

Feature Presentation

NJDOT Innovative Approach to Safety

Dan LiSanti, Director
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NJDOT Innovative Approach to Safety

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September 19, 2022



Agenda



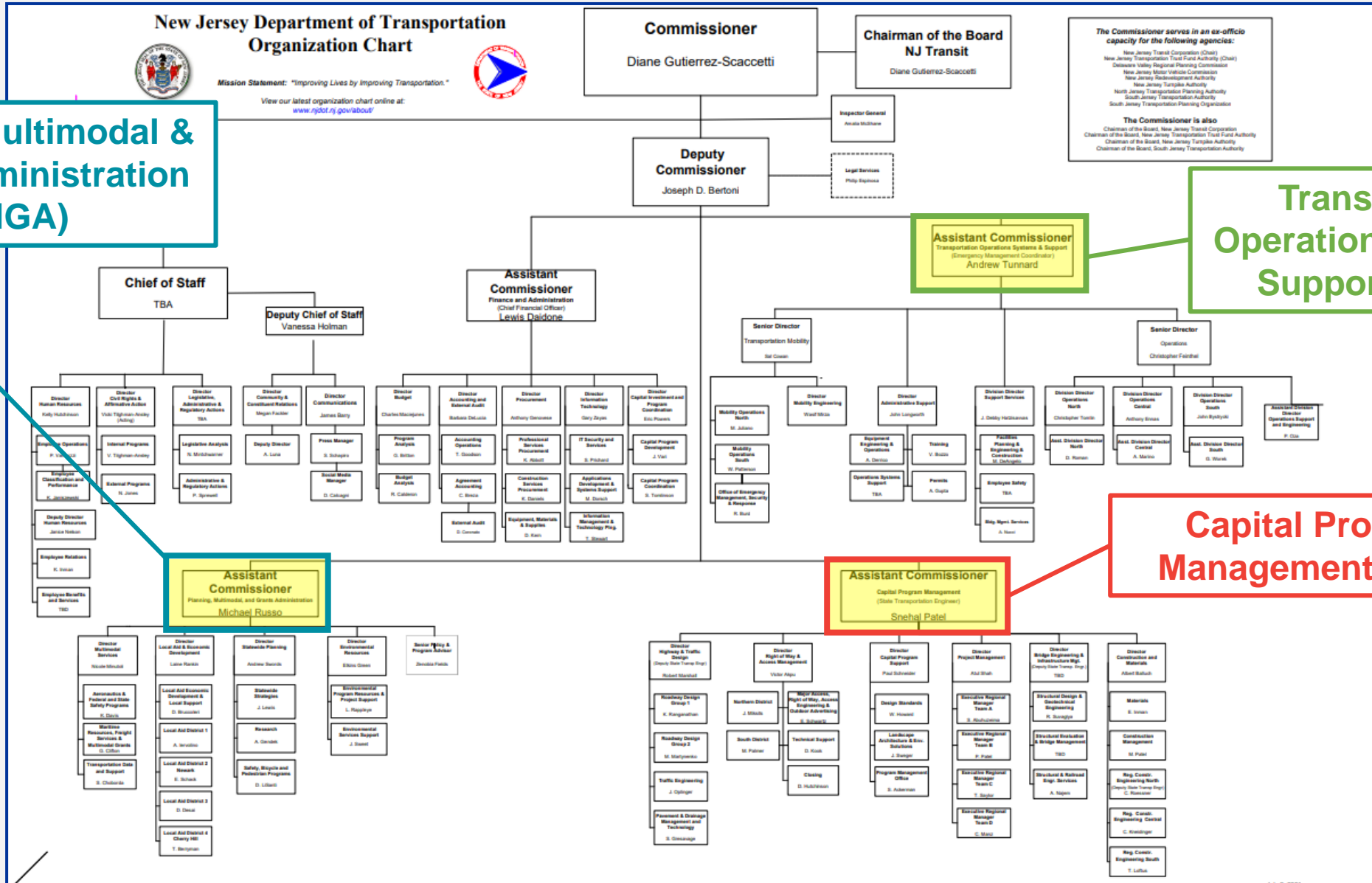
- 1. Who We Are**
- 2. Evolution of Safety Programs**
- 3. STIC – Previous Accomplishments**
- 4. Moving Forward**
 - a. Reactive to Proactive
 - b. Process Improvement
 - c. Procurement
 - d. Diversify
 - e. Countermeasures
 - f. SHSP
 - g. Safety Resource Center
- 5. Questions**

Who We Are

NJDOT



Organization



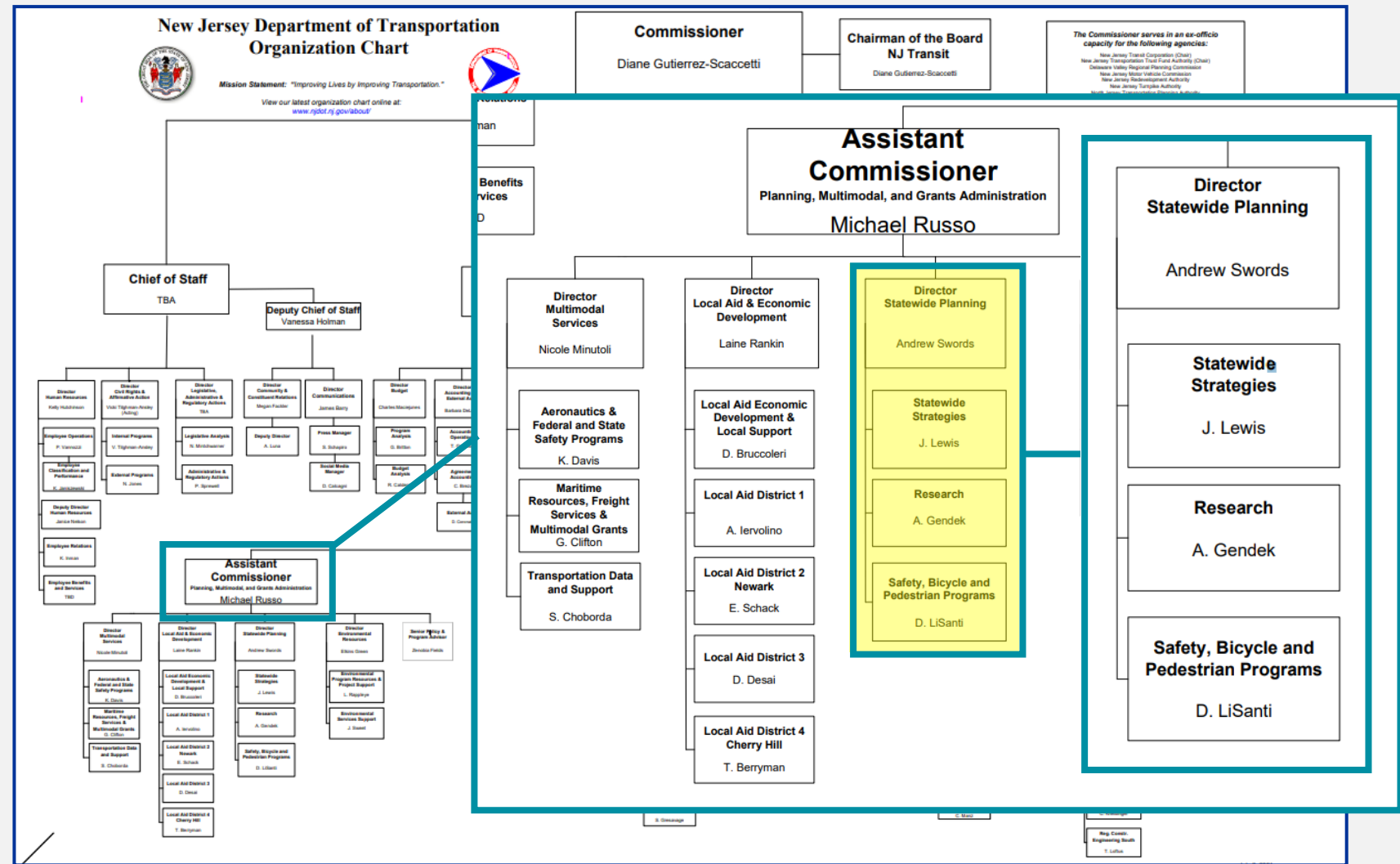
1. Environmental Resources
2. Local Aid
 - > District Offices
 - > Major Access & Outdoor Advertising
 - > Economic Dev & Support
3. Data & Multimodal Services
 - > Maritime, Freight & Multimodal Grants
 - > Aeronautics
 - > Transportation Data & Support
4. **Statewide Planning**



