NEW JERSEY

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2019 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo Source:
NJDOT

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Disclaimer

Protection of Data from Discovery Admission into Evidence

23 U.S.C. 148(h)(4) states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section[HSIP], shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.”

23 U.S.C. 409 states “Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”

Executive Summary

The Fixing America's Surface Transportation Act (FAST Act) continues the Highway Safety Improvement Program (HSIP) as a core Federal-aid program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads.

The FAST Act requires the development of a Strategic Highway Safety Plan (SHSP), a High Risk Rural Roads Program (HRRR) and the Railway-Highway Crossings Program (RHCP). The New Jersey SHSP was updated in 2015. In order to obligate HSIP funds, states are required to (1) develop, implement and update a SHSP; (2) produce a program of projects or strategies to reduce identified safety problems; (3) evaluate the plan on a regular basis, and (4) submit an annual transparency report.

HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

The reporting period for the 2019 Annual Safety Report (ASR) is the Calendar Year (CY). Starting in 2017, the ASR reporting period had been changed from the Federal Fiscal Year (FFY) to the Calendar Year (CY). The NJDOT made this change to be consistent with the reporting period of crashes and to be more precise in the reporting of the projects that get authorized during that period.

New Jersey has analyzed roadway safety performance as described in part 30 "General Highway Safety Trends in the State for Past Five Years". Over the five year period, 2014-2018, the New Jersey's five-year rolling average for the number of fatalities slightly trickled upward approximately 1% while fatality rates dropped approximately 3%, number of serious injuries dropped approximately 13%, serious injury rates dropped approximately 16% and the number of non-motorized fatalities and serious injuries dropped approximately 7%. Over the same five-year period, the actual number of crashes resulting in fatalities and incapacitating injuries in each year has fluctuated. New Jersey's Vehicle Miles Traveled (VMTs) have been increasing on an annual basis over this five year period.

The NJDOT continued to take the lead in establishing the 2020 five safety performance targets. The targets are reported to satisfy federal requirements with the understanding that New Jersey's safety vision is to achieve zero deaths on all public roads. Throughout the process, the NJDOT coordinated with the three MPOs, Division of Highway Traffic and Safety (DHTS) and the FHWA, NJ Division. The NJDOT established final targets and received concurrence from DHTS as three of the five safety targets are identical and required for both the Highway Safety Plan and the HSIP Annual Safety Report.

To achieve this long-term vision of zero deaths on all public roads, New Jersey established a 2.5% per year reduction goal in the five-year rolling average of fatalities and serious injuries. This is a short term crash reduction goal to evaluate from 2012 levels to 2022. New Jersey's 2018 fatalities and serious injuries actual value remains below the projected 2.5% reduction target line.

NJDOT has a broad spectrum of safety programs designed to reduce the frequency and severity of crashes as follows:

Intersection Improvement Program;

Crash Reduction Program;

Segment Improvement Program;

Utility Pole Mitigation Program;

Pedestrian Safety Improvement Program;

Rail Highway Grade Crossing Program (State);

Rail Highway Grade Crossing Program (Federal);

Local Safety Program; and the

High Risk Rural Roads Program

New Jersey continues to develop highway safety improvement projects on the basis of both crash experience and crash potential to reduce fatal and serious injury crashes on all public roads. New Jersey understands the benefits of a systemic approach which provides an expanded comprehensive and proactive approach to road safety efforts. New Jersey constantly considers ways to expand its use of systemic safety improvements in the key safety emphasis areas.

The analysis for implementation of the following systemic treatments on the state highway system continued in 2018:

- Mid-Block Crosswalks Pedestrian Safety Improvements
- Signal Backplates with Retroreflective Borders
- Wrong Way Entry
- Bus/Transit Stops – Pedestrian Safety Improvements
- Clear Zone
- Roadway Departure (at Curves) Mitigation

In addition to exploring and developing the above systemic programs, New Jersey continues its effort with High Friction Surface Treatment (HFST) on roadway curves which experience high roadway departure crashes such as fixed objects and overturns. New Jersey continues to evaluate HFST installations and has updated the specifications and created a guidance document. The systemic pilot roundabout program to reduce injury crashes at intersections has also been a success as more Counties are interested in building modern roundabouts. Statewide installation of center line rumble strips on the state highway system that was completed in 2016 will be evaluated for effectiveness and reported out in the 2020 HSIP Annual Safety Report.

New Jersey is in the process of conducting a systemic safety review of the New Jersey State Highway System. The screening focuses on a review of system wide total crash (all severity) history to determine the types of crashes that are overrepresented and the facilities on which these crashes typically occur. This effort will be completed in 2019.

New Jersey's current SHSP reflects NJ's commitment to a performance based program through the identification of data driven investment strategies, which aligns with the annual fatal and serious injury reduction goals and incorporates the Towards Zero Death vision. This plan provides direction to focus approximately 40 percent of the annual HSIP funding on state highways and 60 percent on county and municipal network in line with the current distribution of serious injuries and fatalities. New Jersey recognizes the benefits of collaboration in achieving overall safety. To implement SHSP goals, New Jersey's HSIP apportionment of the Local Safety Program (LSP) has increased significantly and, as a result, the LSP has grown substantially. Some of the changes in the LSP which contributed towards its success include the provision of design services with professional services procurement through the MPOs and participation with HSIP funds for concept development phase for local projects. NJDOT continues to provide support to MPOs and their subregions through various trainings, presentations, meetings, development of Network Screening Lists, updating and standardizing the Local Safety Program / High Risk Rural Road Program applications, Local Safety Peer Exchanges, assistance with HSM analysis for LSP projects and conducting Road Safety Audits on the local roadways.

New Jersey strives to improve our programs and supports and encourages the use of innovative techniques in doing so. In 2018, New Jersey continues its commitment to share information and knowledge with other parties of interest.

- In 2016, NJDOT developed and deployed a new user friendly crash data analysis tool called Safety Voyager. Safety Voyager is a web based application that allows NJDOT to visualize crash data, ball banking reports and traffic counts data in a map based interface. The application is hosted in a web based cloud data access. In the first release, the NJDOT had emphasized a basic functionality and security. In 2018 and into early 2019, the application was updated with the following features:
    - Crash Reports: View the NJTR1 redacted crash reports.
    - Crash Cluster Selection Tool: Select crashes interactively using a polygon drawing tool.
    - Added Bike and Pedestrian heat map and dashboard modules.
- An essential step in the application of the HSM in New Jersey, is the calibration and development of New Jersey-specific safety performance functions (SPF) for different types of facilities. The NJDOT research project regarding this effort will be completed in September, 2019. With the information, the NJDOT and other New Jersey transportation agencies can use the HSM predictive methods to quantitatively assess expected facility safety performance for New Jersey conditions and in comparing facility alternatives. With more accuracy, this will improve safety evaluations in New Jersey.
- In 2018, NJDOT has attended and participated in numerous peer exchanges, pooled fund initiatives, workshops, forums and webinars to share and obtain knowledge to help better our program that included:
    - Conducted the New Jersey Safety Partners Forum that provided an opportunity to engage New Jersey's safety partners in a dialogue regarding the progress made since the release of the 2015 NJ SHSP with a look towards the future.
    - In collaboration with the FHWA, held a Performance Based Intersection Design & Operations – Workshop. This one-day workshop examined key design and operational considerations for roadway intersections with an emphasis on how these critical considerations influence safety for various users.
    - Conducted presentation and trainings on the new FHWA Proven Safety Countermeasures.
- In 2018, NJDOT continued to work on the following EDC initiatives:
    - EDC-3 - Data-Driven Safety Analysis: Safety Management, AASHTOWARE - Safety Analyst: This tool will be used to proactively determine which sites have the highest potential for safety improvement, as opposed to reactive safety assessments done conventionally. In 2018, New Jersey attended the Arizona Data-Driven Safety Analysis peer exchange and presented on New Jersey's current and future DDSA activities which include Safety Voyager and Safety Analyst.
    - EDC-3 - Data-Driven Safety Analysis: Project Development: The purpose of this initiative is to develop and deploy new tools, technology and practices to accelerate the adoption of innovation in all aspects of highway transportation both on the state and local side. To promote the use of substantive safety and data driven safety analysis tools in all local projects, New Jersey has decided to conduct 3 Local Agency Peer Exchanges. The first of these Peer Exchanges was held in 2017, the next two were held in 2018.
    - EDC-4 - Safe Transportation for Every Pedestrian (STEP): Workshops focusing on State and Local Uncontrolled Locations – The purpose of this initiative is to promote the use of Road Diets, Pedestrian Hybrid Beacons, Pedestrian Refuge Island, Raised Crosswalks and Crosswalk Visibility Enhancement. In 2018, as a collaborative effort, NJDOT and the FHWA conducted a workshop, Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations. The workshop was geared toward state highway system. An action plan for Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations was developed. The action plan targeted specific countermeasures for improving pedestrian safety at unsignalized state road crossings.

NJDOT is encouraged by the progress that the program has made over the last several years but we look forward for opportunities to improve the program in the future. A look ahead into some activities that will be performing in 2019 is as follows:

2019 New Jersey Highway Safety Improvement Program

- Development of 2020 NJ SHSP
- Funded through FHWA's Accelerating Safety Activities Program (ASAP), NJDOT will work with its partners at the FHWA, the New Jersey Local Technical Assistance Program (NJLTAP), and MPOs to jointly produce three workshops covering each region of the state to increase awareness of the FHWA Proven Safety Countermeasures. The workshops will feature proven safety countermeasures with New Jersey-specific applications, including roundabouts, rumble strips, medians, pedestrian crossing islands, and pedestrian hybrid beacons.
- EDC-5 initiatives:
    - Reducing Rural Roadway Departures in NJ: NJDOT's plan is to complete this initiative by improving the knowledge of rural roadway facility owners and maintainers. This will to be accomplished through training. The FHWA Resource Center would first train the FHWA NJ Division and NJDOT and from there they would take that training to the owners/ maintainers of the rural roads in our MPO regions.
    - Safe Transportation for Every Pedestrian: An action plan was developed as a collaborative effort between the FHWA and NJDOT in the EDC4 STEP initiative. The action plan recommends measures that when implemented may help reduce the number and rate of pedestrian crashes, fatalities, and injuries on New Jersey highways. The intent of this initiative is for the action plan to inform and be incorporated into the future strategies developed in NJ 2020 Strategic Highway Safety Plan. As the strategies are finalized, NJDOT will use the plan and consider the plan recommendations/next steps.
- With assistance from the FHWA, NJDOT is to planning to begin an evaluation effort to improve their HSIP evaluation process. The evaluation effort will be conducted to provide direction and improve decisions and processes to NJDOT's HSIP evaluation process of countermeasures, projects and programs.

NJTPA

The North Jersey Transportation Planning Authority (NJTPA) is the fourth largest MPO region in the nation serving 6.7 million people in the 13 counties of northern New Jersey. Making travel safer is a top priority at the NJTPA and it is factored into all aspects of our transportation planning and investment decision-making. NJTPA continues to allocate and increase HSIP funding annually through several programs. All of NJTPA's efforts utilizing HSIP funds are aligned with the State's Strategic Highway Safety Plan. Collectively, these programs improve the state's ability to successfully address safety issues on local roads, where 60% of crashes occur.

