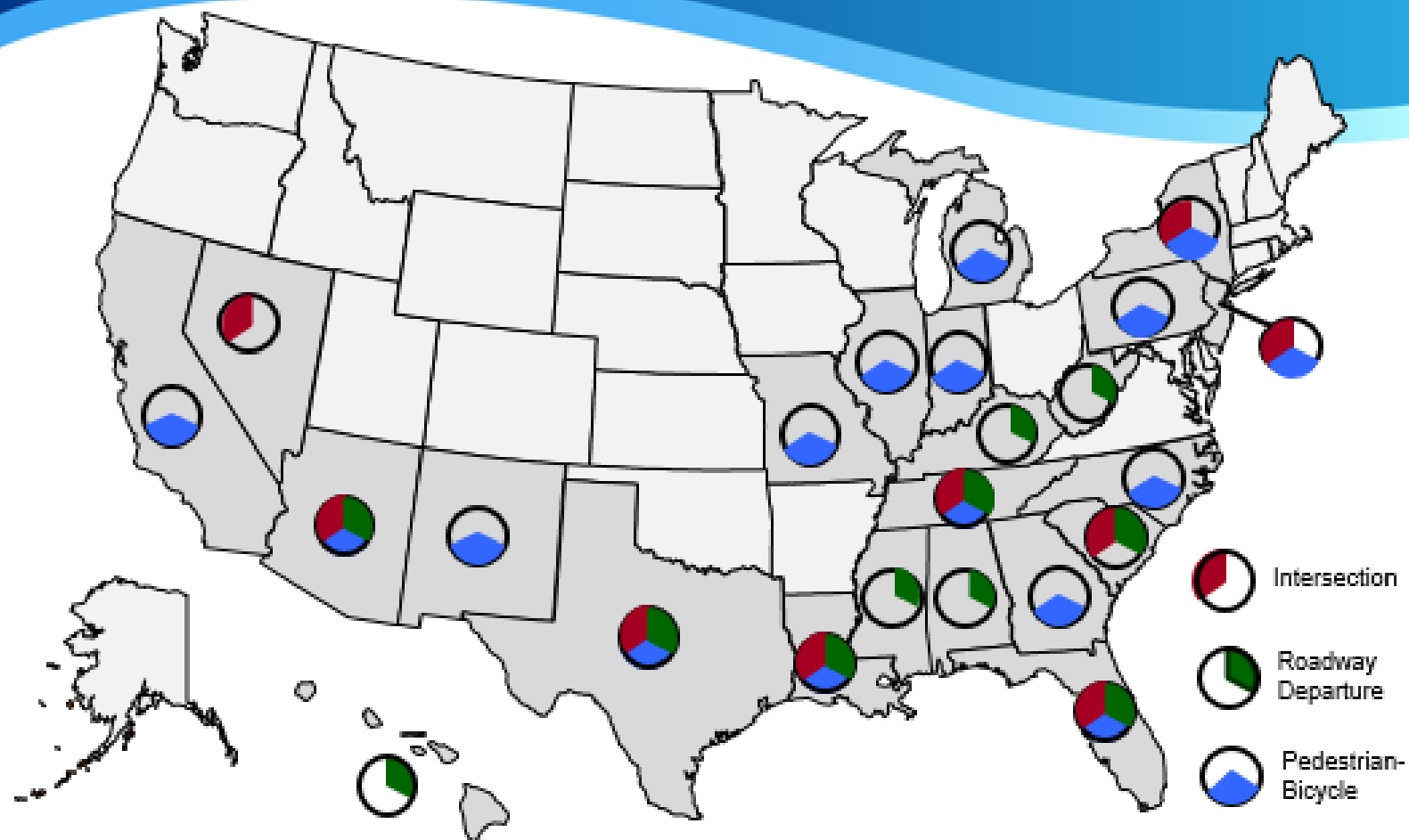
To satisfy 23 CFR 924.15(a)(1)(iii)(B) requirements, the following are the targets set by New Jersey Department of Transportation for 2018 Safety Performance Measures:

PERFORMANCE MEASURE	TARGET 5 YEAR ROLLING AVERAGE	2014-2018 5 YEAR ROLLING AVERAGE	- BASELINE 2012-2016 5 YEAR ROLLING AVERAGE
NUMBER OF FATALITIES	566.0		571.0
FATALITY RATE	0.778		0.762
NUMBER OF SERIOUS INJURIES	1105.0		1195.0
SERIOUS INJURY RATE	1.467		1.516
NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	386.5		390.3

"IMPROVING LIVES BY IMPROVING TRANSPORTATION"
New Jersey Is An Equal Opportunity Employer • Printed on Recycled and Recyclable Paper

