Make Your Mark

A Local Safety Peer Exchange

Daniel LiSanti, Manager NJDOT Bureau of Safety, Bicycle and Pedestrian Programs
Keith Skilton, FHWA NJ Division Highway Safety Improvement Program
Welcome

Event Overview

- Agenda
- Housekeeping
- Expectations

AGENDA

8:00-8:15AM  Registration
8:15-9:00AM  Introductions
9:00-9:10AM  Welcoming Remarks
             Mary D. Ameen, NJTPA Executive Director
9:10-9:40AM  NJ’s Safety Performance Targets: Why It Matters
             Daniel LiSanti and Keith Skilton
9:40-10:40AM Safety Voyager Overview and Monmouth County Demonstration
             Chris Zajac and Vince Cardone
10:40-10:55AM Break
10:55-11:25AM Understanding Substantive vs. Nominal Approaches to Design
             John McFadden
10:25-11:45AM Breakout Sessions
11:45AM-12:30PM Lunch
12:30-1:00PM  Somerset County’s Approach to Systemic Safety Improvements
             Tricia Bates Smith
1:00-1:30 PM  Princeton’s Approach to Traffic Calming
             Deanna Stockton
1:30-2:00 PM  FHWA’s 2017 Update of the Proven Safety Countermeasures
             Karen Scurry
2:00-2:15PM  Break
2:15-3:00 PM  Breakout Sessions and Next Steps Planning
3:00-3:45PM  Attendee Report Outs Review of Breakout Discussion Questions
Ground Rules

- Participate
- 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

Mary D. Ameen
Executive Director
NJTPA
Today’s Take-Aways.....

- NJ’s Zero Death Vision & 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

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

May 9, 2017

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 924.25(a)(1)(IV)(B) requirements, the following are the targets set by New Jersey Department of Transportation for 2018 Safety Performance Measures:

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Intersection & Pedestrian Focus State

2015 Focus States

- Intersection
- Roadway
- Departure
- Pedestrian
- Bicycle
HSIP Purpose & Components

- 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’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.”
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<tr>
<th></th>
<th>State Road System</th>
<th>Local Road System</th>
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<td></td>
<td>Interstate</td>
<td>Total</td>
<td>Urban</td>
<td>Rural</td>
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<td>Roadway Length</td>
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<td>28,994</td>
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<td>Miles</td>
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<tr>
<td>% Total Miles</td>
<td>—</td>
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<td>—</td>
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<td>17%</td>
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<td>Total Fatalities and Serious Injuries</td>
<td>State: 3,265 (33%)</td>
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<td>28%</td>
<td>23%</td>
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<td>Lane Departure</td>
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<td>20%</td>
<td>4%</td>
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<tr>
<td>Intersections</td>
<td>State: 1,002 (33%)</td>
<td>Local: 2,028 (66%)</td>
<td>1,215</td>
<td>813</td>
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<td>32%</td>
<td>27%</td>
<td>3%</td>
<td>3%</td>
<td>39%</td>
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<tr>
<td>Pedestrians/Bicycles</td>
<td>State: 709 (28%)</td>
<td>Local: 1,565 (62%)</td>
<td>815</td>
<td>750</td>
<td>266</td>
<td>2,540</td>
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<td>Number</td>
<td>44</td>
<td>665</td>
<td>560</td>
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<tr>
<td>% Total Fatalities and Serious Injuries</td>
<td>2%</td>
<td>26%</td>
<td>23%</td>
<td>1%</td>
<td>2%</td>
<td>32%</td>
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</table>
Fatalities & Serious Injuries

- Intersection: 45%
- Road Departure: 30%
- Pedestrian & Bikes: 25%
HSIP Performance: Local Versus State Roads

F&I Crashes:
- Local Roads
- State Roads

HSIP $ Expenditures:
- Local Roads
- State Roads
NJ HSIP Manual
NJ LSP Assessment Findings Observations

New Jersey Strategic Highway Safety Plan

NEW JERSEY
HIGHWAY SAFETY IMPROVEMENT
PROGRAM MANUAL
September 2016

Program Review
U.S. Department of Transportation
Federal Highway Administration

Highway Safety Improvement Program
Local Safety Process Review
May 30, 2017

Plan  Process  Evaluation
Data Driven

- Network Screening
  - Severity
  - Types of Crashes
- Safety Voyager
- Project Approaches
  - Hot Spot
  - Systemic
**Substantive Vs. Nominal Safety**

Standards Approach yields updated traffic signal Versus...

**Intersection List**

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<th>#</th>
<th>RANK</th>
<th>LOCATION</th>
<th>MP</th>
<th>CROSS STREET</th>
<th>Status</th>
<th>CO</th>
<th>MB</th>
<th>FREQ</th>
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<td>RT 292 (Somerville Circle) (See also #162)</td>
<td>G</td>
<td>18</td>
<td>96</td>
<td>140</td>
<td>190</td>
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<td>(Circle) B</td>
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Maximizing Safety Benefits with Infrastructure Investments

TRAFFIC SIGNAL TO TWO LANE ROUNDABOUT 71% REDUCTION INJURY CRASHES
The difference between conflicts
Nominal Versus Substantive

Nominal Safety

Compliance with standards, warrants, guidelines

Substantive Safety

Predicted crashes frequency & severity
Balancing Project Needs
Continuing Evolution of Safety Programs

- Changes in Methodologies and Procedures
  - 2016 HSIP Program Manual
  - Using the HSM as a tool (predictive methods)

- Modifications to Program/Project Development
  - Full scope projects can now be developed enabling substantive assessments in lieu of low cost countermeasures within confines of existing ROW and without modifying existing geometry
  - Systemic Programs/Projects
LSP Process
HSIP Funding on Local Roads

- FY 2011 Authorization
  - All MPOs: 12 Projects
  - NJTPA: $16.2 M

- FY 2014 Authorization
  - NJTPA: 13 Projects
  - SJTPO: $6 M

- FY 2018 Authorization
  - All MPOs
  - FY 2019: $28 M
  - FY 2020: $30 M
  - FY 2021: $33 M

- Pilot Program
  - FY 2004
  - 2 Projects per MPO
  - $1 M per MPO
Evaluation of Effectiveness Toward Achieving Safety Performance Targets

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<td>3.75%</td>
<td>3.75%</td>
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<tr>
<td>Number of Serious Injuries</td>
<td>2.92%</td>
<td>3.16%</td>
<td>3.16%</td>
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</tr>
<tr>
<td>Severe Injury Rate</td>
<td>3.92%</td>
<td>3.92%</td>
<td>3.92%</td>
<td>3.92%</td>
</tr>
<tr>
<td>Number of Non-Fatal Penalties and Serious Injuries</td>
<td>356.5</td>
<td>356.5</td>
<td>356.5</td>
<td>356.5</td>
</tr>
</tbody>
</table>

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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
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