The Local Safety Program (LSP) supports safety improvements on county and local roadway facilities. Since the program's inception in 2004, the NJTPA has allocated $145 million in HSIP funds for 115 projects. A wide range of projects are supported with improvements including new and upgraded traffic signals, road diets, modern roundabouts, countdown signal heads, high visibility crosswalks, curb extensions, pedestrian refuge islands, bike lanes, new and upgraded signs and pavements markings. In 2018, $19.9 million in HSIP funding was authorized for the construction of ten projects including improvements at 47 intersections.

Since 2009, NJTPA's High Risk Rural Roads Program has provided over $20 million in HSIP funding for projects with improvements including high friction surface treatment, mircosurfacing, improving the super elevation of curves, centerline and edgeline rumble strips, new and upgraded pavement markings and signs. In 2018, $1.175 million in HSIP funding was authorized for HFST along 6 HRRR curves in Ocean County.

Since 2015, the NJTPA has also provided funding for consultant inspection during construction on 11 projects totaling more the $3 million. In 2018, $2.8 million in inspection funding was part of the construction authorizations.

Through the Local Safety Engineering Assistance Program (LSEAP), the NJTPA also provides engineering assistance to projects selected to advance through the LSP and HRRR. To date, $10 million in design assistance has been provided for 40 projects including the design of four modern roundabouts and two road

diets. In 2018, consultant selection commenced for 12 new projects in the 2018 LSEAP totaling $8.5 million in design including three modern roundabouts and one road diet.

In 2018, the NJTPA created a new Consultant Assistance effort to support the Subregions with the preparation of applications for the LSP and HRRR. This consultant effort will include traffic counts, crash analysis, signal warrant analysis, lighting analysis, conceptual layouts and HSM/Benefit Cost analysis.

Finally, The NJTPA continues to partner with the NJDOT to conduct Road Safety Audits with a total of 38 completed since 2010. Short term recommendations from 22 RSAs have been or will be incorporated into projects advanced in the LSP. In 2018, four RSAs were completed in Monmouth, Ocean Essex and Hudson Counties.

SJTPO

The South Jersey Transportation Planning Organization (SJTPO) is the MPO serving four counties in southernmost New Jersey, including Atlantic, Cape May, Cumberland, and Salem Counties. Working with Statewide partners to move the State's Strategic Highway Safety Plan into action and solidify SJTPO's commitment to advancing the SHSP, annual investment goals were established based on three crash categories; Intersection, Pedestrian, and Lane Departure crashes. Most recently, SJTPO documented strategies and identified projects to meet the HSIP Investment Goals. SJTPO has committed to several general strategies to help achieve these goals.

The HSIP is the primary funding source available to the SJTPO that is solely focused on implementing the SHSP; and advancing projects through HSIP has been a major focus for the SJTPO in recent years. Support for HSIP among counties and municipalities in the SJTPO region had been low in recent years due to the complex nature of the program and the failure of select high profile safety projects to secure HSIP funding. To overcome this, SJTPO put a great deal of effort in recent years to educate jurisdictions about the benefits of the program, and bolster the technical support SJTPO offers to reduce the complexity of the process for jurisdictions. Further, SJTPO worked to develop an initial review process to screen out lesser-developed projects early on, reduce the likelihood of well-developed project applications being rejected, and to enhance the quality of submissions to NJDOT to improve timeliness of project selection and advancement. SJTPO was successful in adding an initial screening step to the application process with NJDOT, to ensure opportunities to maximize the safety benefit of candidate projects rather than reject or further postpone projects whose initial scopes fall short. These efforts have greatly increased the participation in the program, with SJTPO's HSIP line item now being fully utilized and with high quality safety projects in the queue and in development that are expected to fully utilize available funds in each of the coming years.

Through these efforts, SJTPO worked with local jurisdictions to advance an aggressive portfolio of projects for HSIP funding. These projects include a mix of systemic projects, including centerline rumble strips and high friction surface treatment at horizontal curves as well as hot spot locations, including roundabouts and pedestrian corridor improvements. In addition, SJTPO is advancing multiple county roundabout pilots. SJTPO is in the middle of a county-wide bicycle and pedestrian safety action plan in Cumberland County, which has identified top bicycle and pedestrian safety concerns and is working to prepare those locations for safety investment. This effort is expected to develop seven large bicycle and pedestrian corridor safety focused projects. This effort could become an example for other counties in the region to follow and a means to focus local attention to invest in bicycle and pedestrian safety. SJTPO has been pleased by the positive response from local jurisdictions in participating in the Roundabout Pilot Program, with two roundabouts actively underway, three others in the works, and another under consideration.

While HSIP remains the primary funding source with the sole purpose of reducing fatal and serious injury crashes on our roadways, SJTPO envisions that all funds play a role in these critical goals. As such, SJTPO had begun implementing an effort to incorporate safety elements into all projects that receive funds through SJTPO's process. It is the position of SJTPO that our region cannot achieve these important safety goals and

get all users home safely if all funds are not committed to the task. Through these many efforts, SJTPO has greatly expanded the work and success of our Local Safety Program and is excited as further efforts are underway that should make a meaningful impact on safety in the coming years.

DVRPC

The Delaware Valley Regional Planning Commission (DVRPC) serves four counties in southern New Jersey: Burlington, Camden, Gloucester and Mercer. DVRPC did not conduct a formal project application solicitation again in 2018 for the Local Federal HSIP and HRRR Programs, but instead assisted member counties with application development and project advancement. Also in 2018, NJDOT enlisted consultant help to update the existing safety network screening list of eligible HSIP locations on county routes, so solicitation was postponed until the new data became available in 2019.

During 2018 DVRPC continued work to prepare and advertise the RFP for the Systemic Pilot Program for Roundabouts while advancing prior candidates to include Burlington County (CR 541 Stokes Road & CR 648 Willow Grove Rd) and Camden County (705 Sicklerville Rd & 706 Erial Rd).

Ongoing Safety Projects

- The Mt. Ephraim Avenue Corridor-wide Pedestrian Safety Local Concept Development study is nearing completion and is expected that the preliminary engineering phase will begin in Federal fiscal year 2020.
- The Mercer County Brunswick Circle Extension Roundabout preliminary engineering project is also progressing. It is anticipated that the project will enter final design in Federal fiscal year 2019.
- The Curve Data gathering and Safety Assessment study designed to identify hazardous curves for systemic improvement with HSIP funds kicked-off during calendar year 2018 and the majority of the data collection was completed in 2018. This effort is being led by DVRPC aided by SJTPO. Breakout projects resulting from this study are anticipated for advancement in the spring of 2020. This effort has been and will continue to be coordinated closely with county, regional, state, and Federal partners to ensure HSIP compliance.

DVRPC continued to coordinate closely with its New Jersey TIP Subcommittee to foster information sharing and encourage project development, and staff has engaged DVRPC’s Board and Regional Technical Committee to advance MAP-21 safety performance measure compliance.

Introduction

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. As per 23 U.S.C. 148(h) and 23 CFR 924.15, States are required to report annually on the progress being made to advance HSIP implementation and evaluation efforts. The format of this report is consistent with the HSIP Reporting Guidance dated December 29, 2016 and consists of five sections: program structure, progress in implementing highway safety improvement projects, progress in achieving safety outcomes and performance targets, effectiveness of the improvements and compliance assessment.

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

Under the most recent federal legislation, the FAST Act, NJ is apportioned approximately $58 million annually for the HSIP Program. This apportionment is distributed 60% to local roadway and 40% to state roads based on fatalities and serious injuries data. The local portion is distributed to the 3 MPOs based on census data. Each MPO distributes HSIP funds into the different emphasis areas as described in the SHSP. The funds allocated to state roadways also get distributed into these different emphasis areas.

NJDOT develops an annual safety investment strategy for all HSIP funded activities and projects. The annual investment strategy demonstrates the linkage between the objectives of the SHSP and the projects we are implementing to ensure we are focusing on the most effective safety improvements.

HSIP implementation steps for hot spot locations:

- Planning: Verify the identified location with any of the existing Safety Management System (SMS) lists
- Problem Identification: Identify the safety concerns
- Problem Screening Process: Develop the data needed for consideration of the project by the Capital Programming Screening Committee (CPSC) and the Capital Program Committee (CPC).
- Concept Development:

1. Verify that the project's purpose and need is consistent with the identified safety concern and NJ most current SHSP
2. Prepare an initial cost estimate for at least two Safety Design Alternatives
3. If the identified infrastructure improvements are greater than $250,000 in cost then a Predictive Safety Analysis using the (HSM) will be required

- Design and construction
- Evaluation

Where is HSIP staff located within the State DOT?

Planning

How are HSIP funds allocated in a State?

- Formula via MPOs
- SHSP Emphasis Area Data
- Other-Network screening for high crash locations

The allocation of HSIP funds for local and state roads is based on network screening lists for high crash locations. In addition to the screening for the local roads (county and municipal owned roads), there is also a competitive application process through each MPO.

Describe how local and tribal roads are addressed as part of HSIP.

Local Roadways are eligible for HSIP improvements through a competitive application process with the respective MPOs. All Local Roadways in New Jersey are covered by one of three MPOs – NJTPA, SJTPO, or DVRPC. NJDOT oversees the production of network screening lists for each of the MPO regions, including both County and Municipal owned roadways, which help the MPOs prioritize their projects. As New Jersey is a focus state for both intersection and pedestrian crashes, screening lists include a focus on Intersection, Pedestrian Corridor, High Risk Rural Roads, and Pedestrian Intersection crashes utilizing a weighted severity scale. These lists were shared with local roadway owners and government officials to assist in the selection of regional priority locations to develop HSIP funded projects leading to better investment of HSIP funding at the local level.

Identify which internal partners (e.g., State departments of transportation (DOTs) Bureaus, Divisions) are involved with HSIP planning.

- Design
- Local Aid Programs Office/Division
- Operations
- Planning
- Other-Project Management
- Other-Environmental

Describe coordination with internal partners.

NJDOT's Bureau of Safety, Bicycle & Pedestrian Programs, under the Assistant Commissioner of Planning, Multimodal and Grants Administration is responsible for crash data compilation, analysis and program development. The Division of Project Management under the Assistant Commissioner of Capital Program Management is responsible for final design and implementation of improvements. New Jersey's HSIP Manual identifies the process for coordination and delivery of HSIP projects for roadways under state jurisdiction. This manual was updated in 2016. Regular meetings are conducted between Planning, Multimodal & Grants Administration and staff from Division of Program Management under Division of Project Management to monitor and assist as the projects move through project development to advertisement. NJDOT supports the advancement of projects under local jurisdiction by participating in the Technical Assistance Team for local safety projects. The Technical Assistance Team consist of NJDOT's Safety, Environmental, and Local Aid staff. NJDOT's Division of Local Aid, under the Assistant Commissioner of Planning, Multimodal and Grants Administration is responsible for coordinating with the MPOs in the selection, authorization and oversight of projects implemented on the local road network.