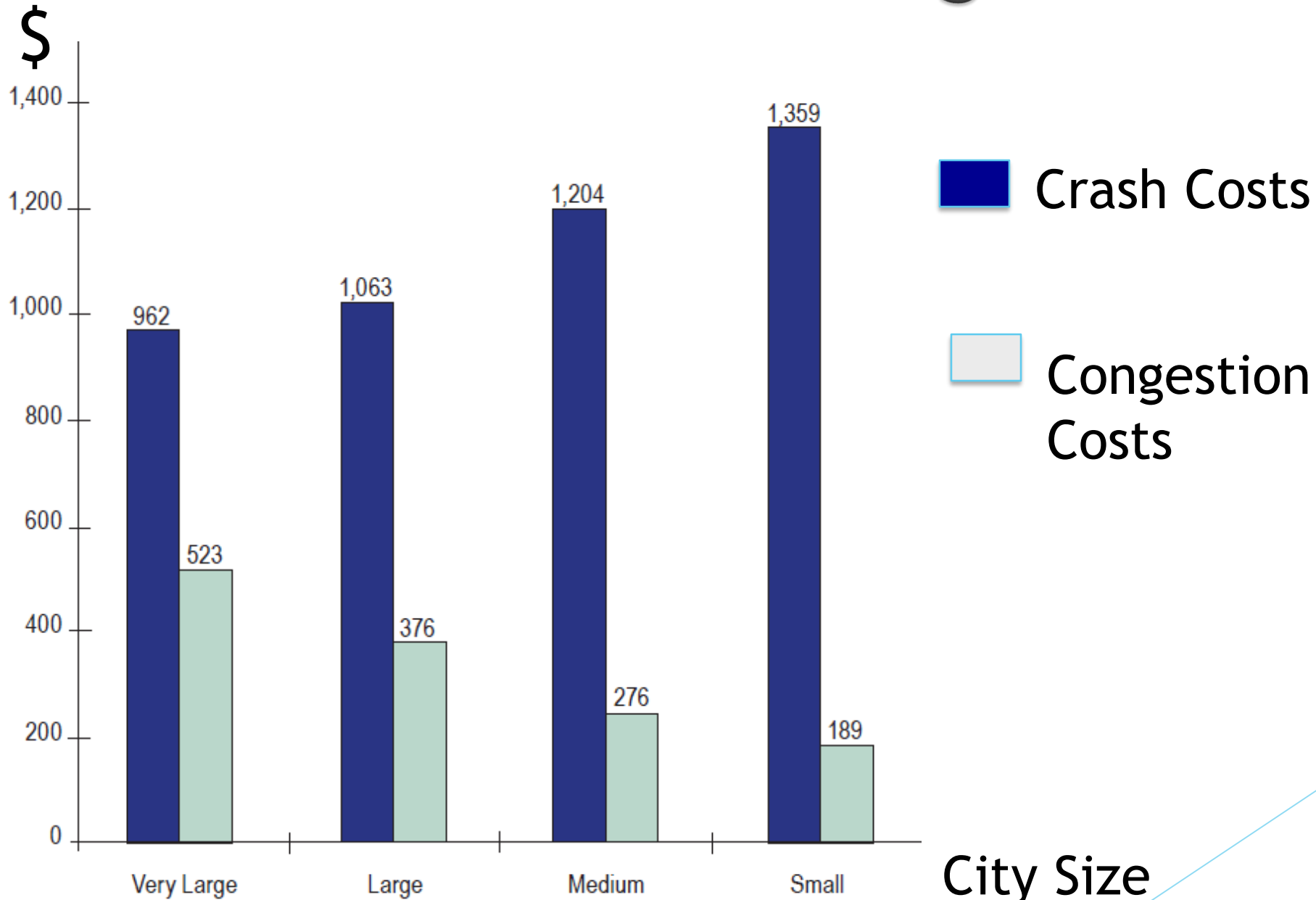
Intersection & Pedestrian Focus State

2015 Focus States



**2X National
Average %
Pedestrian
Fatalities**

Crashes versus Congestion



Substantive Vs. Nominal Safety

Standards Approach yields updated traffic signal Versus...

Intersection List

12/5/2017

NJDOT BUREAU OF SAFETY PROGRAMS
TOP 174 HIGH PRIORITY INTERSECTION CRASH LOCATIONS
BY TOTAL SEVERITY FOR 2006-2008

ID#	RANK	SRI	LOCATION	MP	CROSS STREET	Status	CO	MU	FREQ	TOTAL SEVERITY	NO. FATAL	NO. INCAP.	NO. MOD.	NO. PAIN	NO. PDO
1	1	00000028__	NJ 28	2.25	RT 202 (Somerville Circle) (See also #162)	C	18	06	140	159	0	0	1	21	118
2	2	00000001__	US 1	45.44	CR 624 (North Ave.)	B,C	20	04	98	142	0	1	10	26	61
3	3	00000030__	US 30	13.55	CR 686 (Clementon-Gibbsboro Rd.)	B	04	11	72	118	0	1	8	27	36
4	4	16000602__	CR 602 (Allwood Rd.)	1.29	CR 622 (Bloomfield Ave.) (Circle)	B	16	02	95	111	0	0	2	13	81
5	5	20000638__	CR 638 (Valley Rd.)	0	NJ 124	B	20	19	80	106	0	0	1	24	55
6	6	020000561_	CR I (Essex St.)	3.46	NJ 17	C	02	31	84	103	0	0	1	17	66
7	7	00000030__	US 30	9.71	CR 544 (Evesham Rd.)	B,C	04	23	68	102	0	0	5	24	39
8	8	00000030__	US 30	46.45	CR 575 (Pomona Rd.)	C	01	11	52	99	0	1	10	24	17
9	9	20000626__	CR 626 (W. Chestnut St.)	0	US 22	C	20	19	70	98	0	0	1	26	43
10	10	00000034__	NJ 33	35.85	RT 34 (Wall Circle)	C	13	52	85	97	0	0	2	8	75
11	11	00000035__	NJ 35	29.39	RT 36	B,C	13	11	53	96	0	0	5	18	30
12	12	00000082__	NJ 82	0.78	CR 637 (Liberty Ave.)	B	20	19	63	87	0	0	4	16	43
13	13	00000001__	US 1	11.27	CR 571 (Wash.Rd.) (Penns Neck Circle)	B,C	11	13	68	86	0	0	4	10	54
14	14	00000046__	US 46	60.24	RT 3	C?	16	02	62	84	0	1	4	11	46
15	15	00000001__	US 1	40.74	CR 615 (Stiles Ave.)	B	20	09	64	83	0	0	4	11	49
16	16	00000555__	CR 555 (Tuckahoe Rd.)	33.4	CR 689 (Cross Keys Bypass)		08	18	42	78	0	0	9	18	15
17	17	00000001__	US 1	45.14	FAIRMOUNT AVE	C	20	04	53	75	0	2	1	14	36
18	18	01000684__	CR 684 (Spruce Ave.)	2.59	WEST JERSEY AVENUE		01	08	41	72	1	1	5	14	20
19	T19	00000010__	NJ 10	18.74	CR 609 (Eisenhower Pkwy.) (Circle)	C	07	10	56	71	0	0	1	13	42
20	T19	18000655__	CR 655 (Park Ave.)	0.13	BONNIE BURN ROAD	C	18	21	59	71	0	0	1	10	48
21	21	00000038__	NJ 38	3.86	CR 616 (Church-Coles-Cooper Rd.)	B	04	09	46	70	0	3	2	11	30
22	22	20000613__	CR 613 (Central-Brant Ave.)	4.46	GARDEN STATE PARKWAY		20	02	51	69	0	1	0	15	35
23	T23	20121299__	CLINTON AVE	0.46	THIRD ST		20	12	45	68	0	0	2	19	24
24	T23	00000001__	US 1	39.25	CR 608 (E.Milton-Turner-Paterson St.)		20	13	50	68	0	0	2	14	34
25	T23	00000001__	US 1	42.65	CR 616 (Park Ave.)	C	20	09	48	68	0	1	1	15	31
26	T23	00000009W_	US 9W	0	KELBY STREET	B	02	19	63	68	0	0	1	3	59
27	T23	00000031__	NJ 31	6.09	CR 546 (Wash.Xing-Penn.Rd.)(Circle)	C	11	06	58	68	0	0	2	5	52
28	28	00000027__	NJ 27	32.65	CR 616 (Park Ave.)	B	20	09	41	67	0	0	5	16	20

Maximizing Safety Benefits with Infrastructure Investments

http://www.cmfclearinghouse.org/results.cfm

View Favorites Tools Help

invert Select

nsignalized Intersection L... WebEOC 8 New Jersey HSIP-Eligible ... NJDOT - New Jersey Depa... aboutblank Safety Voyager (2) Transportation Performan... FDsys - Browse Code of F... SLD Viewer