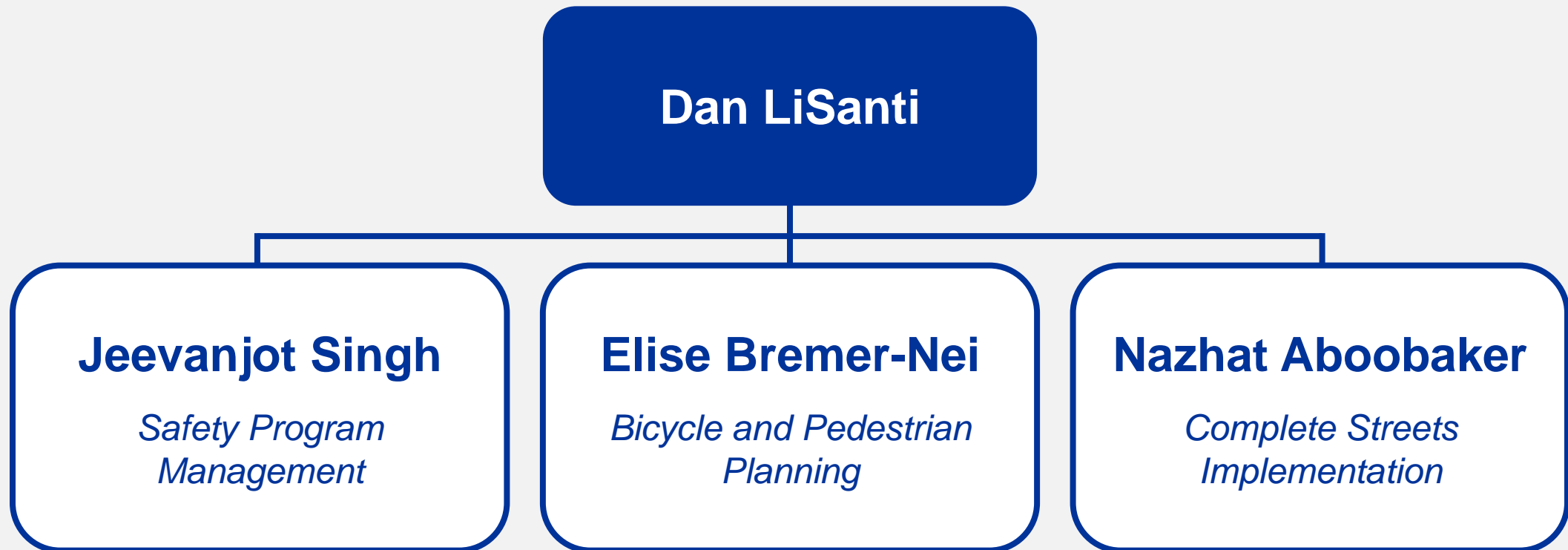
Planning, Multimodal and Grants Administration (PMGA)

4. Statewide Planning

- > Bureau of Research
- > Statewide Strategies
- > Bureau of Safety, Bicycle & Pedestrian Programs



Bureau of Safety, Bicycle & Pedestrian Programs (BSBPP)



Bureau of Safety, Bicycle & Pedestrian Programs (BSBPP)



1. Administer federal HSIP funds
2. Maintain Complete Streets Initiative
3. Encourage Complete Streets Policies
4. Develop, administer, implement and manage the state's Strategic Highway Safety Plan (SHSP).
5. Implement the action plans and coordinate
6. Encourage appropriate inclusion of safety improvements
7. Develop and maintain the Safety Management System Screening Lists
8. Collaborate with the MPOs, review and approve Local Safety projects, administer the Local Safety Program
9. Oversee Safety Resource Center, Bike Ped Resource Center, Safe Routes to School Resource Center, HSIP Project Development and Support and CMAQ consultants.
10. Complete Systemic Analyses – Horizontal Curve Safety Assessment, School Zones, Intersections
11. Complete federal reporting requirements
12. Coordinate with internal and external partners through meetings, workshops, conferences

We do a lot!

Overall Program – 2023



Capital Program (\$4.4B)

- > NJDOT – \$2.9B
- > NJ Transit – \$1.5B

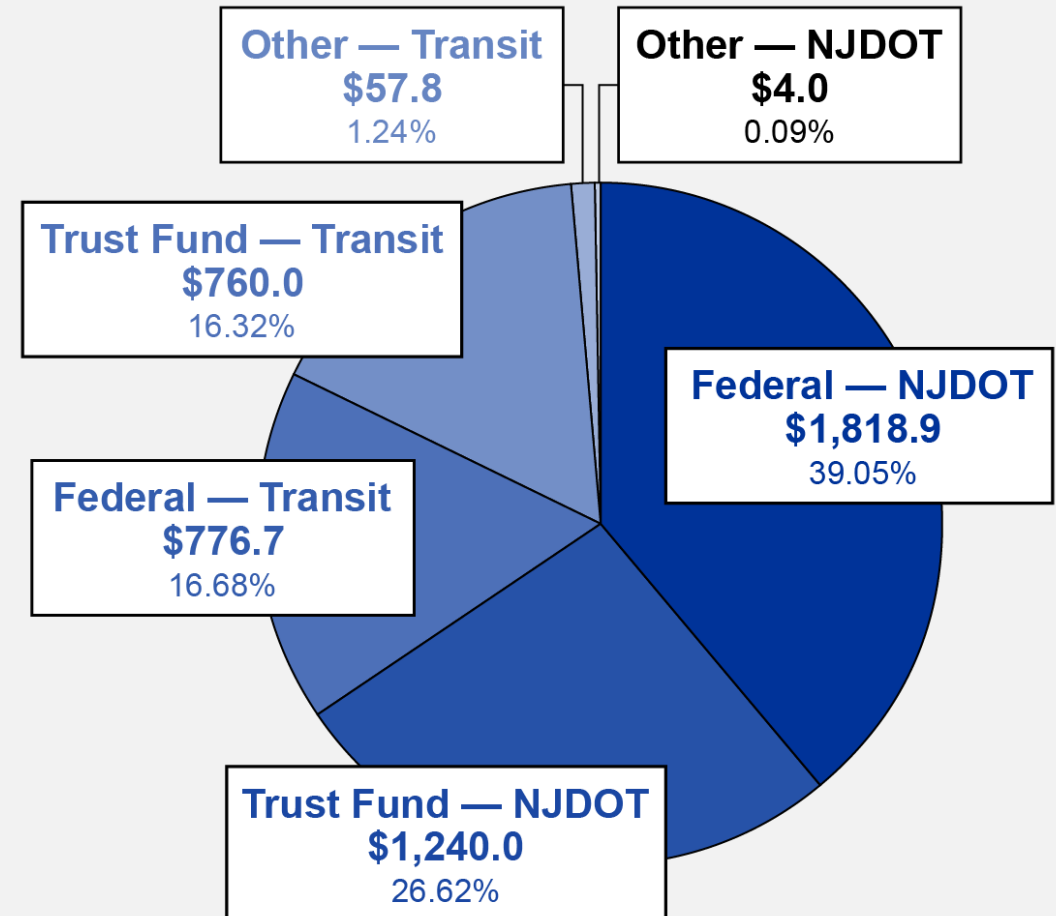
State Funds

- > \$810M NJDOT
- > \$430M Local Aid
- > \$760M NJ TRANSIT

Safety (\$143M)