Identify which external partners are involved with HSIP planning.

- FHWA
- Governors Highway Safety Office
- Local Government Agency
- Regional Planning Organizations (e.g. MPOs, RPOs, COGs)

Each state is mandated by the U.S. Department of Transportation to develop a Strategic Highway Safety Plan (SHSP) to guide the allocation of safety funding and resources to reduce highway fatalities and serious injuries on public roadways. A SHSP is required by the Federal Highway Administration (FHWA) Highway Safety Improvement Program (HSIP) as a condition to utilize federal HSIP funds. In the development of the SHSP, all of the external partners mentioned in the question, are involved. Only the selected external partners are involved in the HSIP planning process.

Describe coordination with external partners.

NJDOT coordinate with all the MPOs, DHTS and FHWA on a regular basis. Daily phone calls, scheduled meetings or emails are the main way of communication. FHWA representative is always available to provide support and guidance.

The same partners were involved in the setting of the performance safety targets.

Coordination with local government agencies is done through the MPOs. The three MPOs provide extensive support and assistance to their subregions in regards to their safety projects. Quarterly meetings are conducted between NJDOT and the MPOs to discuss any major concern and to keep track of the status of the projects and the funding.

Describe other aspects of HSIP Administration on which the State would like to elaborate.

The Assistant Commissioner of Planning, Multimodal and Grants Administration continues to conduct quarterly collaboration meetings with all three MPOs along with subject matter experts at the NJDOT. These meetings promote partnering with a focus on safety. NJDOT's Division of Local Aid coordinates with the MPOs on regular basis to ensure advancement of Local Safety Projects.

Program Methodology

Does the State have an HSIP manual or similar that clearly describes HSIP planning, implementation and evaluation processes?

Yes
FileName:
2016 HSIP Manual.pdf

Select the programs that are administered under the HSIP.

- HRRR
- Intersection
- Local Safety
- Pedestrian Safety

Crash Reduction Program (Roadway Departure)

Program: HRRR

Date of Program Methodology:9/16/2005

What is the justification for this program?

- Other-The Special Rule for high risk rural road safety was applied to NJ

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway	
All crashes		Functional classification Other-Rural	

What project identification methodology was used for this program?

- Crash rate
- Equivalent property damage only (EPDO Crash frequency)

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must

equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Available funding:20
Ranking based on net benefit:60
Other-Project to address established safety problem as shown through crash history, risk-based (systemic) :20
Total Relative Weight:100

$3.577 million were authorized in Calendar Year 2018 under the HRRR. Approximately $2.418 million for CY 19 and $0.095 million for CY 20 are programmed to be authorized under HRRR.

It has been determined that the HRRR special rule does not apply to New Jersey for the 2019 and 2020 reporting periods.

Program: Intersection

Date of Program Methodology:1/1/2015

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety
- Other-New Jersey is designated as a FHWA Intersection Focus State

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes		

What project identification methodology was used for this program?

- Crash frequency
- Equivalent property damage only (EPDO Crash frequency)

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Using the ranking to identify priorities, NJDOT selects and implements projects.

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on net benefit:1
Cost Effectiveness:1

Program: Local Safety

Date of Program Methodology:9/16/2005

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety
- Other-60% of NJ's injury and fatality events occur on local roadways

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes		

What project identification methodology was used for this program?

- Crash frequency
- Equivalent property damage only (EPDO Crash frequency)

Are local roads (non-state owned and operated) included or addressed in this program?

Yes

Are local road projects identified using the same methodology as state roads?

Yes

How are projects under this program advanced for implementation?

- Competitive application process
- Other-Priority given to State's focus areas
- selection committee

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization.

Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Relative Weight in Scoring

Available funding:20
Ranking based on net benefit:60
Other-Project to address established safety problem as shown through crash history, risk-based (systemic) analysis and/or local roadway knowledge:20
Total Relative Weight:100

Program: Pedestrian Safety

Date of Program Methodology:9/16/2011

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety
- Other-Newark is a FHWA designated Pedestrian Focus City, and New Jersey is a FHWA designated Pedestrian Focus State

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
Other-Pedestrian Crashes	Other-NJ is a pedestrian focus state	

What project identification methodology was used for this program?

- Crash frequency
- Equivalent property damage only (EPDO Crash frequency)
- Other-Pedestrian generators

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Using the ranking to identify priorities, NJDOT selects and implements projects.

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on net benefit:1
Other-FHWA Ped Focus State:1

Program: Roadway Departure

Date of Program Methodology:9/16/2008

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes	Lane miles	Roadside features Other-Horizontal Curvature

What project identification methodology was used for this program?

- Crash frequency
- Equivalent property damage only (EPDO Crash frequency)

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Sites identified based on methodology developed for systemic treatment for roadway departure crashes
- Other-Using the ranking to identify priorities, NJDOT selects and implements projects

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization.

Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on net benefit:1

Program: Segments

Date of Program Methodology:2/1/2016

What is the justification for this program?

- Addresses SHSP priority or emphasis area
- FHWA focused approach to safety

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
All crashes	Volume Lane miles	

What project identification methodology was used for this program?

- Crash frequency
- Equivalent property damage only (EPDO Crash frequency)
- Other-Exposure is taken into consideration

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-Using the ranking to identify priorities, NJDOT selects and implements projects

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must

equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Ranking based on net benefit:1
Cost Effectiveness:1

Program: Other-Utility Pole Mitigation

Date of Program Methodology:10/1/2015

What is the justification for this program?

- Other-To mitigate some of the Lane Departure crashes involving a utility pole

What is the funding approach for this program?

Funding set-aside

What data types were used in the program methodology?

Crashes	Exposure	Roadway
Other-Fixed Object crashes		Roadside features

What project identification methodology was used for this program?

- Crash frequency
- Equivalent property damage only (EPDO Crash frequency)

Are local roads (non-state owned and operated) included or addressed in this program?

No

Are local road projects identified using the same methodology as state roads?

How are projects under this program advanced for implementation?

- Other-by ranking

Select the processes used to prioritize projects for implementation. For the methods selected, indicate the relative importance of each process in project prioritization. Enter either the weights or numerical rankings. If weights are entered, the sum must equal 100. If ranks are entered, indicate ties by giving both processes the same rank and skip the next highest rank (as an example: 1, 2, 2, 4).

Rank of Priority Consideration

Other-Field investigation:1

What percentage of HSIP funds address systemic improvements?

18

HSIP funds are used to address which of the following systemic improvements?

- High friction surface treatment
- Other-Systemic Roundabout Pilot Program

What process is used to identify potential countermeasures?

- Crash data analysis
- Data-driven safety analysis tools (HSM, CMF Clearinghouse, SafetyAnalyst, usRAP)
- Engineering Study
- Road Safety Assessment
- SHSP/Local road safety plan
- Stakeholder input

Does the State HSIP consider connected vehicles and ITS technologies?

No

Does the State use the Highway Safety Manual to support HSIP efforts?

Yes

Please describe how the State uses the HSM to support HSIP efforts.

The Highway Safety Manual is a helpful tool used to prioritize the HSIP investments. The HSM is used to analyze different alternatives. Also, all of the HSIP projects should have a Benefit/cost ratio greater than 1 and the B/C calculations are based on the HSM.

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Calendar Year

The NJDOT decided to select calendar year as the reporting period to be consistent with the reporting period of crashes and to be more precise in the reporting of the projects that get authorized during that period. Most of the HSIP authorizations in the NJDOT are processed during the months of August and September and the report is finalized during the month of August.

Enter the programmed and obligated funding for each applicable funding category.

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$40,616,790	$33,749,251	83.09%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$3,333,210	$3,577,000	107.31%
Penalty Funds (23 U.S.C. 154)	$0	$0	0%
Penalty Funds (23 U.S.C. 164)	$0	$0	0%
RHCP (for HSIP purposes) (23 U.S.C. 130(e)(2))	$0	$0	0%
Other Federal-aid Funds (i.e. STBG, NHPP)	$0	$0	0%
State and Local Funds	$0	$0	0%
Totals	$43,950,000	$37,326,251	84.93%

Being that the reporting period is Calendar Year 2018, the programmed funds are calculated as follows:

3/4 of the programmed funds for FFY 2018 plus 1/4 of the programmed funds for FFY 2019. Values are based on the STIP

$3.577 million has been authorized in Calendar Year 2018 under the HRRR. Approximately $2.418 million for CY 19 and $0.095 million for CY 20 are programmed to be authorized under HRRR.

It has been determined that the HRRR special rule does not apply to New Jersey for the 2019 and 2020 reporting periods.

How much funding is programmed to local (non-state owned and operated) or tribal safety projects?

$22,000,000

How much funding is obligated to local or tribal safety projects?

$28,597,000

Being that the reporting period is Calendar Year 2018, the programmed funds were calculated by taking ¾ of the programmed funds in the STIP for the FFY 2018 plus ¼ of the programmed funds for FFY 2019 as follows:

(3/4) of the programmed funds for FFY 18 + (1/4) of the programmed funds for FFY 19

(3/4) * 22,000,000 + (1/4) * 22,000,000 = 22,000,000

How much funding is programmed to non-infrastructure safety projects?

$7,787,750

How much funding is obligated to non-infrastructure safety projects?

$8,526,251

Being that the reporting period is Calendar Year 2018, the programmed funds were calculated by taking ¾ of the programmed funds in the STIP for the FFY 2018 plus ¼ of the programmed funds for FFY 2019 as follows:

(3/4) of the programmed funds for FFY 18 + (1/4) of the programmed funds for FFY 18

(3/4) * 8,217,000 + (1/4) * 6,500,000 = 7,787,750

How much funding was transferred in to the HSIP from other core program areas during the reporting period under 23 U.S.C. 126?

$0

How much funding was transferred out of the HSIP to other core program areas during the reporting period under 23 U.S.C. 126?

$29,936,258

Transfer of Highway Safety Improvement 2017 apportionments from ZS30 to Surface Transportation Z240 completed on 06/21/2018 for $1,842,880.50

Transfer of Highway Safety Improvement 2018 apportionments from ZS30to Surface Transpiration Z240 completed on 06/21/2018 for $28,093,378.00.

$1,842,880.50 + $28,093,378.00 = 29,936,258.50

Discuss impediments to obligating HSIP funds and plans to overcome this challenge in the future.

The programmed funds for NJ's HSIP Local Safety Program increased substantially from approximately $5 million in FY2011 to $22 million in FY2018, based on the priorities and guided investment strategies set by 2015 updated Strategic Highway Safety Plan to reduce fatalities and serious injuries on New Jersey's roads. The program is no longer limited to low cost improvements only. For projects requiring infrastructure

improvements, the Capital Project Delivery Process has to be followed. This requires additional staff and expertise to carry out these projects from CD to construction. Additional resources and trainings are needed to deliver this extent of program on a yearly basis.

General Listing of Projects

List the projects obligated using HSIP funds for the reporting period.