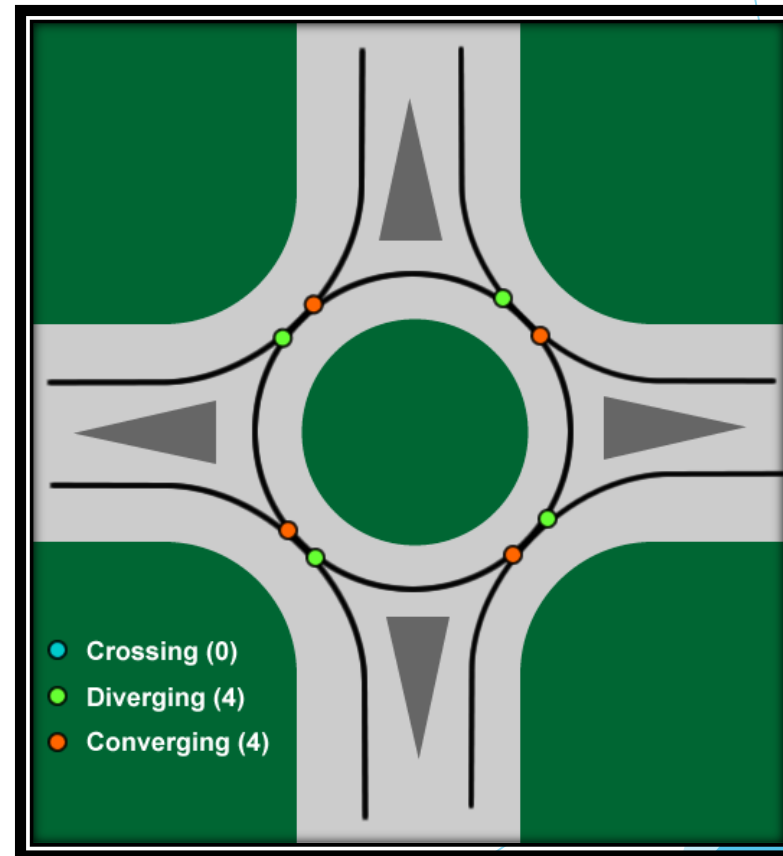
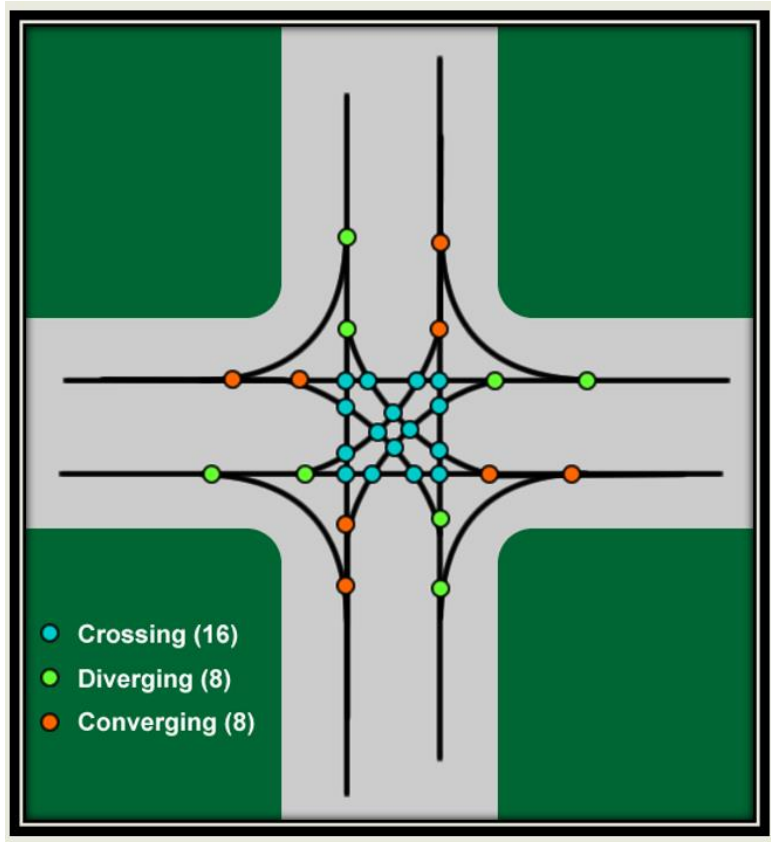
Countermeasure: Conversion of no control/yield intersection into single- or multi-lane roundabout

Countermeasure: Conversion of signalized intersection into single- or multi-lane roundabout

Compare	CMF	CRF (%)	Quality	Crash Type	Crash Severity	Area Type	Reference	Comments
<input type="checkbox"/>	0.81	19	★★★★☆	All	All	Urban and suburban	Gross et al., 2012	Conversion to 2-lane roundabout ... [read more]
<input type="checkbox"/>	0.29	71	★★★★☆	All	A,B,C	Urban and suburban	Gross et al., 2012	Conversion to 2 lane roundabout ... [read more]
<input type="checkbox"/>	0.74	26	★★★★☆	All	All	Urban and suburban	Gross et al., 2012	Conversion to one lane roundabout ... [read more]
<input type="checkbox"/>	0.955	4.54	★★★★☆	All	All	All	Qin et al., 2013	- Study included three-year before ... [read more]
<input type="checkbox"/>	1.92	-92	★★★★☆	All	All	Not specified	Russo et al., 2014	
<input type="checkbox"/>	0.65	35	★★★★☆	All	All	Urban	Persaud et al., 2001	
<input type="checkbox"/>	0.26	74	★★★★☆	All	A,B,C	Urban	Persaud et al., 2001	

**ROUNDABOUTS
VS.
TRAFFIC
SIGNAL
71%
REDUCTION
INJURY
CRASHES**

The difference between conflicts



HSIP Components & Purpose

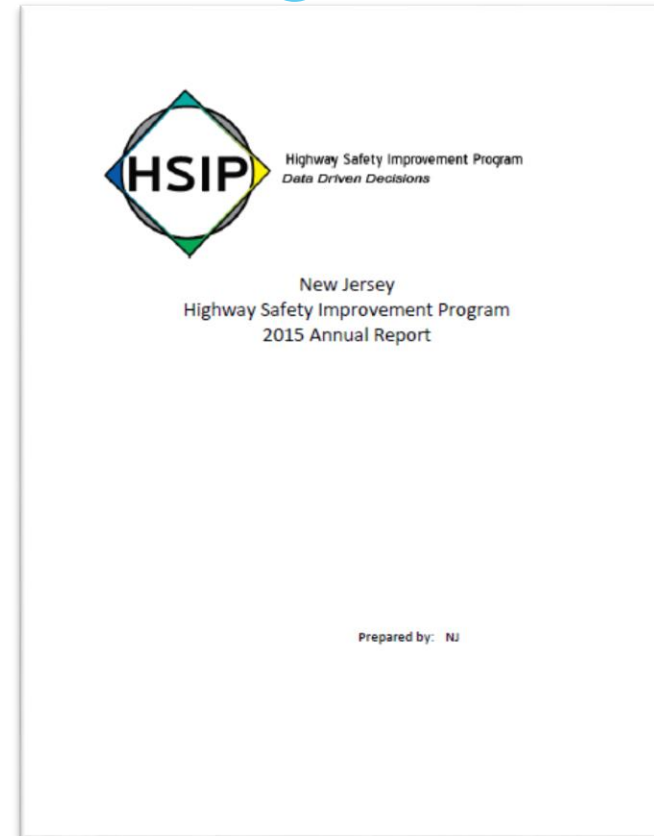
- ▶ Rail Highway Grade Crossing Program set-aside
- ▶ Highway Safety Improvement Program

Achieve significant reduction in fatalities & serious injuries on ALL PUBLIC ROADS.