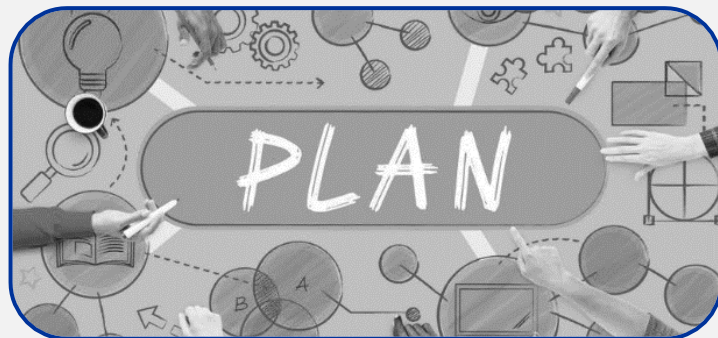
- > \$73M HSIP

Sources of Funds (\$ in Millions)

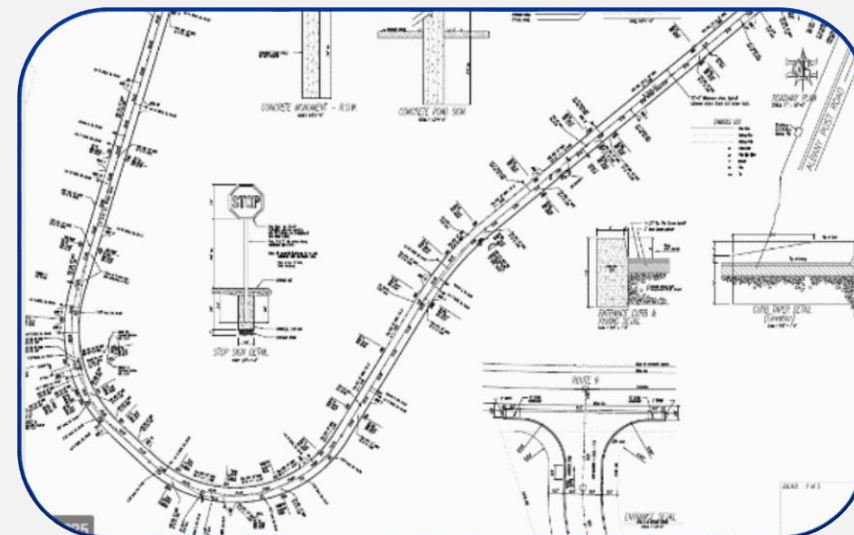


Active HSIP Projects in the Safety Portfolio

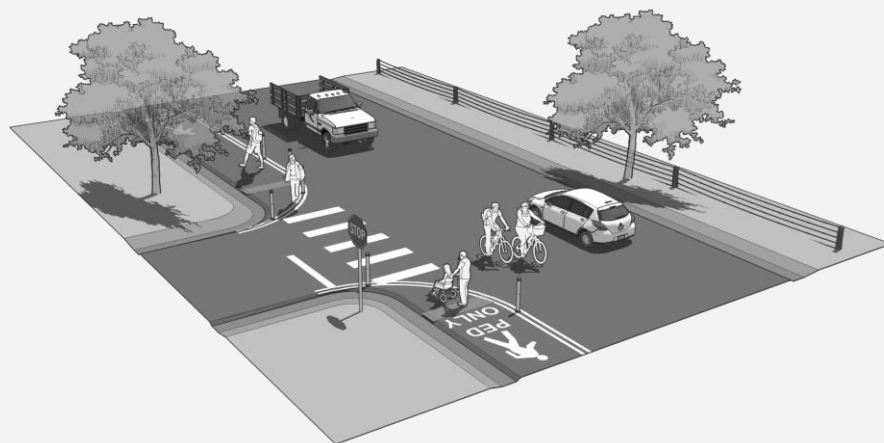
32
Planning



61
Design



29 Concept
Development



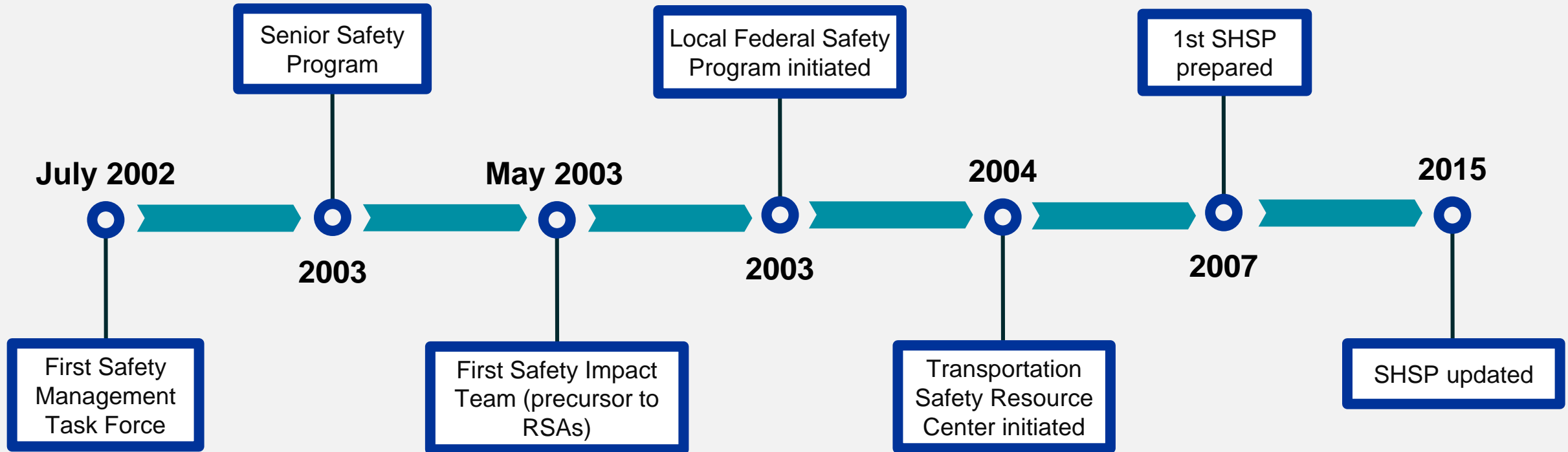
101
Construction



2 Evolution of Safety Programs



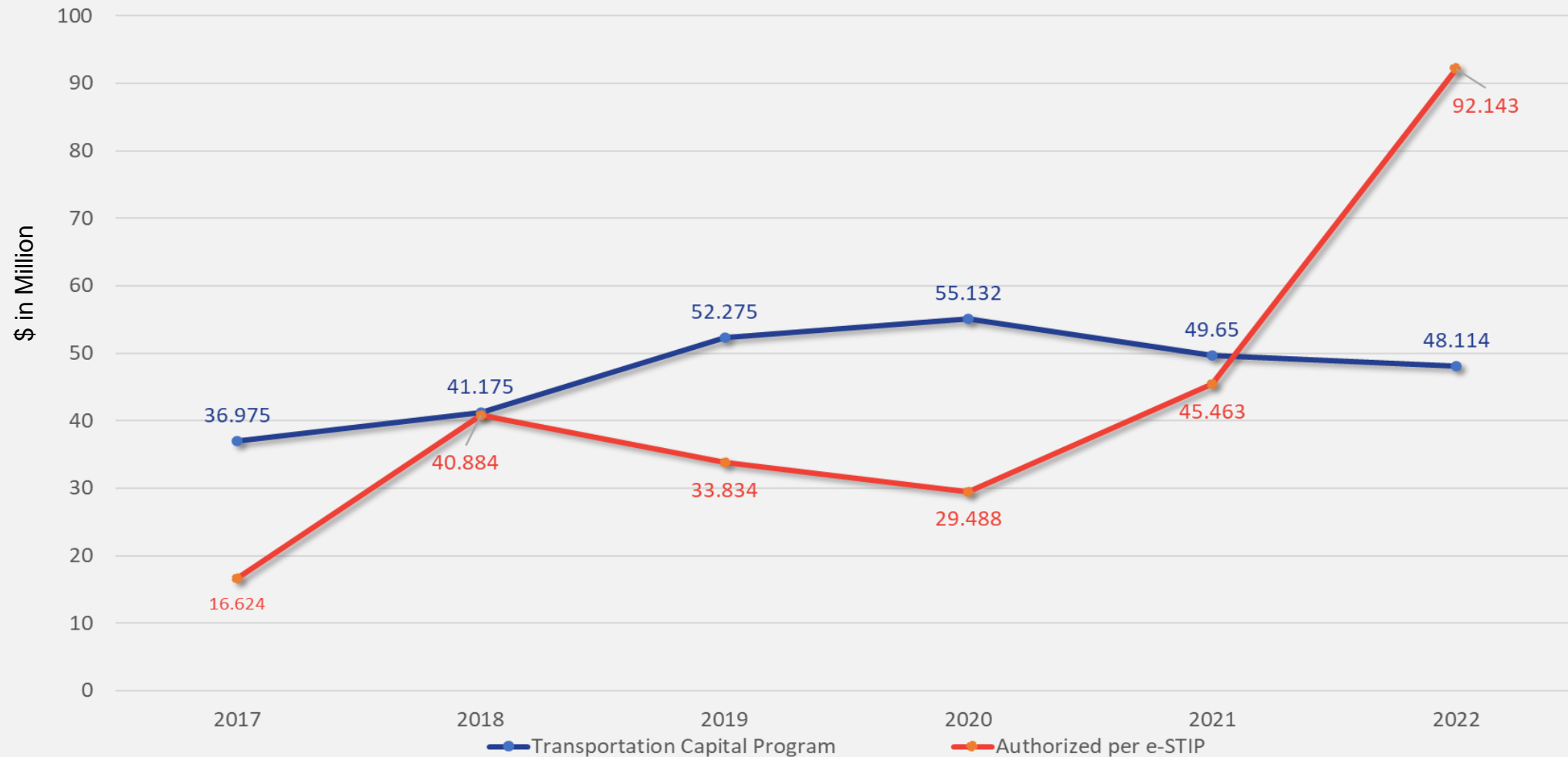
Past – Bureau of Safety Programs



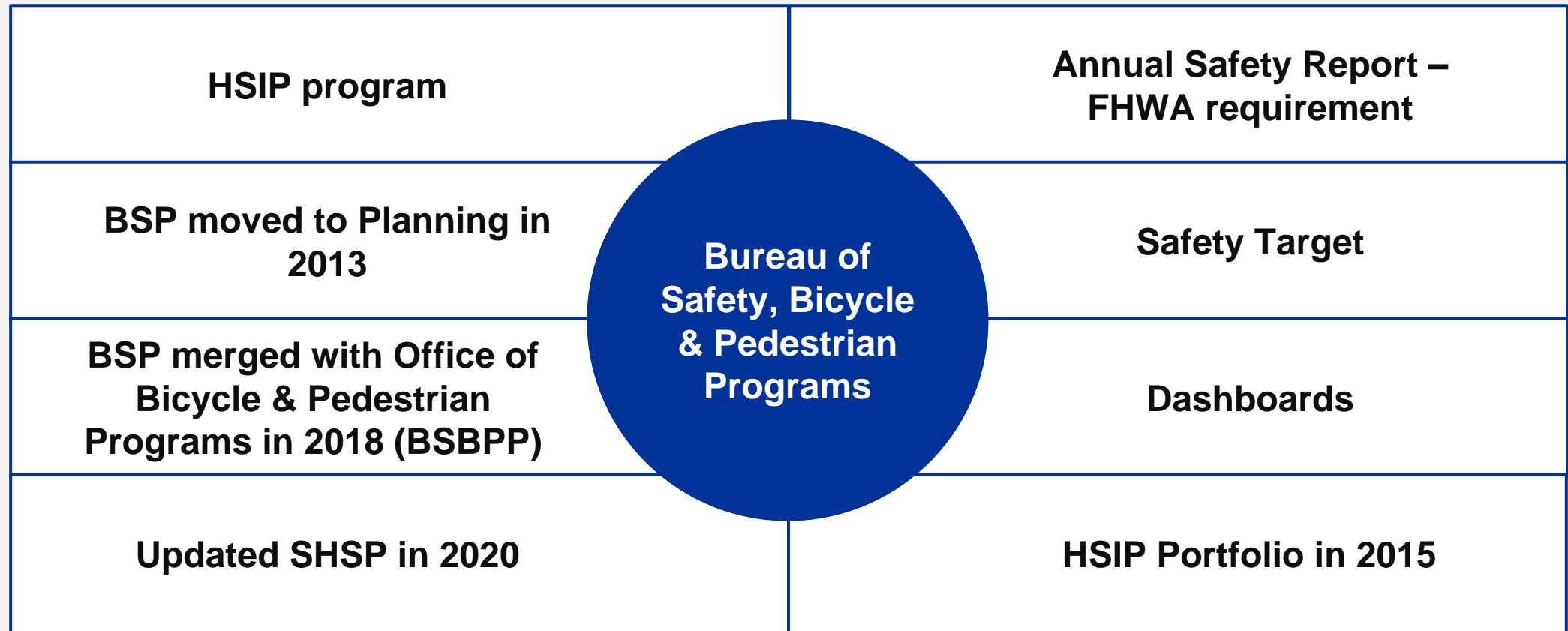
HSIP Program Programmed versus Authorized