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
2019 Staff Work Program - Safety	Non-infrastructure	Non-infrastructure - other	1	Numbers	$1801000	$1801000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	N/A	Planning	
2018 MV Crash Records	Non-infrastructure	Non-infrastructure - other	1	Numbers	$2217000	$2217000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	N/A	Planning	
EDT Crash Records - 2018 - D00S188	Non-infrastructure	Non-infrastructure - other	1	Numbers	$3391000	$3391000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	N/A	Planning	
2018 Staff Work Program - Safety (additional funds)	Non-infrastructure	Non-infrastructure - other	1	Numbers	$251	$251	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	N/A	Planning	
HSIP Program and Project Development Support - Statewide	Non-infrastructure	Non-infrastructure - other	1	Numbers	$772000	$772000	HSIP (23 U.S.C. 148)	N/A	N/A	0		State Highway Agency	N/A	Planning	
IIP, Contract 2017-1 (NJ 27 & NJ 439), (US 46 & New Rd), (US 1&9 and Ave C) (ROW)	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified	3	Intersections	$548000	$548000	HSIP (23 U.S.C. 148)			0		State Highway Agency	Spot	Intersections	
Essex - 9 County Intersections (Inspection)	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified	9	Intersections	$998000	$998000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0		County Highway Agency	Spot	Intersections	
Five Points Roundabout (PE)	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified	1	Intersections	$168000	$168000	HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Intersections	
Salem County Roundabout (Six Points) (PE)	Intersection traffic control	Intersection signing - miscellaneous/other/unspecified	1	Intersections	$167000	$167000	HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Intersections	

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
JC-MLK Blvd Int Impr (CON)	Pedestrians and bicyclists	Pedestrian signal - modify existing		Intersections	$651000	$651000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0	25	City or Municipal Highway Agency	Spot	Pedestrians	Pedestrians-A2, A6
Monmouth - Int impr at Broad St (CR 11) & Bergen Place (CON)	Intersection traffic control	Modify traffic signal - modernization/replacement		Intersections	$1067000	$1067000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	12,000	30	County Highway Agency	Spot	Intersections	Intersections Signalized-D1
Newark - MLK Blvd - Ped Safety Corridor Impr (Newark-RSA)(CON)	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists		Intersections	$2410000	$2410000	HSIP (23 U.S.C. 148)	Urban	Major Collector	0	25	City or Municipal Highway Agency	Spot	Pedestrians	Intersections Signalized-A6
Union -W. Seventh St (CR 601) Int Impr (CON)	Intersection traffic control	Modify traffic signal - modernization/replacement		Intersections	$1262000	$1262000	HSIP (23 U.S.C. 148)	Urban	Minor Arterial	11,000	35	County Highway Agency	Spot	Intersections	Intersections Signalized-D1
Hudosn - JFK Blvd from Communipaw Ave to Sip Ave -Phase I (CON)	Intersection traffic control	Modify traffic signal - modernization/replacement		Intersections	$4471000	$4471000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	24,000	25	County Highway Agency	Spot	Intersections	Intersections Signalized-D1
Ocean - Traffic Safety Impr at Cedar Bridge Ave(CR 528) & Oberlin Ave (CON)	Intersection traffic control	Modify traffic signal - modernization/replacement		Intersections	$1063000	$1063000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	12,000	50	County Highway Agency	Spot	Intersections	Intersections Signalized-D1
Essex – Park Avenue Intersection (CON)	Intersection traffic control	Modify traffic signal - modernization/replacement		Intersections	$5513000	$5513000	HSIP (23 U.S.C. 148)	Urban	Principal Arterial-Other	14,000	35	County Highway Agency	Spot	Intersections	Intersections Signalized-A6
Essex – 9 Intersections (CON)	Intersection traffic control	Modify traffic signal - modernization/replacement		Intersections	$3934000	$3934000	HSIP (23 U.S.C. 148)	Urban	Multiple/Varies	0	35	County Highway Agency	Spot	Intersections	Intersections Signalized-D1
Ocean-Horizontal Curve HFST - HRRR-Phase I (CON)	Roadway	Pavement surface - high friction surface		Curves	$1178000	$1178000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural	Multiple/Varies	0		County Highway Agency	Systemic	Lane Departure	Lane Departure-A6

2019 New Jersey Highway Safety Improvement Program

PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	LAND USE/AREA TYPE	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	SHSP EMPHASIS AREA	SHSP STRATEGY
Cumberland - Systemic HFST Program - HRRR (CON)	Roadway	Pavement surface - high friction surface		Curves	$2399000	$2399000	HRRR Special Rule (23 U.S.C. 148(g)(1))			0		County Highway Agency	Systemic	Lane Departure	
Cumberland - Systemic HFST Program - Non-HRRR (CON)	Roadway	Pavement surface - high friction surface		Curves	$2971000	$2971000	HSIP (23 U.S.C. 148)			0		County Highway Agency	Systemic	Lane Departure	
Cumberland County Ped & Bike Action Plan	Pedestrians and bicyclists		1	Numbers	$345000	$345000	HSIP (23 U.S.C. 148)			0		County Highway Agency		Pedestrians	

$3.577 million has been authorized in Calendar Year 2018 under the HRRR. Approximately $2.418 million for CY 19 and $0.095 million for CY 20 are programmed to be authorized under HRRR.

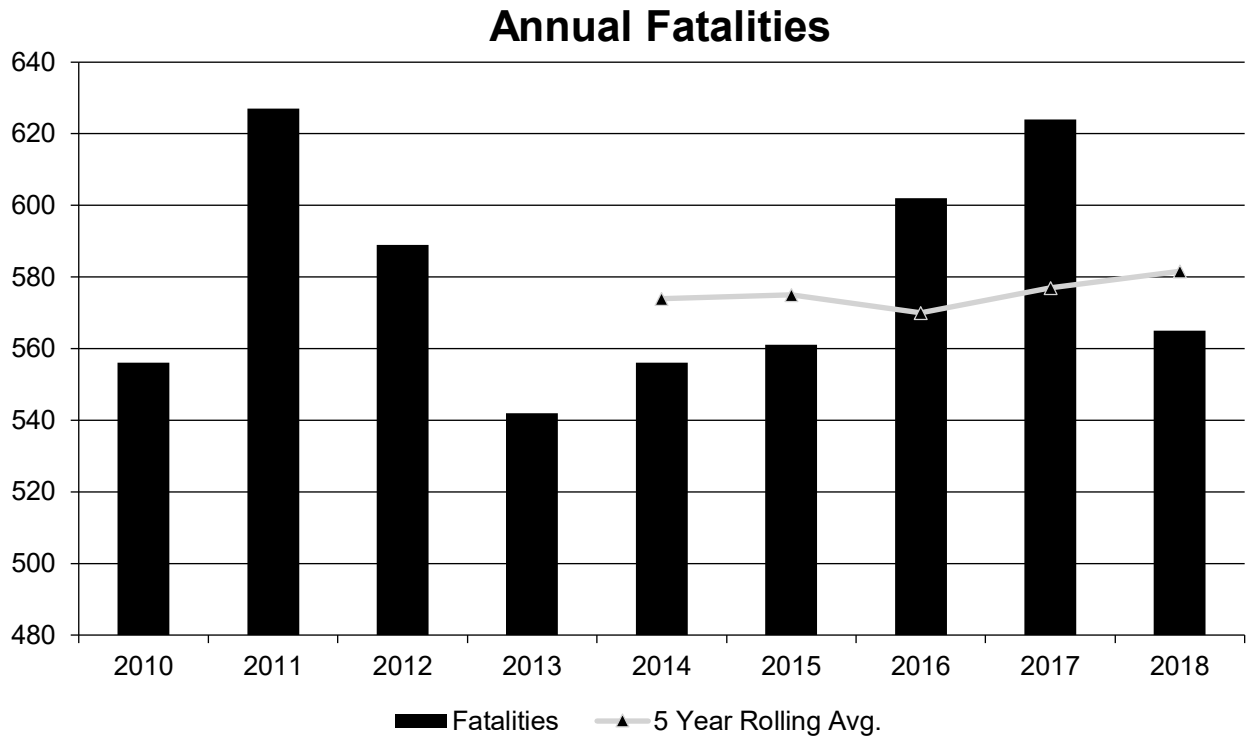
It has been determined that the HRRR special rule does not apply to New Jersey for the 2019 and 2020 reporting periods.