Highway Safety Improvement Program

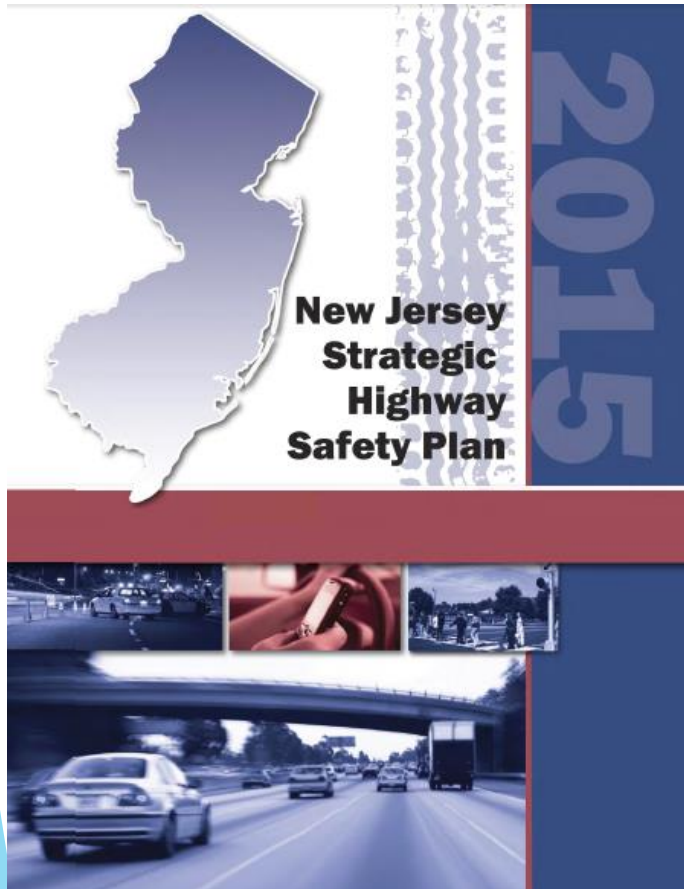
- ▶ Strategic Highway Safety Plan
- ▶ Data Driven All Public Roads
- ▶ Safety Target Setting
Performance Measures
- ▶ Annual Safety Reporting

***Achieve significant reduction in
fatalities & serious injuries on ALL
PUBLIC ROADS.***

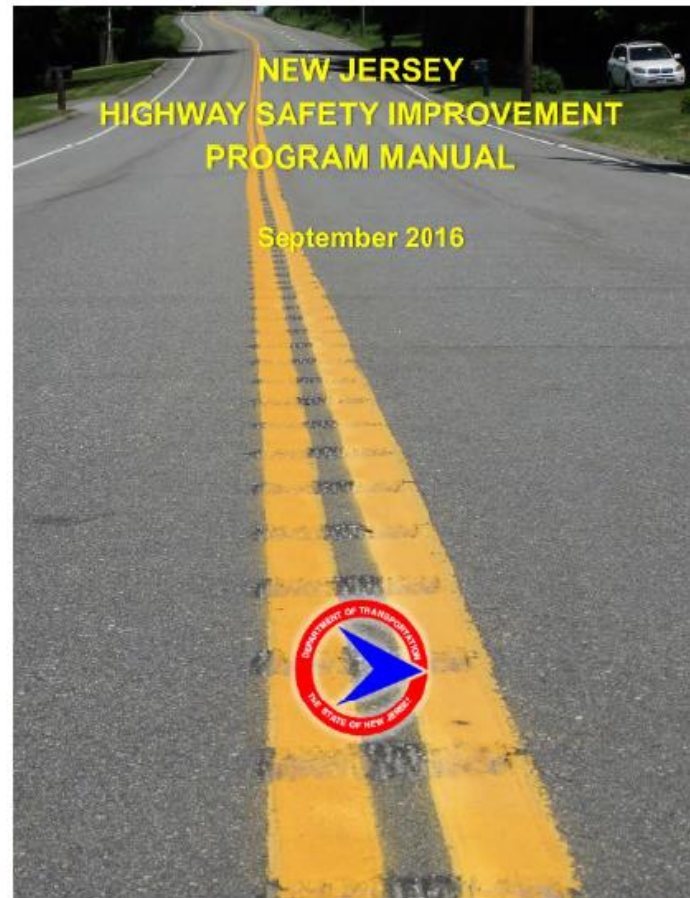


NJ HSIP Manual

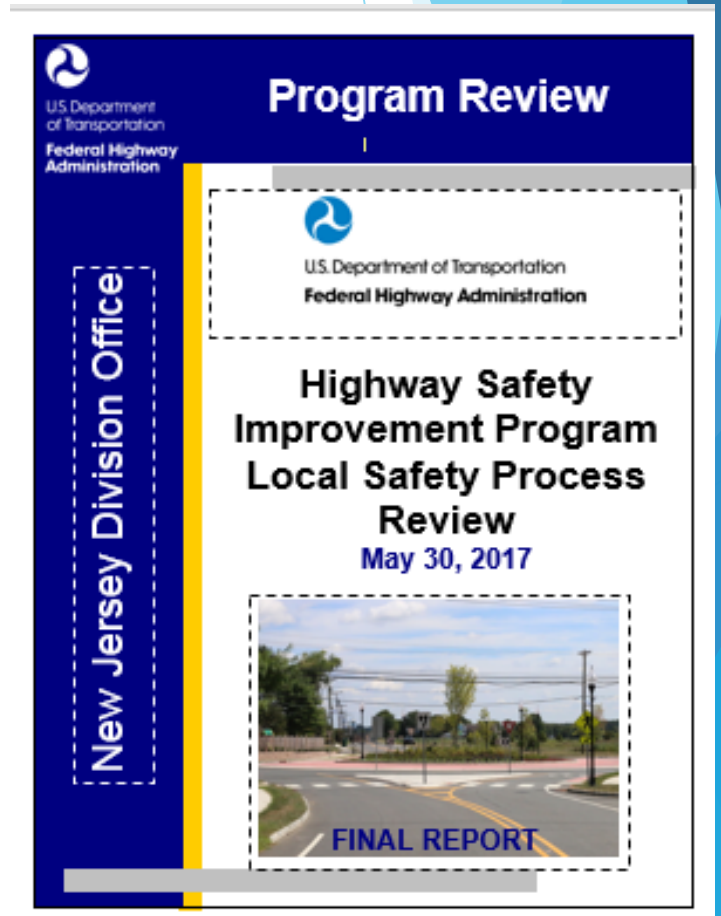
NJ LSP Assessment Findings Observations



Plan

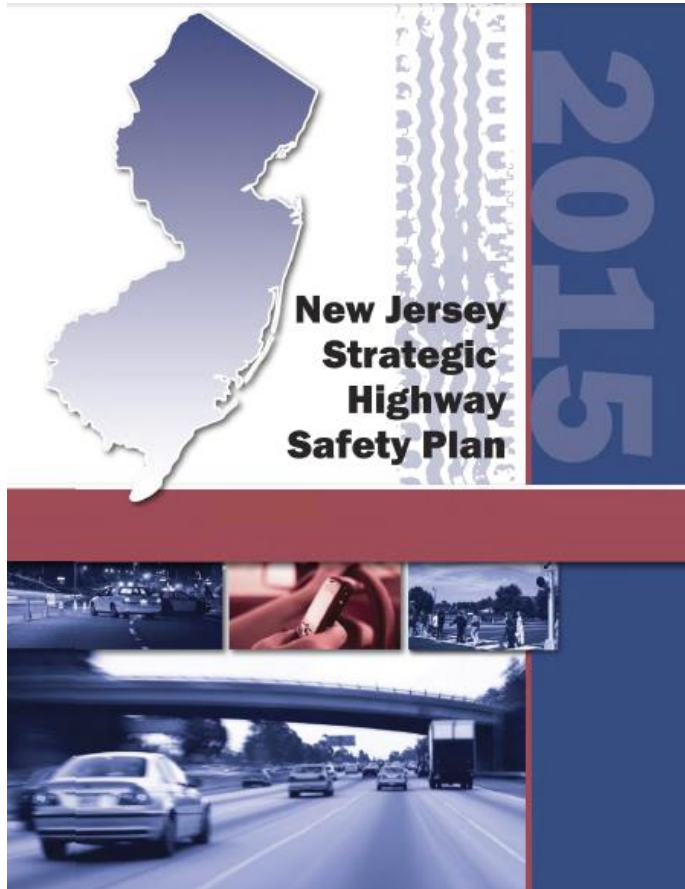


Process



Evaluation

NJ's SHSP - PLAN



- ▶ Updating every 5 years
- ▶ Statewide Plan - all 4 E's
- ▶ Signed by Governor or Governor's Representative
- ▶ Overall Goal for NJ
- ▶ HSIP project eligibility dependent upon identified element in SHSP