HSIP – Programmed vs Authorized



Present



FY 2022 HSIP Performance

PLANNING

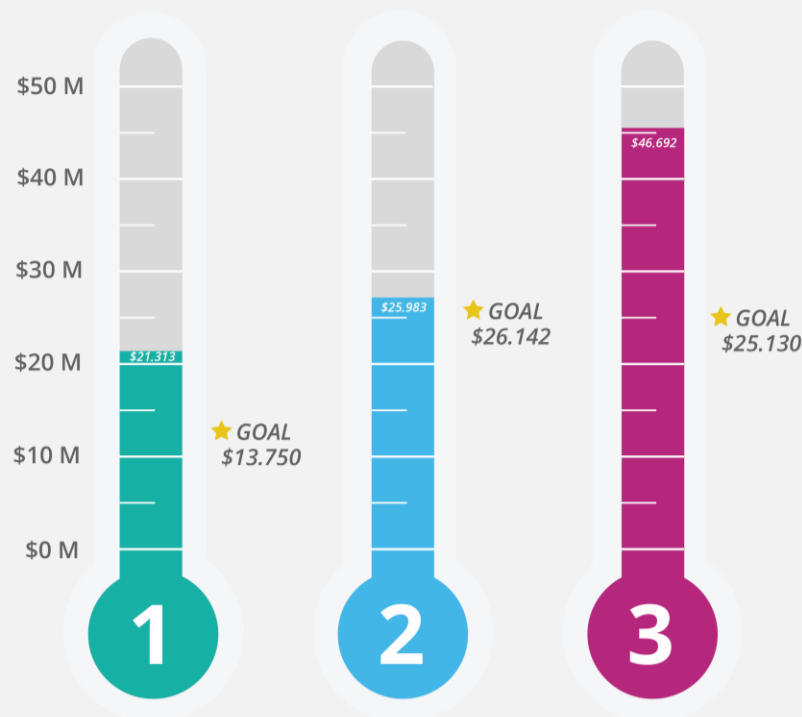
Highway Safety Improvement Program
Planning
Motor Vehicle Crash Records Processing
Rail-Highway Grade Crossing Program (salaries)

LOCAL AID

Local Safety/High Risk Rural Roads Program
Individual Projects

STATE

Safety Programs
Rail-Highway Grade Crossing ITS
Individual Projects
Clearzone Program