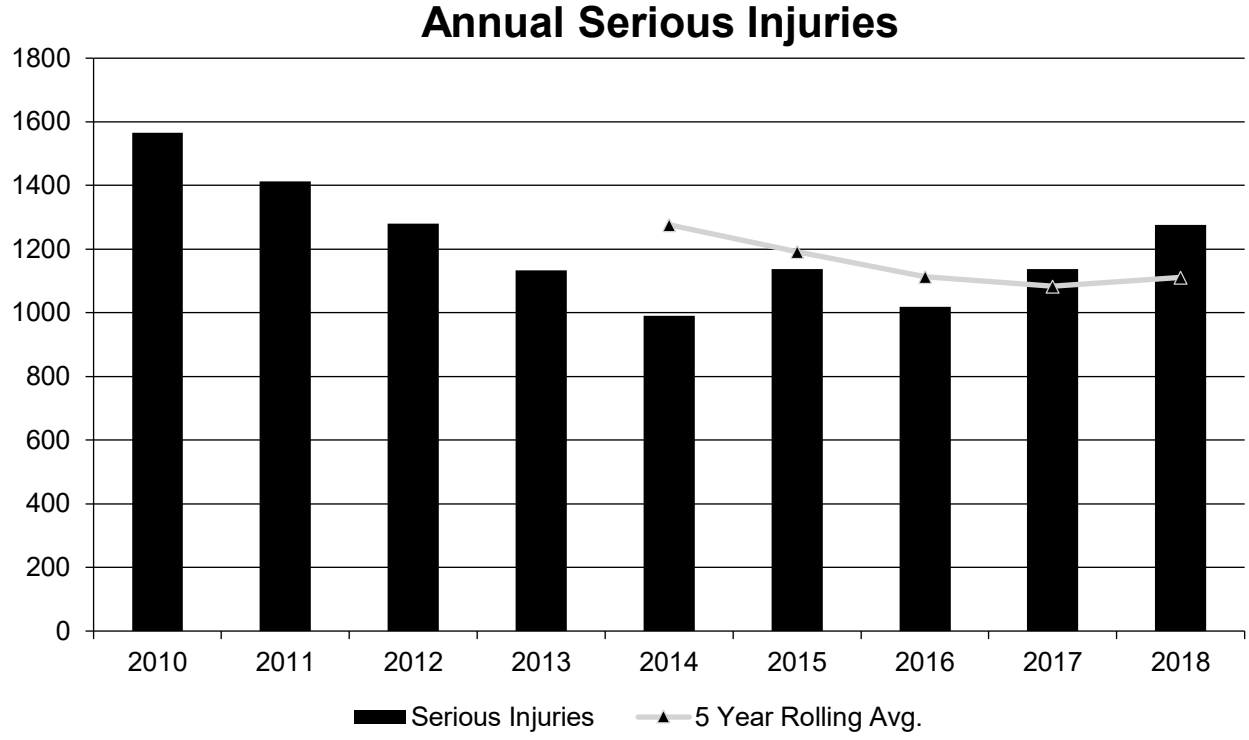
Safety Performance

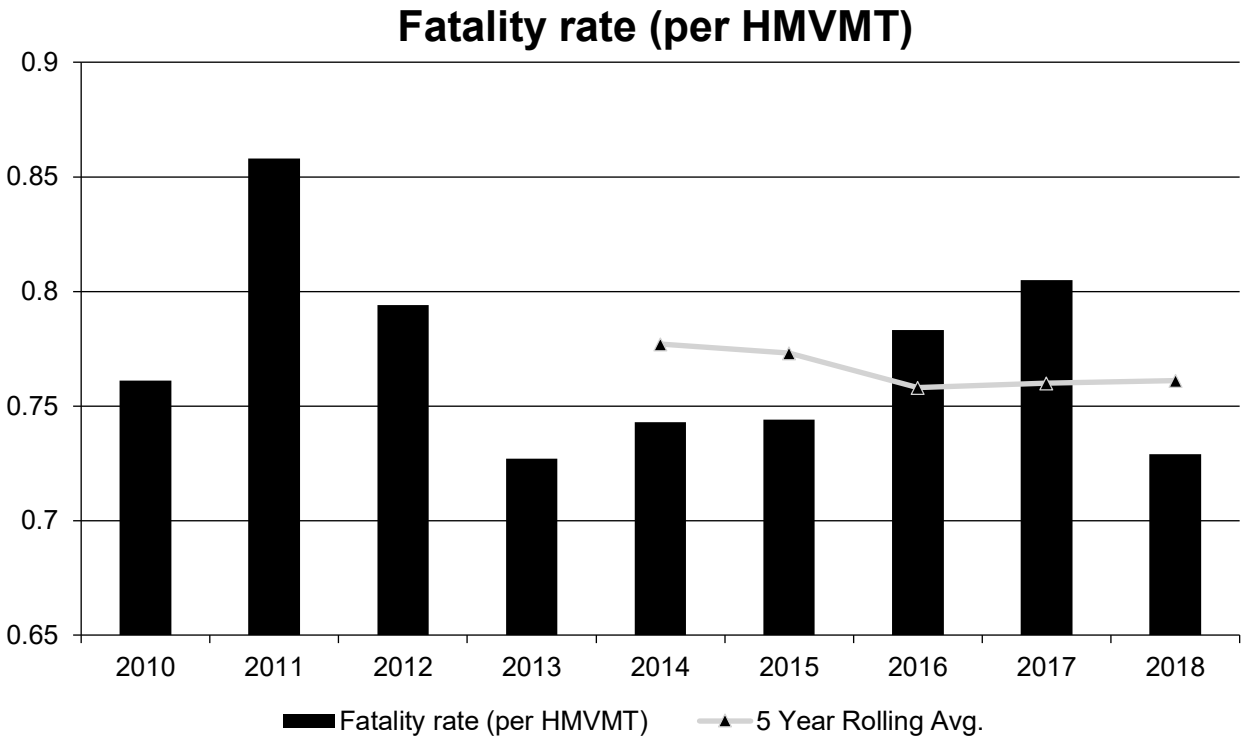
General Highway Safety Trends

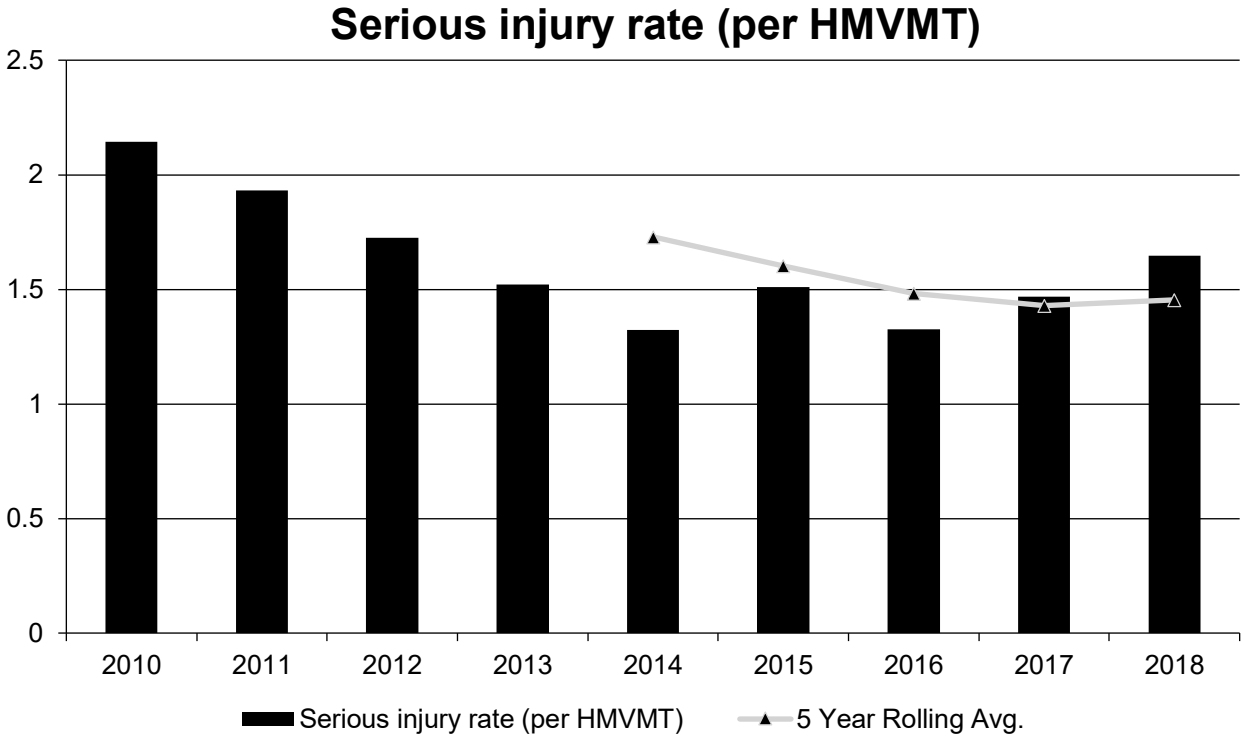
Present data showing the general highway safety trends in the State for the past five years.

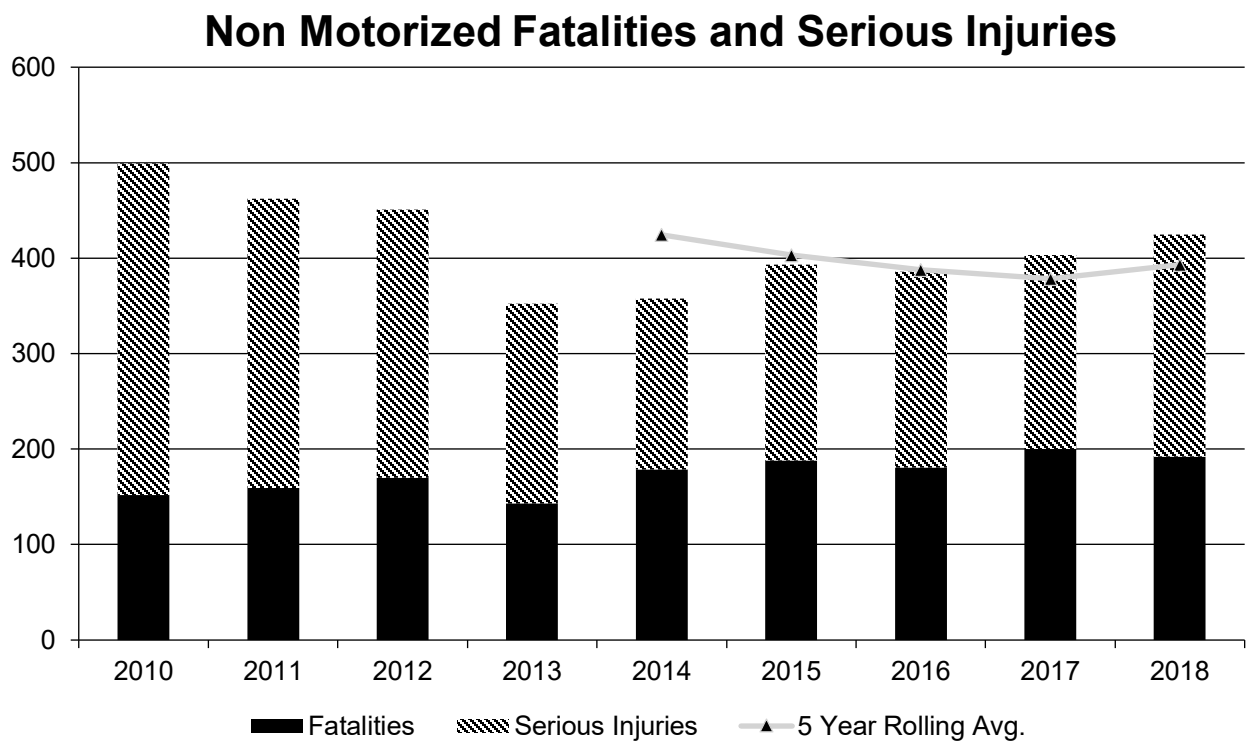
PERFORMANCE MEASURES	2010	2011	2012	2013	2014	2015	2016	2017	2018
Fatalities	556	627	589	542	556	561	602	624	565
Serious Injuries	1,566	1,412	1,281	1,134	990	1,138	1,019	1,137	1,277
Fatality rate (per HMVMT)	0.761	0.858	0.794	0.727	0.743	0.744	0.783	0.805	0.729
Serious injury rate (per HMVMT)	2.144	1.932	1.726	1.522	1.323	1.509	1.325	1.467	1.647
Number non-motorized fatalities	152	159	170	143	179	188	181	200	192
Number of non-motorized serious injuries	347	303	281	209	179	205	205	203	233


Annual Fatalities
640
620
600
580
560
540
520
500
480
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1800
1600
1400
1200
1000
800
600
400
200
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
0.9
0.85
0.8
0.75
0.7
0.65
2010
2011
2012
2013
2014
2015
2016
2017
2018
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
2.5
2
1.5
1
0.5
0
2010
2011
2012
2013
2014
2015
2016
2017
2018
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



For 2020 Target calculations:

- Safety targets were developed based on statistical forecasting to project probable outcomes.
- 2008-2017 Number of Fatalities is based on available FARS data as of 4/5/2019.
- 2018 Number of Fatalities are based on available NJ State Police Fatal Accident Investigation Unit as of 4/5/2019.
- Serious Injuries were based on available NJDOT data as of 4/5/19. 2018 numbers were estimated based on calculations using available data.
- 2018, 2019 & 2020 VMTs were not available in March and were estimated based on calculations using available data. Note that 2012, 2016 and 2020 VMTs were adjusted for leap year.

For General Highway Safety Trends:

For fatalities and serious injuries:

- 2010-2017 Fatal counts are FARS as of 6/17/2019.
- 2018 Fatal counts are from NJSP: https://www.njsp.org/info/fatalacc/2018-stats.shtml as of 6/17/2019
- 2010-2018 Incapacitated counts are from NJDOT database as of 6/17/2019.
- VMTs have been adjusted for leap years 2012 and 2016.