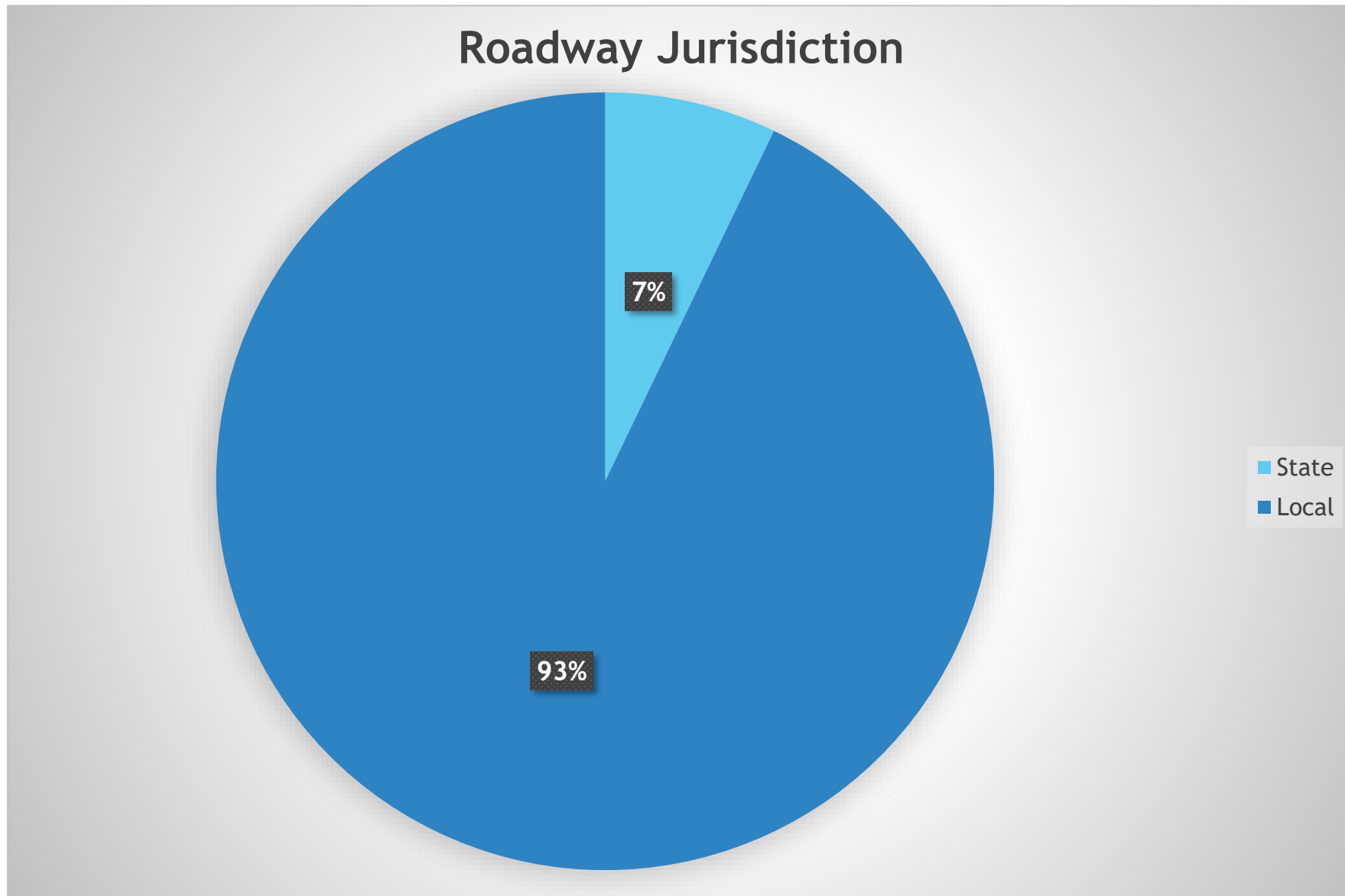
***“Vision without action is a dream,
Action without vision is a nightmare.”***

Data Driven

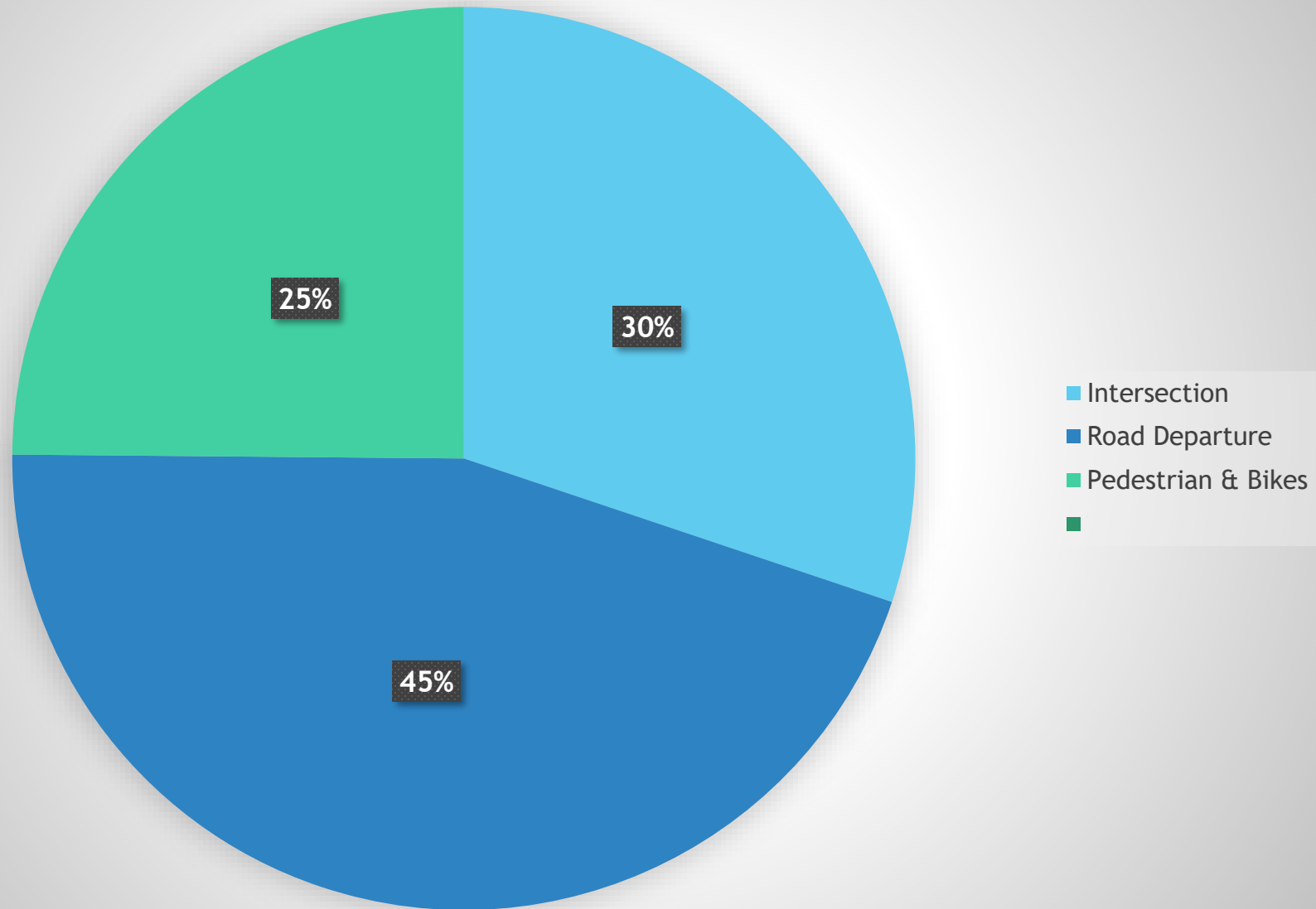
- ▶ Network Screening
 - ▶ Severity
 - ▶ Types of Crashes
- ▶ Safety Data Voyager
- ▶ Project Approaches
 - ▶ Hot Spot
 - ▶ Systemic