HSIP Implementation Plan Target: \$65.022 Million*
Compliance Goal: \$58 Million

*Reference: Table 7, HSIP Implementation Plan



* As of 9/15/2022

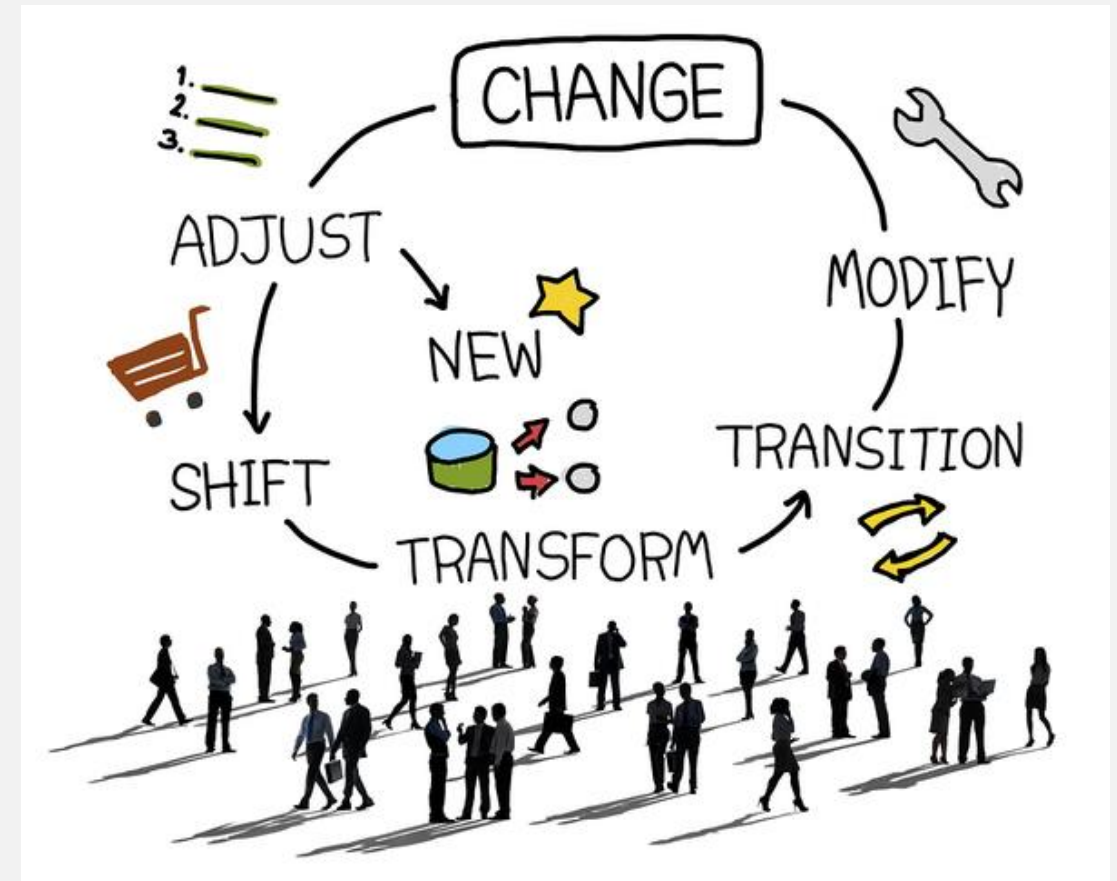
TOTAL

NJDOT

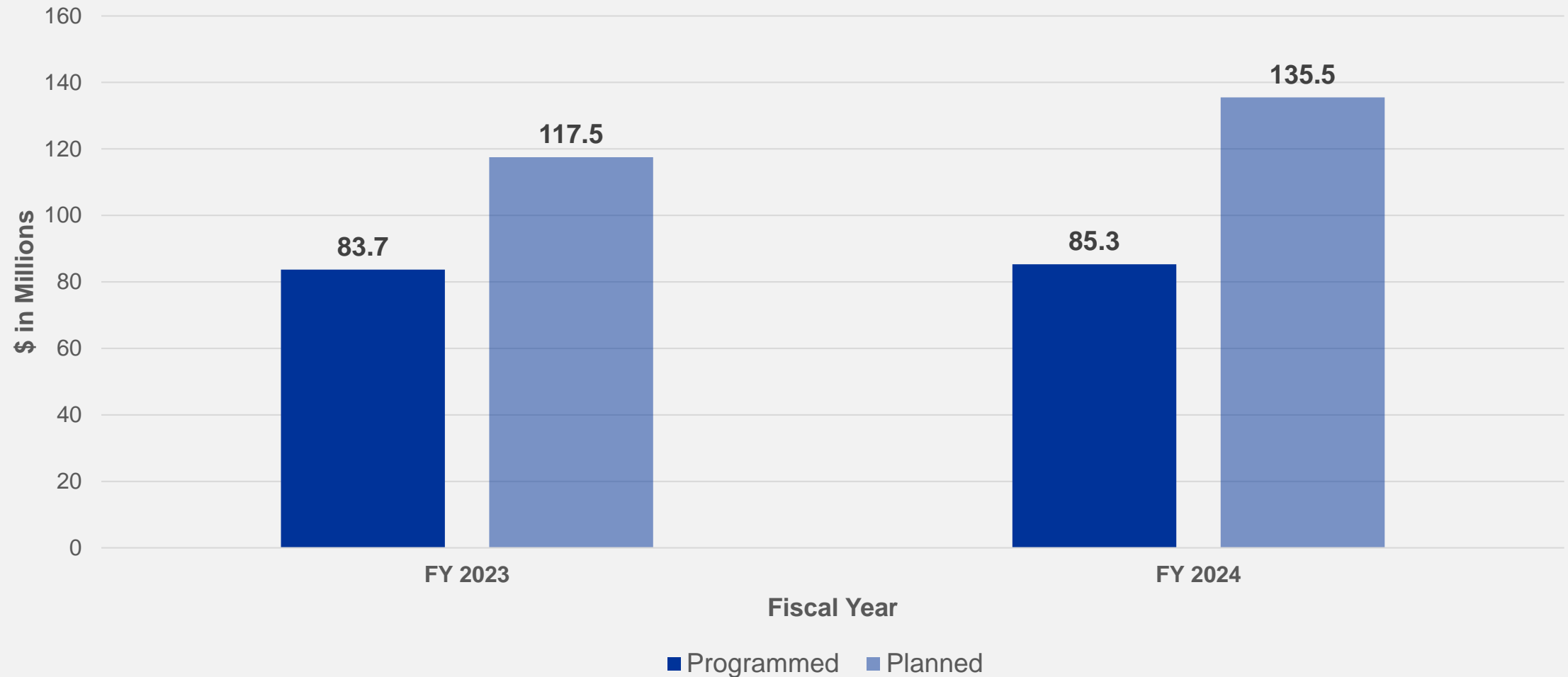
Continued Evolution



- > Started with in-house design and maintenance projects
- > Created network screening, identify locations
- > Hot-spot projects, intersection improvement, corridor improvement projects
- > Systematic projects
- > Systemic projects
- > Safe Systems Approach
- > Diversify the HSIP Portfolio
- > Get on the technology bandwagon



HSIP Program Programmed versus Planned



3

STIC

Previous Accomplishments



STIC – Previous Accomplishments



- > Safe Transportation for Every Pedestrian (STEP)
 - > Pedestrian Crossing Countermeasures at Uncontrolled Locations
 - > Systematic Midblock Crosswalk Improvement projects
- > Data Driven Safety Analysis