For non-motorized bodies:

- 2010-2017 Fatal counts are FARS as of 6/17/2019.
- 2018 fatal from NJDOT database as of 6/17/2019.
- 2010-2018 Incapacitated counts are from NJDOT database as of 6/17/2019.

Describe fatality data source.

FARS

For Safety Performance Targets and for General Highway Safety Trends:

1. 2008-2017 Number of Fatalities is based on available FARS data as of 4/5/2019.
2. 2018 Number of Fatalities are based on available NJ State Police Fatal Accident Investigation Unit as of 4/5/2019.

For Functional Classification, Ownership, Older Drivers and Pedestrian Special Rule fatal counts are from FARS data as of 6/15/19.

For Annual Emphasis Area Performance Measures, Fatal counts are from NJDOT database as of 6/15/19.

To the maximum extent possible, present this data by functional classification and ownership.

Year 2018

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
2	2,015	2,016	2,017	2,018
Rural Principal Arterial (RPA) - Interstate	5.4	5.2	0.45	0.43
Rural Principal Arterial (RPA) - Other Freeways And Expressways				
Rural Principal Arterial (RPA) - Other	12.2	17.8	1.54	2.31
Rural Minor Arterial	12.8	14	1.93	2.11
Rural Minor Collector				
Rural Major Collector	18.6	22.8	2.26	2.77
Rural Local Road Or Street	13.2	6.4	1.63	0.76
Urban Principal Arterial (UPA) - Interstate	58.4	68	0.39	0.45
Urban Principal Arterial (UPA) - Other Freeways And Expressways	52	58.8	0.4	0.46
Urban Principal Arterial (UPA) - Other	178	281.6	1.09	1.73

Functional Classification	**Number of Fatalities (5-yr avg)**	**Number of Serious Injuries (5-yr avg)**	**Fatality Rate (per HMVMT) (5-yr avg)**	**Serious Injury Rate (per HMVMT) (5-yr avg)**
Urban Minor Arterial	114.4	237.4	1.03	2.13
Urban Minor Collector				
Urban Major Collector				
Urban Local Road Or Street	41.2	41.8	0.38	0.38
Not a HPMS Reportable Trafficway				

Year 2018

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	247.2	347.6	0.81	1.15
County Highway Agency	180.8	349	1.23	2.38
Town or Township Highway Agency				
City or Municipal Highway Agency				
City of Municipal Highway Agency	92.6	142.4	1.78	2.73
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency	0	1		0.54
Private (Other than Railroad)				
Railroad				
State Toll Authority	47.6	45.6	0.34	0.32
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				

The two categories namely "Other Freeway and Expressway" and "Major and Minor Collector" under Functional Classification table may have skewed results because of the changes in Roadway Functional System since 2015. An accurate representation of the 5-year rolling averages in these categories will resume in 2020.

For Functional Classification:

- 2017 counts have been updated

- There are 2 fatalities not reported and 4 fatalities unknown in 2017

- 2018 Fatal and SI counts are from the ARD database. 2018 data for FARS is not available yet.

- VMT data provided by NJDOT on 7/11/2019.

For Ownership calculations:

- 2018 Fatal and incapacitated counts are from the ARD database. 2017 FARS data is not available yet.

- 2018 VMTs provided by NJDOT on 7/11/2019.

The data between Functional Class (FC) and Jurisdiction (JU) tables will always differ from General Trends results. In order to place records in FC and JU queries every crash records need to have a geographical location. However, some crashes do not have longitude/Latitude or SRI/MP parameters, therefore they cannot be located spatially.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2020 Targets *

Number of Fatalities:582.8

Describe the basis for established target, including how it supports SHSP goals.

See attached filed called "Safety Target Answers".

Number of Serious Injuries:1167.9

Describe the basis for established target, including how it supports SHSP goals.

See attached filed called "Safety Target Answers".

Fatality Rate:0.744

Describe the basis for established target, including how it supports SHSP goals.

See attached filed called "Safety Target Answers".

Serious Injury Rate:1.489

Describe the basis for established target, including how it supports SHSP goals.

See attached filed called "Safety Target Answers".

Total Number of Non-Motorized Fatalities and Serious Injuries:407.9

Describe the basis for established target, including how it supports SHSP goals.

2019 New Jersey Highway Safety Improvement Program
See attached filed called "Safety Target Answers".

For 2020 Target calculations:

- Safety targets were developed based on statistical forecasting to project probable outcomes.
- 2008-2017 Number of Fatalities is based on available FARS data as of 4/5/2019.
- 2018 Number of Fatalities are based on available NJ State Police Fatal Accident Investigation Unit as of 4/5/2019.
- Serious Injuries were based on available NJDOT data as of 4/5/19. 2018 numbers were estimated based on calculations using available data.
- 2018, 2019 & 2020 VMTs were not available in March and were estimated based on calculations using available data. Note that 2012, 2016 and 2020 VMTs were adjusted for leap year.

For General Highway Safety Trends:

For fatalities and serious injuries:

- 2010-2017 Fatal counts are FARS as of 6/17/2019.
- 2018 Fatal counts are from NJSP: https://www.njsp.org/info/fatalacc/2018-stats.shtml as of 6/17/2019
- 2010-2018 Incapacitated counts are from NJDOT database as of 6/17/2019.
- VMTs have been adjusted for leap years 2012 and 2016.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

The NJDOT took the lead to establish the five safety performance targets. Several meetings with the MPOs and DHTS took place during the process. The New Jersey Division FHWA Safety Engineer also attended these meetings and offered input in an advisory capacity. Throughout the process, the NJDOT coordinated with MPOs and DHTS to: a) share data for the measures, b) develop and discuss methods to set statewide targets, and c) discuss preliminary targets using the methodology that was agreed upon in earlier meetings. The NJDOT coordinated these targets with the MPOs and DHTS and obtained their concurrence.

Does the State want to report additional optional targets?

No

Describe progress toward meeting the State's 2018 Safety Performance Targets (based on data available at the time of reporting). For each target, include a discussion of any reasons for differences in the actual outcomes and targets.

The attached excel file called "Progress meeting 2018 SPT" describes the progress toward meeting the State's 2018 Safety Performance Targets.

NJDOT's target setting process included coordination with NJ's three Metropolitan Planning Organizations (MPOs) and FHWA's NJ Division Office, along with NJ's Division of Highway Traffic Safety (DHTS) to ensure a consistent approach for target setting. The identified targets reflect coordination and collaboration with NJ's Governor's Highway Safety Representative. The selected targets for number of fatalities, fatality rates, and number of serious injuries are consistent with the targets which will be reported in NJ's Highway Safety Plan by the Division of Highway Traffic Safety.

The targets were established after careful consideration of previous trends (statistical forecasting to predict probable outcomes), recently built projects and the current socioeconomic environment. The targets are based on five year rolling average values and are reported to satisfy federal requirements with the understanding that New Jersey's safety vision is to achieve zero deaths on all public roads. This long-term safety vision requires time to change attitudes and behaviors and to construct infrastructure improvements to reduce the frequency and severity of crashes.

Number of Fatalities:

Outcome: 581.6

Target: 586.0

The target was achieved and the outcome was in-line with target, less than 1% difference.

Fatality Rate:

Outcome: 0.759

Target: 0.778

The target was achieved and the outcome was in-line with target, approximately 2% difference.

Number of Serious Injuries:

Outcome: 1110.8

Target: 1105.0

Baseline: 1135.6

The target was not achieved but the outcome was better than baseline. The outcome was with 0.5% greater than the target and 2.2% less than the baseline.

The projected annual values to develop the target were 1135 (2016), 1132 (2017) and 1130 (2018).

The annual values to develop the outcome are 1019 (2016-actual), 1137 (2017-actual) and 1270 (2018-calculated).

The difference is within 2018, whereas the annual value (1270) to develop the outcome is approximately 12% greater than our projected annual value (1130).

Serious Injury Rate:

Outcome: 1.449

Target: 1.467

The target was achieved and the outcome was in-line with target, approximately 1% difference.

Number of Non-Motorized Fatalities and Serious Injuries

Outcome: 392.7

Target: 386.5

Baseline: 390.3

The target was not achieved and the outcome was not better than baseline. The outcome was with 1.6% greater than the target and 0.6% greater than the baseline.

The projected annual values to develop the target were 394 (2016), 392 (2017) and 391 (2018).

The annual values to develop the outcome are 386 (2016-actual), 403 (2017-actual) and 424 (2018-calculated).

The difference is within 2018, whereas the annual value (424) to develop the outcome is approximately 8% greater than our projected annual value (391).

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?
No

It has been determined that the HRRR special rule does not apply to New Jersey for the 2019 and 2020 reporting periods.

Provide the number of older driver and pedestrian fatalities and serious injuries 65 years of age and older for the past seven years.

PERFORMANCE MEASURES	2012	2013	2014	2015	2016	2017	2018
Number of Older Driver and Pedestrian Fatalities	97	118	102	107	107	123	125
Number of Older Driver and Pedestrian Serious Injuries	144	104	106	139	104	133	143

Fatalities counts are from FARS.

Serious Injuries are from ARD.

The counts are for Drivers 65 and older plus Pedestrians 65 and older.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

- Benefit/Cost Ratio
- Change in fatalities and serious injuries
- Economic Effectiveness (cost per crash reduced)
- Lives saved

Based on the measures of effectiveness selected previously, describe the results of the State's program level evaluations.

NJDOT currently evaluates the safety projects funded by HSIP based on before and after crash data and the Benefit Cost Ratio. We don't do the overall formal Program Evaluation. The HSIP Safety Performance Targets charts, which includes fatalities, serious injuries and their rates, gives us an idea how New Jersey is performing in the area of traffic and pedestrian safety.

In 2019, with assistance from the FHWA, NJDOT is to planning to begin an evaluation effort to improve their HSIP evaluation process. The evaluation effort will be conducted to provide direction and improve decisions and processes to NJDOT's HSIP evaluation process of countermeasures, projects and programs.

What other indicators of success does the State use to demonstrate effectiveness and success of the Highway Safety Improvement Program?