F&I Crashes By Jurisdiction

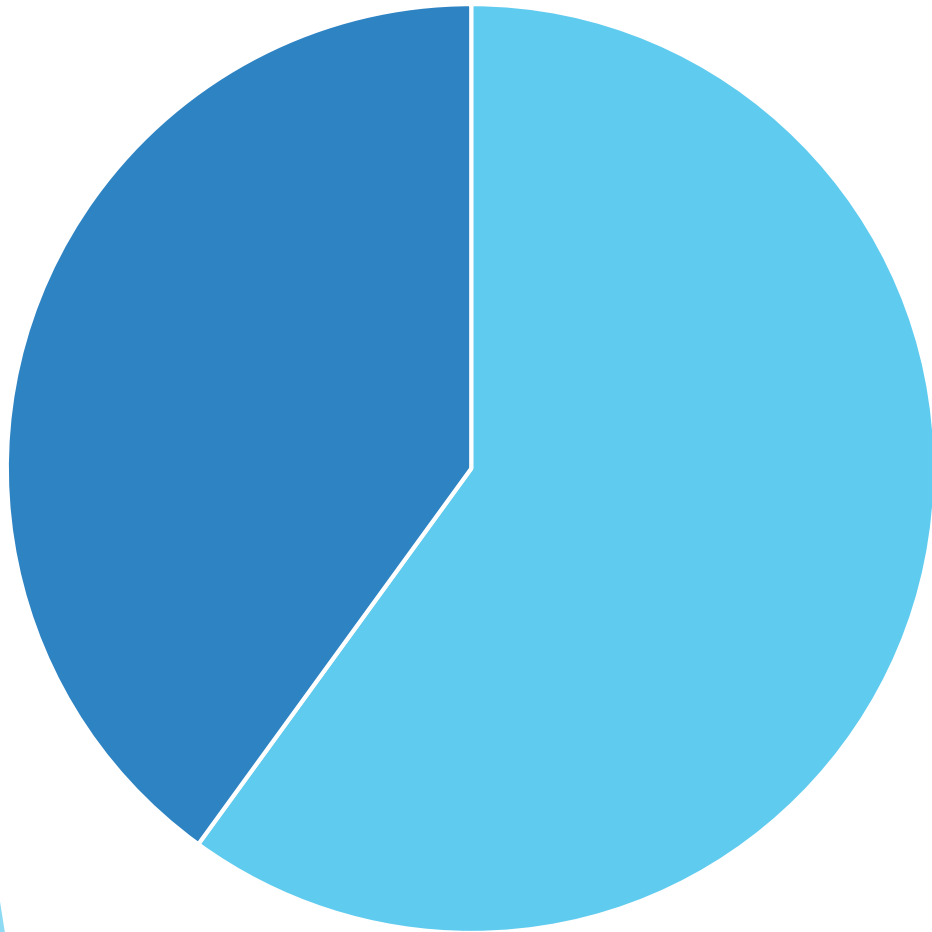


Fatalities & Serious Injuries



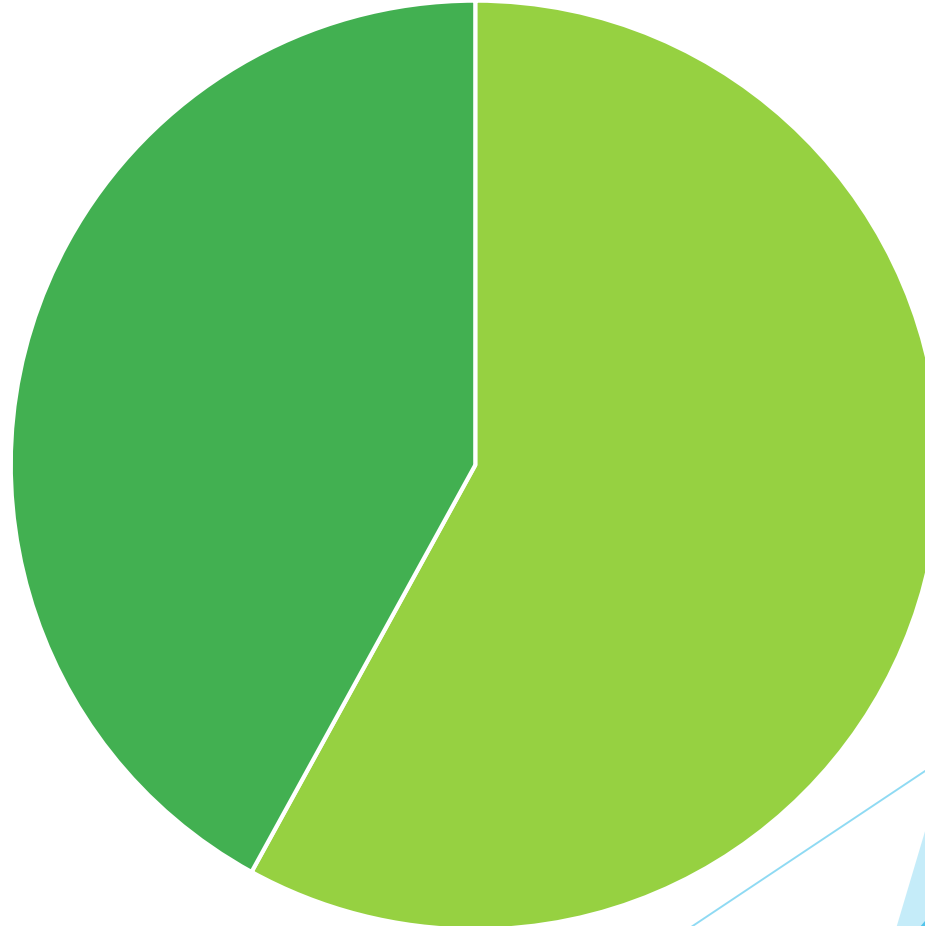
HSIP Performance: Local Versus State Roads