 - > Substantive Safety – Local Safety Peer Exchanges: Central (2017), South (2018) and North (2019)
 - > NJDOT Reducing Rural Roadway Departures Training
 - > FHWA Resource Center / NJDOT Virtual training (March 2021)

4 Moving Forward

NJDOT



4A

Reactive to Proactive

Safety Concern Identification



Systemic

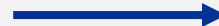


- > Horizontal Curve Safety Assessment
- > Wrong Way Driving
- > Forthcoming Safety Assessments:
 - > School Zones
 - > Intersections



Systematic

- > Vegetation Safety Management
- > Midblock Crosswalk Improvements



4B

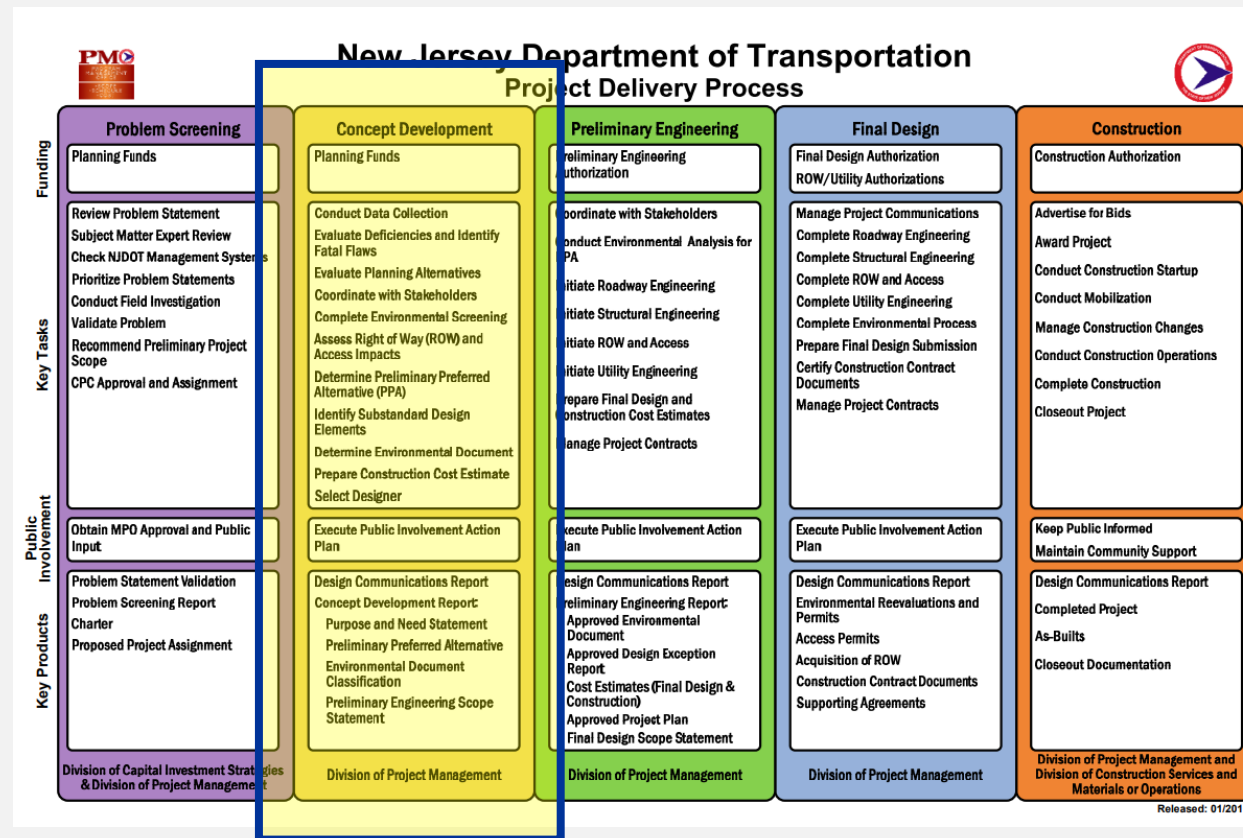
Process Improvement

Safety Project Delivery



Limited Scope Process (Project Initiation)

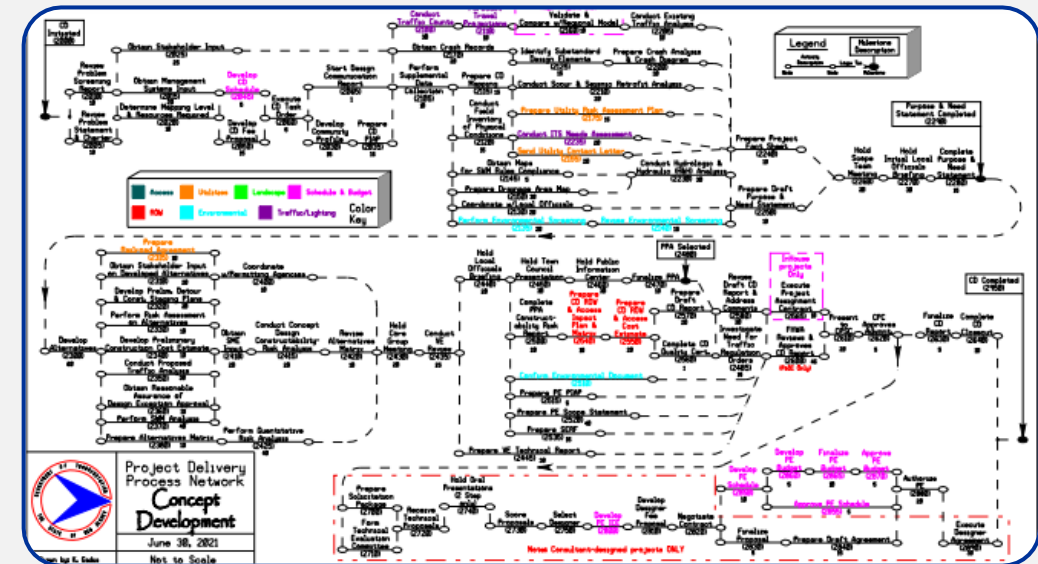
- > Limited Scope CD Checklist
 - > Develop CD Checklists
 - > Horizontal Curve Sign Program
 - > High Friction Surface Treatment (both are available on the CPD website, use pictures)