- # RSAs completed
- HSIP Obligations
- Increased awareness of safety and data-driven process
- Increased focus on local road safety
- More systemic programs

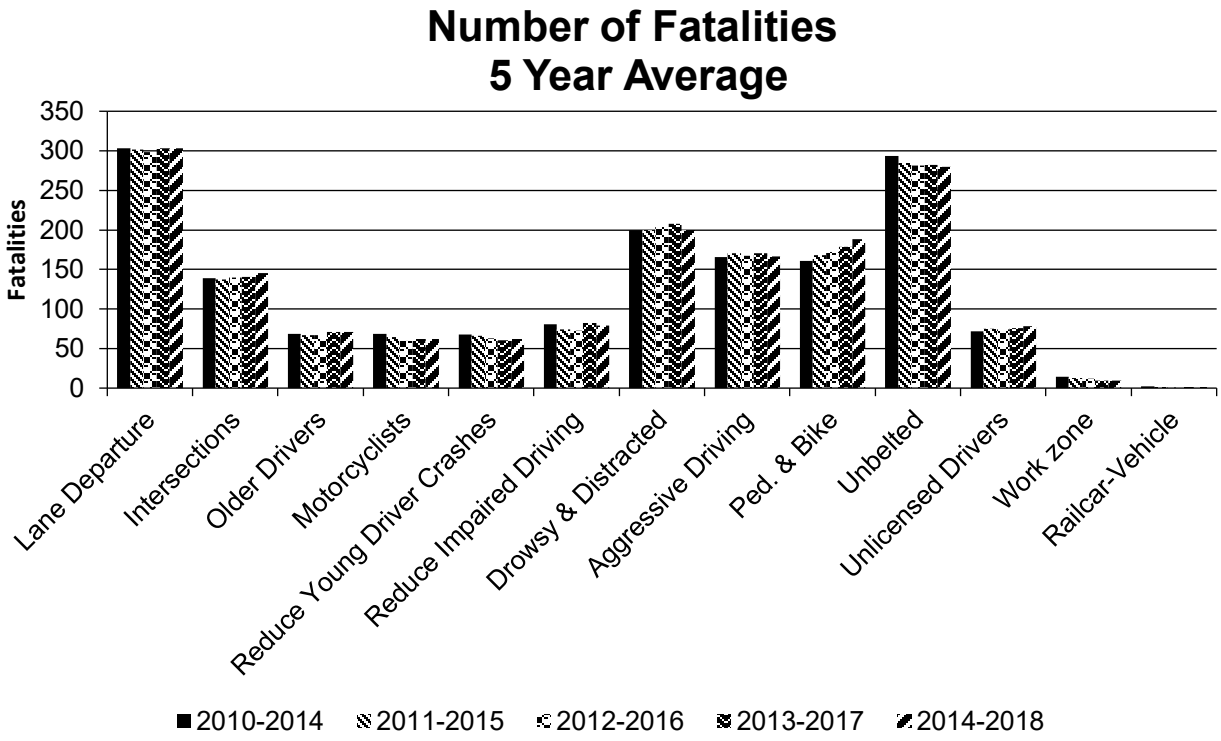
Effectiveness of Groupings or Similar Types of Improvements

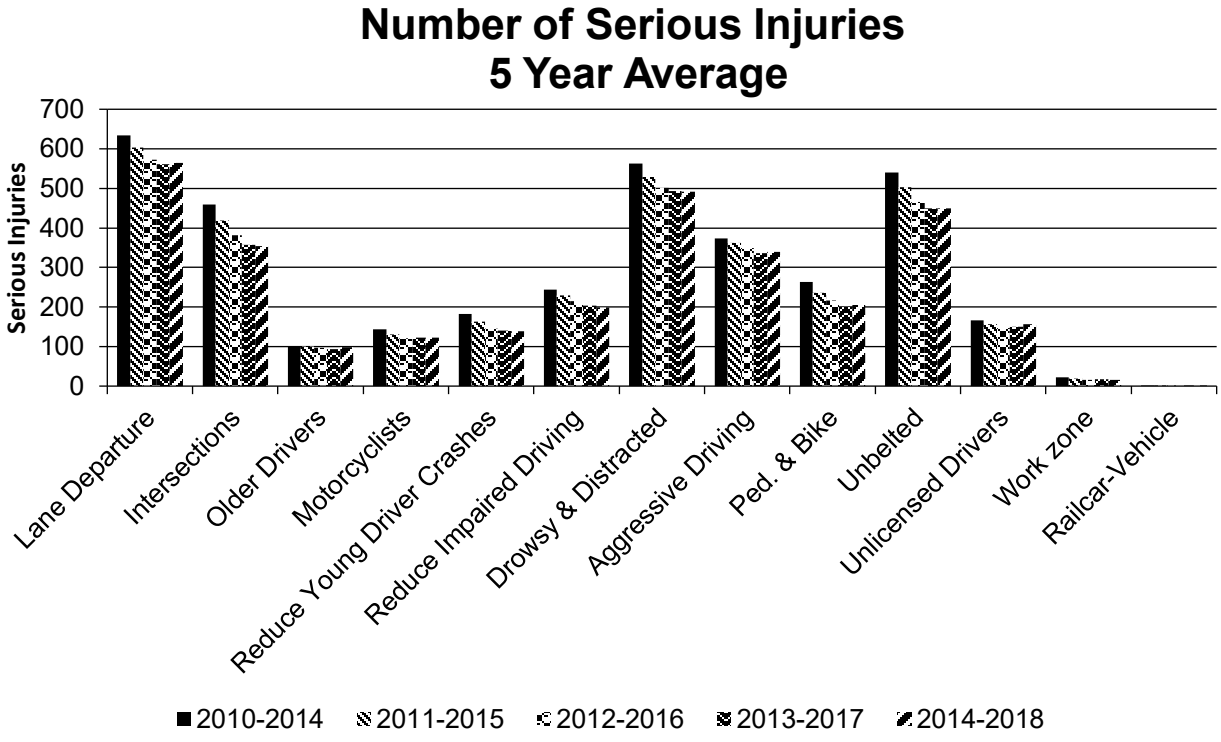
Present and describe trends in SHSP emphasis area performance measures.

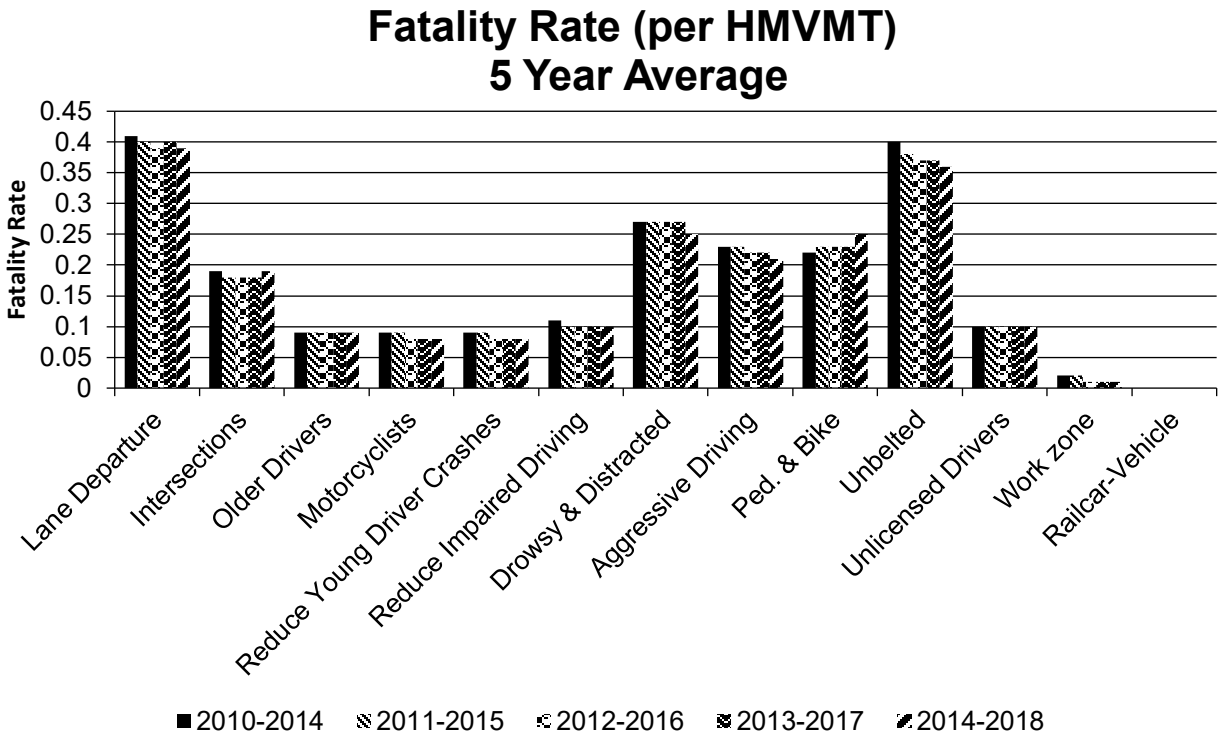
Year 2018

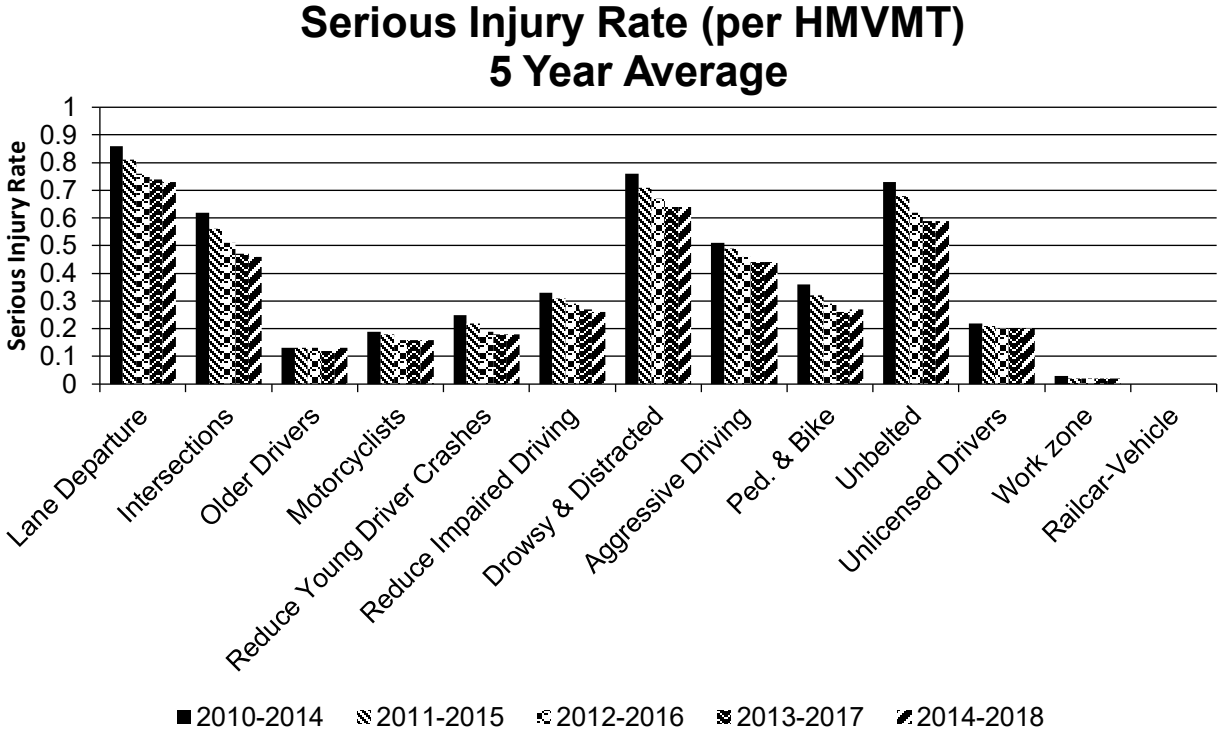
SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Lane Departure	Run-off-road	303.2	563.6	0.39	0.73
Intersections	Intersections	145.4	353.6	0.19	0.46
Older Drivers	All	70.8	97.8	0.09	0.13
Motorcyclists	All	62.4	122.8	0.08	0.16
Reduce Young Driver Crashes	All	62	138.8	0.08	0.18