F&I Crashses



■ Local Roads ■ State Roads

HSIP \$ Expenditures



■ Local Roads ■ State Roads

TABLE 3-1

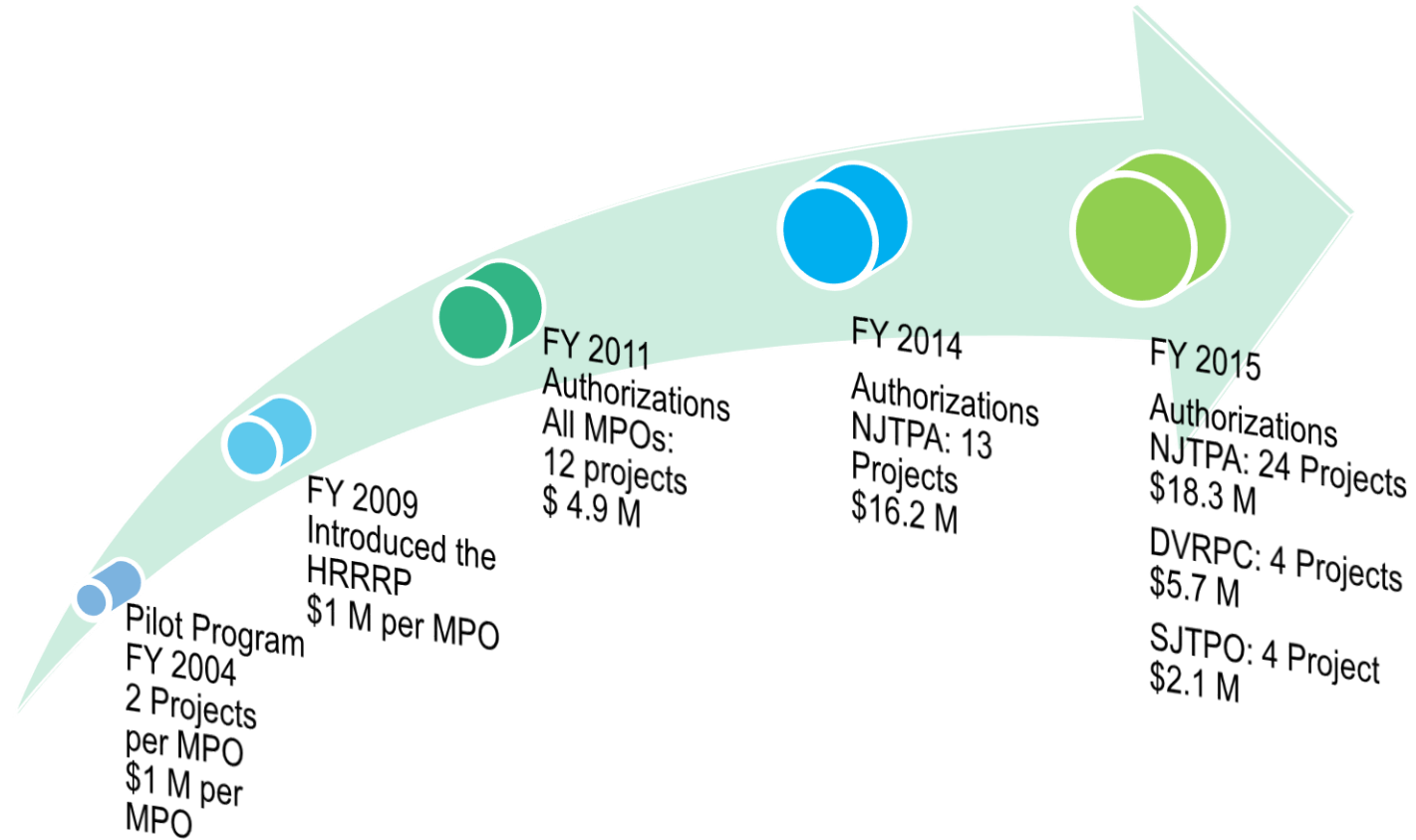
Distribution of Roadway Miles and Fatalities and Serious Injuries By Jurisdiction, Facility Type, and Crash Type

	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 and 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%
Lane Departure	State: 1,515 (33%)					Local: 2,569 (56%)			
Number	272	1,243	936	184	123	1,658	911	512	4,596
% Total Fatalities and Serious Injuries	6%	27%	20%	4%	3%	36%	20%	11%	100%
Intersections	State: 1,002 (33%)					Local: 2,028 (66%)			
Number	10	992	831	78	83	1,215	813	50	3,080
% Total Fatalities and Serious Injuries	0%	32%	27%	3%	3%	39%	26%	2%	100%
Pedestrians/Bicycles	State: 709 (28%)					Local: 1,565 (62%)			
Number	44	665	590	15	60	815	750	266	2,540
% Total Fatalities and Serious Injuries	2%	26%	23%	1%	2%	32%	30%	10%	100%

NJ's Data

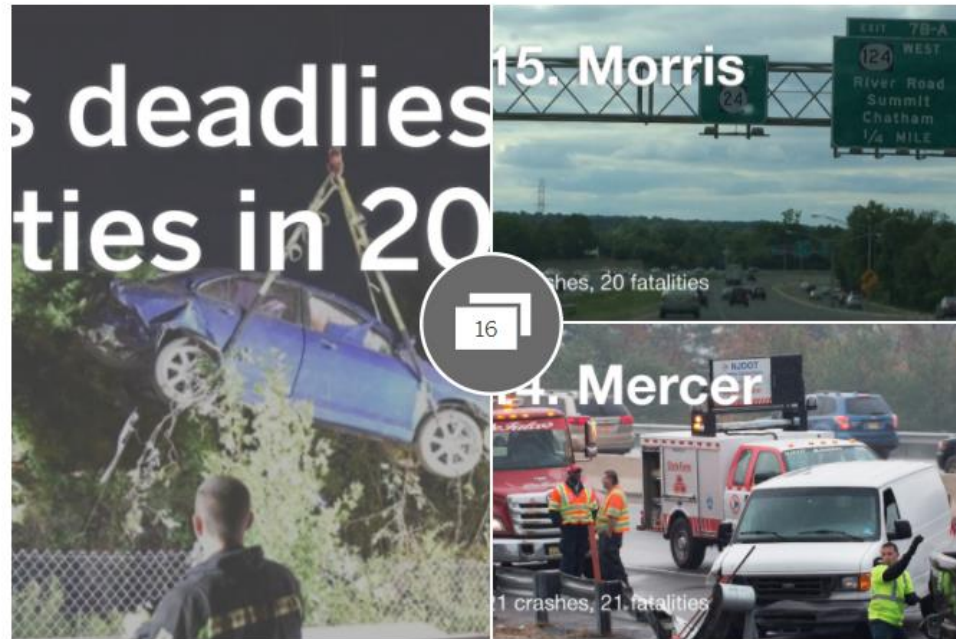
LSP Process

HSIP Funding on Local Roads



How many of N.J.'s 270K accidents did your town have last year?