Capital Project Delivery Process (Network Diagram - Activities)



- > Added HSM and Complete Streets activities to the CPD Network Diagram and WBS
- > CD
 - > HSM Analysis
 - > Develop HSM Analysis
 - > Review HSM Analysis
 - > Approve HSM Analysis
 - > Complete Streets Checklists
- > PE
 - > Complete Streets Checklists



Engagement (Project Development)

- > Project development
- > Consultant Selection Teams



Post Deployment Evaluation (Project Evaluation)



- > Developing a comprehensive process for post construction evaluation
 - > Center Line Rumble Strips
 - > HFST
 - > Road Diets



4C

Procurement

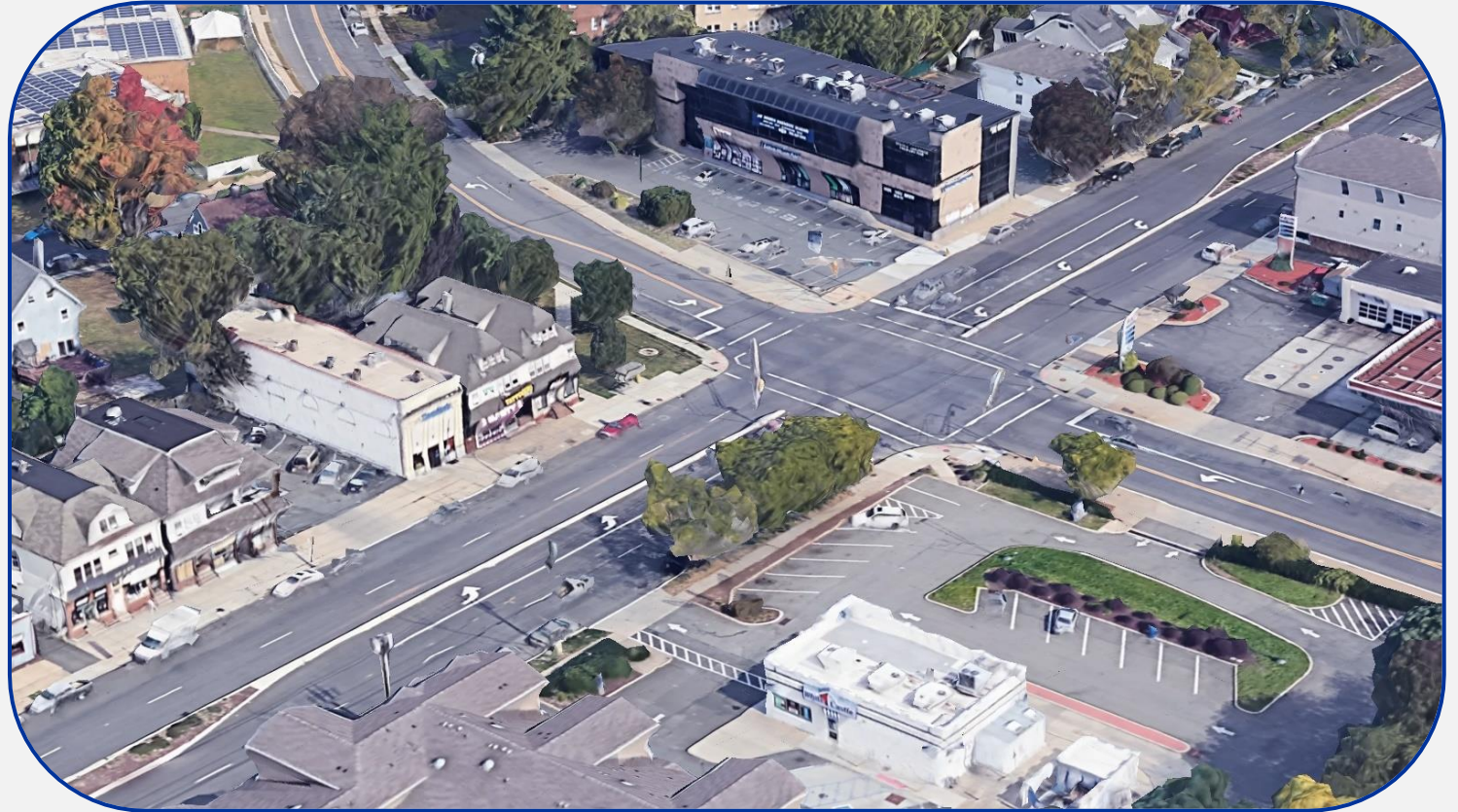
Overview



Split Funding



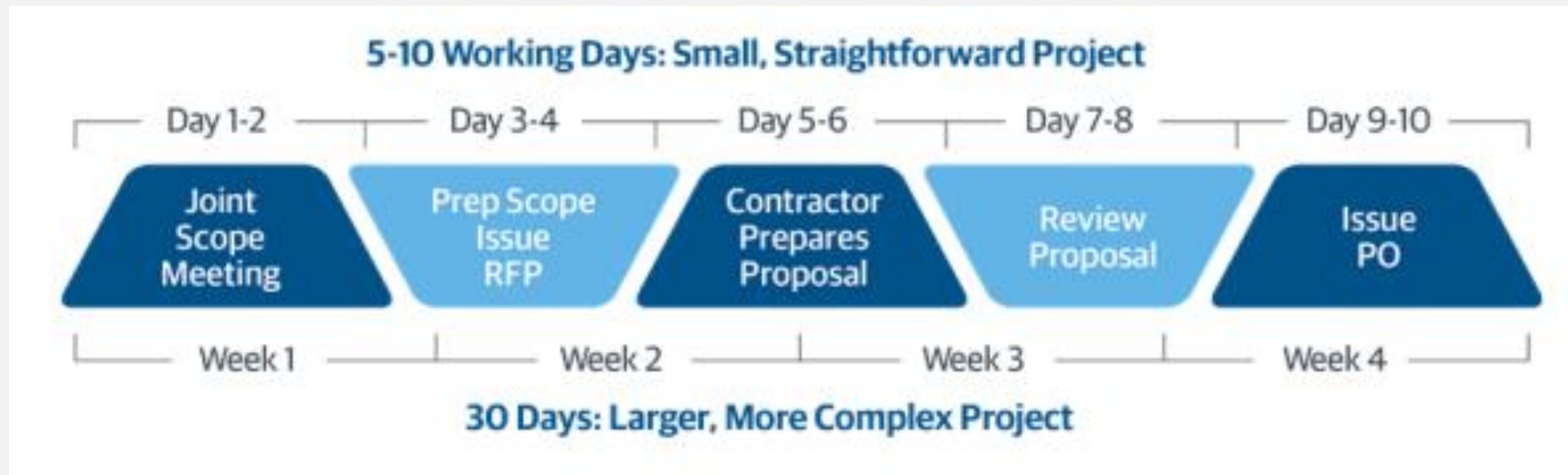
- > HSIP monies
- > Route NJ 439,
Route NJ 28
(Westfield Avenue)
to Route NJ 27
(Newark Avenue) -
\$0.85 million out of
\$5.7 million