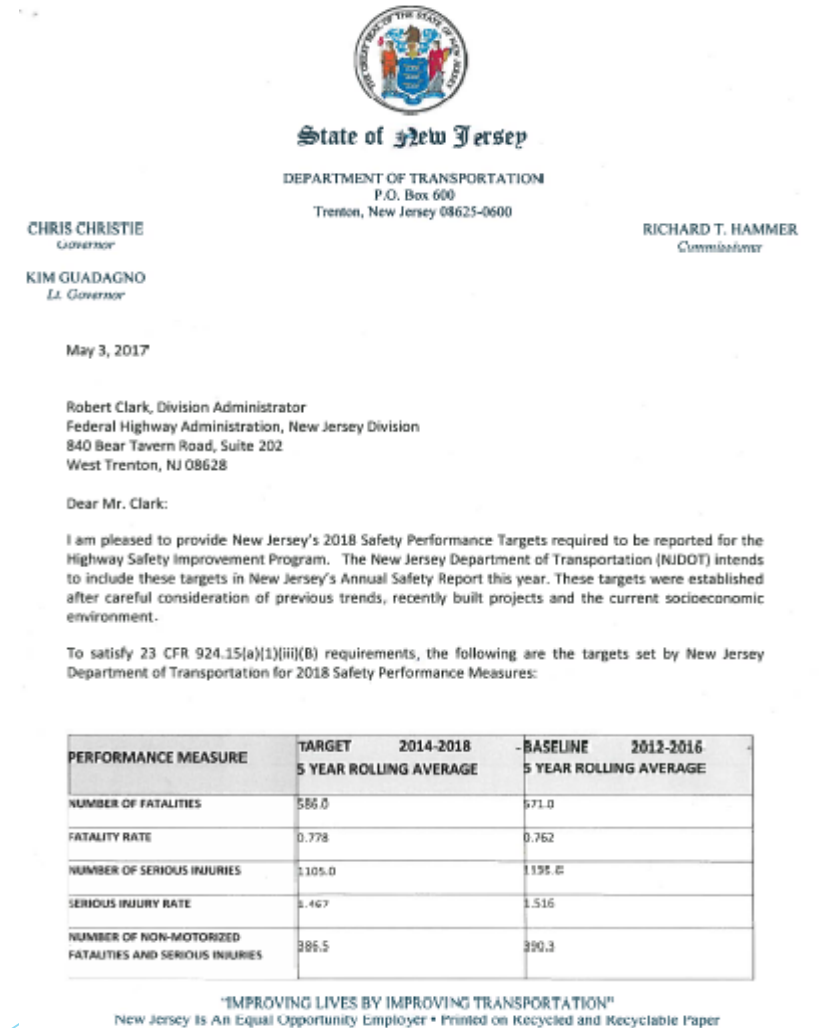
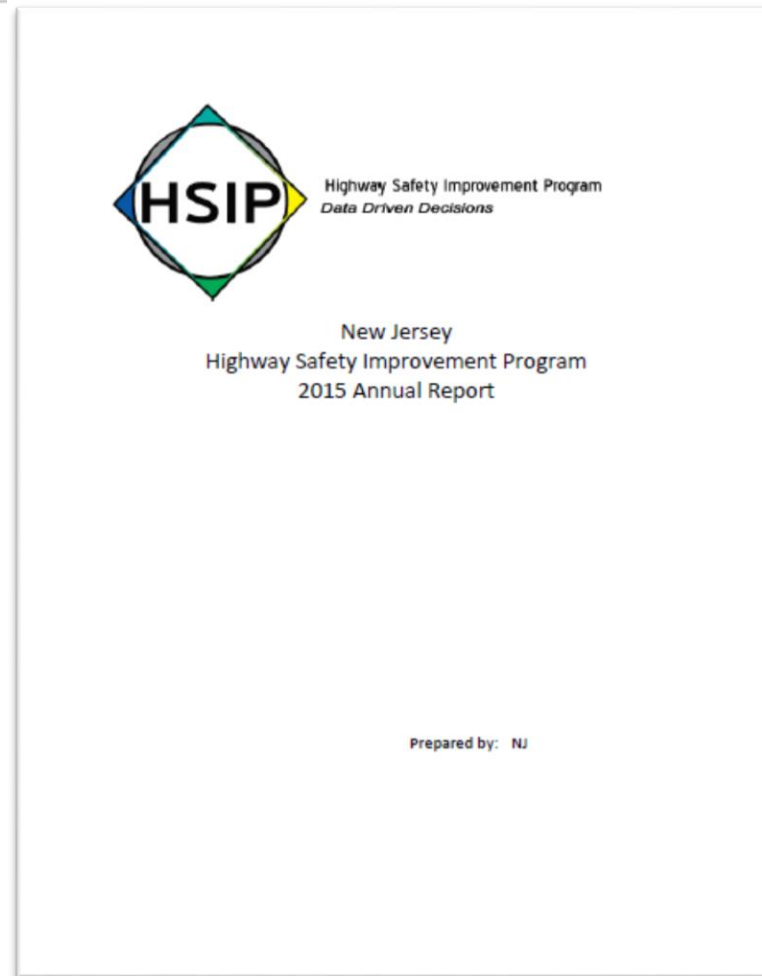
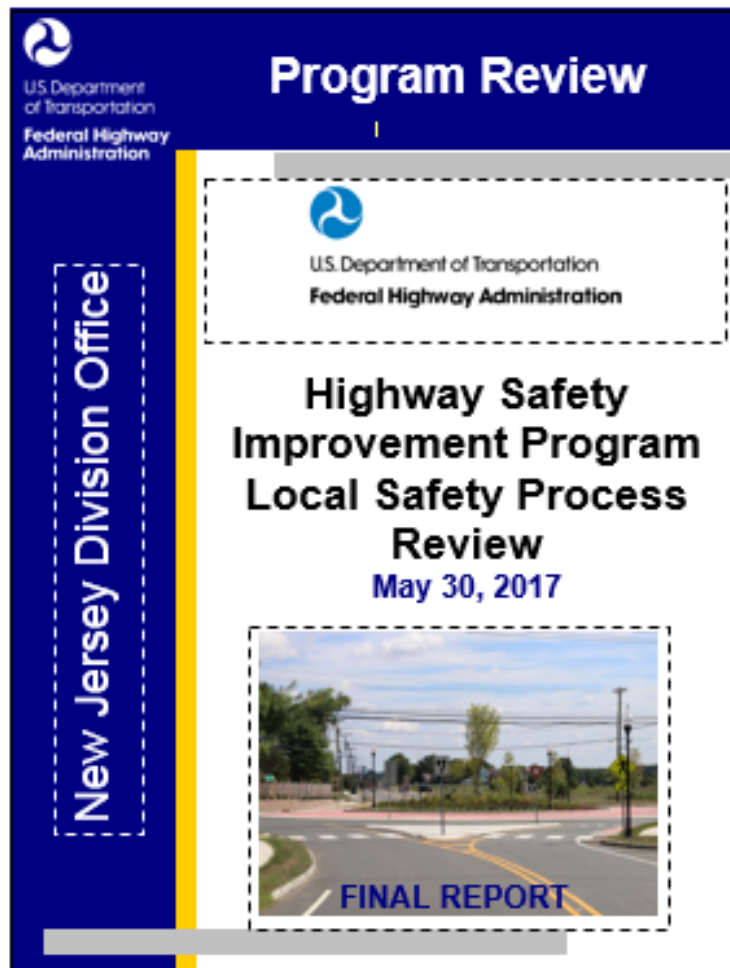
Updated Jan 23, 2017; Posted Jan 23, 2017



Gallery: N.J.'s deadliest counties in 2016

2     94 shares

Evaluation of Effectiveness Toward Achieving Safety Performance Targets



Questions