Coming Soon



- > Job Order Contracting
 - > Safety Project Delivery
 - > Horizontal Curve Safety
 - > Vegetation Safety Management



4D

Diversify

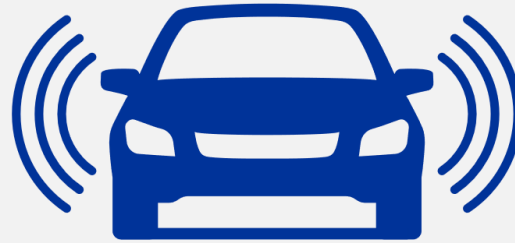
Overview



Stakeholders



Maintenance



Technology



Communications

Diversify project types



Maintenance

- > Vegetation Safety Management



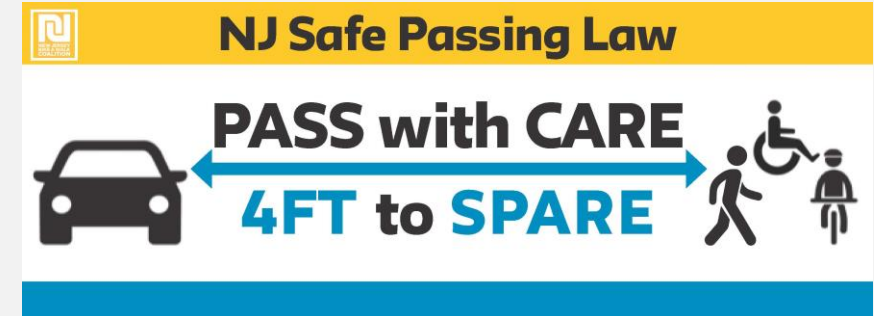
Technology

- > Wrong Way Driving Warning Systems
- > Pedestrian Detection Systems
- > Lead Pedestrian Intervals



Communications/Special projects

- > PSAs/Public Outreach



4E

Countermeasures

Overview



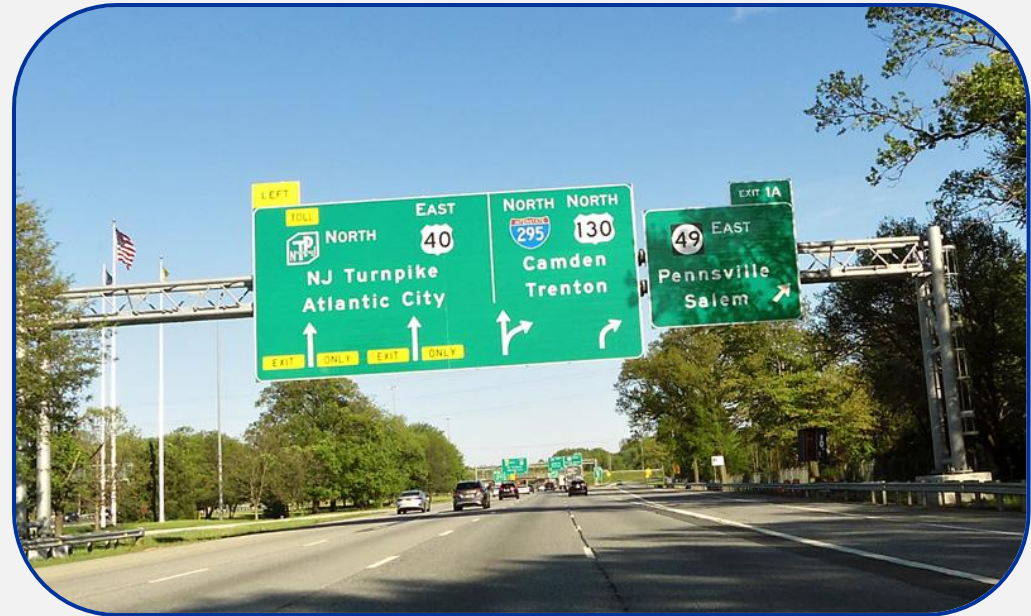
Wrong Way Driving Systems



I-80 WWD



I-295 WWD



Pedestrian Detection Systems



- > Passive pedestrian detection
- > Active pedestrian detection



Rt 129 & Lalor Street

4F

SHSP

Implementation



Implementation



> Emphasis Areas, Deliverables and Engagement

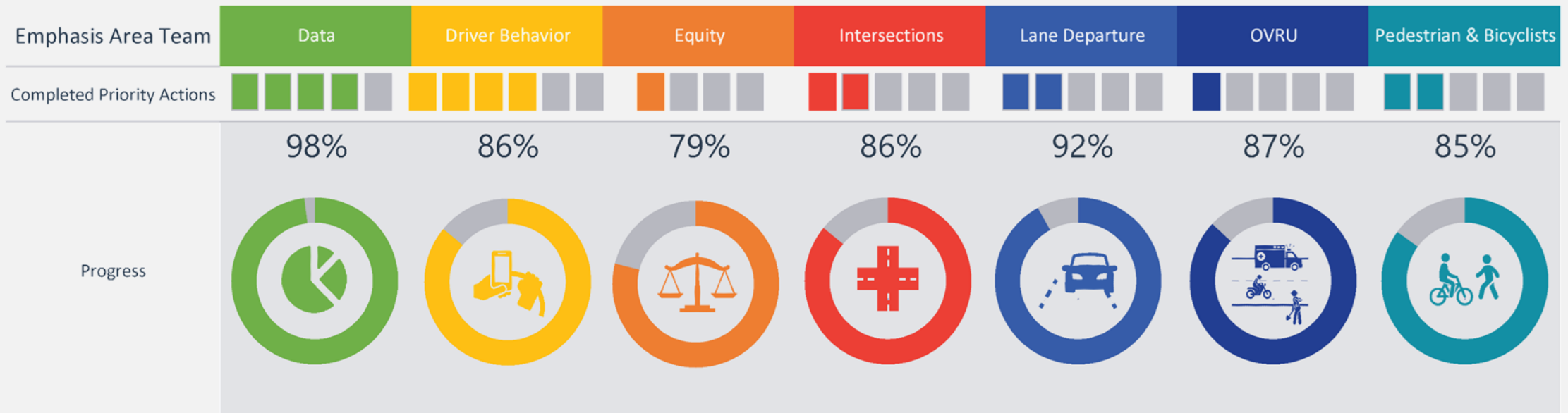
Year 2, Quarter 4

June 1, 2022 to August 31, 2022

Year 1 Priority Actions Progress **88%**



Year 1 Priority Actic **35**



4G

Safety Resource Center





One-stop centralized clearinghouse for transportation safety in New Jersey

Supports **'Towards Zero Deaths'** and an aspirational goal of Zero Deaths by 2050

Disseminates information & **connects** parties to industry resources

Serves as **gateway** to multimodal safety programs, funding guidance, reports

Supports **Implementation** of SHSP and supports **administration** of associated programs

Assists with **reporting requirements**

SRC Elements



Brand

Promise, purpose, values, mission, vision, image, experience, impression



Public Campaigns

Actively promoting a safety culture



Website

Primary gateway to everything safety



Training Program

Comprehensive curriculum & learning center



Social Media

Connecting with people



Meetings & Events

Instruments to facilitate knowledge sharing and NJDOT's vision for safety

5 Questions





NJDOT Innovative Approach to Safety

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September 19, 2022