SHSP Emphasis Area	Targeted Crash Type	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Reduce Impaired Driving	All	79.2	199	0.1	0.26
Drowsy & Distracted	All	199.8	491.6	0.25	0.64
Aggressive Driving	All	166.8	339	0.21	0.44
Ped. & Bike	vehicle-ped + vehicle-bike	188	205	0.25	0.27
Unbelted	All	280	449.4	0.36	0.59
Unlicensed Drivers	All	78.6	156.8	0.1	0.2
Work zone	All	9.6	16.4	0.01	0.02
Railcar-Vehicle	All	1	0.2	0	0


Number of Fatalities
5 Year Average
Fatalities
350
300
250
200
150
100
50
0
Lane Departure
Intersections
Older Drivers
Motorcyclists
Reduce Young Driver Crashes
Reduce Impaired Driving
Drowsy & Distracted
Aggressive Driving
Ped. & Bike
Unbelted
Unlicensed Drivers
Work zone
Railcar-Vehicle
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018


Number of Serious Injuries
5 Year Average
Serious Injuries
700
600
500
400
300
200
100
0
Lane Departure
Intersections
Older Drivers
Motorcyclists
Reduce Young Driver Crashes
Reduce Impaired Driving
Drowsy & Distracted
Aggressive Driving
Ped. & Bike
Unbelted
Unlicensed Drivers
Work zone
Railcar-Vehicle
2010-2014
2011-2015
2012-2016
2013-2017
2014-2018





Fatalities and Serious Injuries have been taken from NJDOT/ARD data.

HMVMTS values were provided by NJDOT on 7/11/2019.

The counts for Older Drivers have been update for all years to count fatalities and serious injuries for drivers 64

and older. Previous submissions were counting drivers 65 and older.

Has the State completed any countermeasure effectiveness evaluations during the reporting period?

No

In 2019, with assistance from the FHWA, NJDOT is to planning to begin an evaluation effort to improve their HSIP evaluation process. The evaluation effort will be conducted to provide direction and improve decisions and processes to NJDOT's HSIP evaluation process of countermeasures, projects and programs.

Project Effectiveness

Provide the following information for previously implemented projects that the State evaluated this reporting period.

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
Essex County - Park Avenue (CR 658) and 4th Street	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - modernization/replacement	9.00	5.00					5.00	4.00	14.00	9.00	1.6
Monmouth County - Shrewsbury Avenue (CR 13) and West Bergen Place	Urban Minor Arterial	Intersection traffic control	Modify traffic signal - modernization/replacement	10.00	11.00					2.00	4.00	12.00	15.00	0
Essex County - Park Avenue (CR 658) at High Street and Park Avenue at Glenwood Avenue	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - modernization/replacement	12.00	12.00					6.00	8.00	18.00	20.00	0
Ocean County - Double Trouble Road (CR 619) and Pinewalk-Keswick Road/Dover Road (CR 530)	Urban Minor Arterial	Roadway	Rumble strips - center	9.00	7.00			2.00	1.00	7.00	9.00	18.00	17.00	1.69
Somerset County - Promenade Boulevard (CR 685)	Urban Local Road or Street	Roadway	Roadway narrowing (road diet, roadway reconfiguration)	58.00	42.00				1.00	17.00	9.00	75.00	52.00	4.16
Somerset County - Chimney Rock Road (CR 525)	Urban Minor Collector	Roadway	Rumble strips - center	59.00	39.00			1.00		25.00	3.00	85.00	42.00	13.29
Monmouth County - Squankum Yellowbrook Road (CR 524A) and	Urban Major Collector	Intersection traffic control	Modify traffic signal - add flashing yellow arrow	5.00	7.00	1.00			1.00	5.00	10.00	11.00	18.00	100.55

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
West Farm Road														
Somerset County - Burnt Mills Road (CR 620), Lamington Road (CR 523), Pottersville Road (CR 512)	Rural Major Collector	Roadway	Pavement surface - high friction surface	64.00	67.00		1.00	1.00		7.00	14.00	72.00	82.00	0
Sussex County - Tuttle's Corner-Dingman's Road (CR 560) and Newton-McDonalds Corner Road (CR 519)	Rural Major Collector	Roadway	Pavement surface - high friction surface	86.00	88.00	1.00	1.00			38.00	17.00	125.00	106.00	1.49

Attached are the B/C calculation details. In this table, the B/C is shown as "0" for the projects with negative benefit.

K = Fatal
A = Serious injury
B + C = All other injuries
O = PDO

Monmouth – Shrewsbury Avenue (CR 31) and West Bergen Place: In this single intersection traffic signal upgrade project, the 3 year post-construction analysis has shown a negative benefit. The analysis shows no improvement in total crashes, the types of crashes associated with traffic signals, pedestrian/bicycle involvement or severity.

Essex County – Park Avenue at High Street and at Glenwood Avenue: The 3 year post-construction crash analysis has shown a negative benefit for this project involving two traffic signal upgrades. However, when the crash data is analyzed by intersection, it shows a significant reduction at High Street (11 total crashes pre-construction verses 2 post-construction).

Somerset County – Burnt Mills Road (CR 620), Lamington Road (CR 523), Pottersville Road (CR 512): This projecting involving HFST and micro milling along nearly 10 miles of HRRR project has shown a 3 year post construction negative benefit. A fatality occurred post construction. The negative benefit is substantial due to the fatality coupled with a short 7 year service life.

In 2019, with assistance from the FHWA, NJDOT is to planning to begin an evaluation effort to improve their HSIP evaluation process. The evaluation effort will be conducted to provide direction and improve decisions and processes to NJDOT’s HSIP evaluation process of countermeasures, projects and programs.

Compliance Assessment

What date was the State's current SHSP approved by the Governor or designated State representative?

08/18/2015

What are the years being covered by the current SHSP?

From: 2016 To: 2020

When does the State anticipate completing it's next SHSP update?

2020

To be precise, the current SHSP covers 8/18/2015 to 8/17/2020.

See Attached 2015 SHSP.

Provide the current status (percent complete) of MIRE fundamental data elements collection efforts using the table below.

ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
ROADWAY SEGMENT	Segment Identifier (12)	100	100					100	100		20
	Route Number (8)	100	100								
	Route/Street Name (9)	100	100								
	Federal Aid/Route Type (21)	100	100								
	Rural/Urban Designation (20)	100	100					100	100		
	Surface Type (23)	100	80					80	60		
	Begin Point Segment Descriptor (10)	100	100					100	100		20
	End Point Segment Descriptor (11)	100	100					100	100		20
	Segment Length (13)	100	100								
	Direction of Inventory (18)	50	50								
	Functional Class (19)	100	100					100	100		10
	Median Type (54)	100	100								

ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	Access Control (22)	100	100								
	One/Two Way Operations (91)	100	100								
	Number of Through Lanes (31)	100	100					100	40		
	Average Annual Daily Traffic (79)	100	80					90	3		
	AADT Year (80)	100	80								
	Type of Governmental Ownership (4)	100	100								
INTERSECTION	Unique Junction Identifier (120)			100	100						
	Location Identifier for Road 1 Crossing Point (122)			100	100						
	Location Identifier for Road 2 Crossing Point (123)			100	100						
	Intersection/Junction Geometry (126)			100	100						
	Intersection/Junction Traffic Control (131)			6	6						
	AADT for Each Intersecting Road (79)			100	80						
	AADT Year (80)			100	80						
	Unique Approach Identifier (139)			100	80						
INTERCHANGE/RAMP	Unique Interchange Identifier (178)					80	30				
	Location Identifier for Roadway at Beginning of Ramp Terminal (197)					80	30				

ROAD TYPE	MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
		NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	
	Location Identifier for Roadway at Ending Ramp Terminal (201)										
	Ramp Length (187)					80	30				
	Roadway Type at Beginning of Ramp Terminal (195)										
	Roadway Type at End Ramp Terminal (199)										
	Interchange Type (182)										
	Ramp AADT (191)					80	30				
	Year of Ramp AADT (192)					80	30				
	Functional Class (19)					80	30				
	Type of Governmental Ownership (4)										
Totals (Average Percent Complete):		**97.22**	**93.89**	**88.25**	**80.75**	**43.64**	**16.36**	**85.56**	**67.00**	**0.00**	**14.00**

*Based on Functional Classification

Describe actions the State will take moving forward to meet the requirement to have complete access to the MIRE fundamental data elements on all public roads by September 30, 2026.

On the actions the State will take moving forward to meet the requirement to have complete access to the MIRE FDE on all public by September 30, 2026:

1. The current MIRE FDE are stored in the SLD database.
2. The NJDOT Information Tech Unit is currently uploading the available MIRE FDE to Business Objects (TransINFO) NJDOT website so that the MIRE FDE would be available/accessible to all NJDOT or MPOs.
3. NJDOT is proposing to create the MIRE FDE database and export the data to ArcGIS Interactive Transportation Data Applications similar to the current NJDOT roadway Information and Traffic Monitoring (Annual Average Daily Traffic Flow) on the NJDOT website for public use.
4. The NJDOT's BDTS currently collects many of the required MIRE FDE and developed a plan for the collection and/or update of the remaining required elements. Through BTDS's Data Warehouse Maintenance (DWM) and TMS contracts the following MIRE FDE will be collected in the short-term (1-3 years):

- 168. Unique Interchange Identifier
- 172. Interchange Type
- 4. Ramps Type of Government Ownership
- 185. Roadway Type at Beginning Ramp Terminal
- 187. Location identifier at Beginning Ramp Terminal
- 189. Roadway Type at End Ramp Terminal
- 191. Location identifier at End Ramp Terminal

2019 New Jersey Highway Safety Improvement Program

- 177. Ramp Length
- 81. Average Annual Daily Traffic – Local Paved Roads (Federal Aid Roads)
- 181. Ramp AADT

Did the State conduct an HSIP program assessment during the reporting period?

No

In 2017, NJ FHWA Division Unit conducted a review of the NJ Local Safety Program Process.

Purpose:

The 2017 NJ FHWA Division Unit Performance Plan specified that the Division Office should assess NJDOT's implementation of HSIP and develop recommendations for improvements to the HSIP. The Division Office chose to focus on the LSP for this review since the LSP represented the most dramatic expansion of HSIP expenditures. The objectives of this review were:

• Determine if NJ's LSP advancement and delivery is aligned with the regulations in 23 CFR 490 and 23 CFR 924.

• Identify the effectiveness of NJ's current LSP, in terms of project selection and scoping to maximize the safety benefits associated with these infrastructure investments.

The main question was whether the current local safety program identifies and captures the critical elements associated with effectively achieving the goals of the HSIP.

The intent of this review was to acknowledge noteworthy practices and identify opportunities within the program to optimize the safety benefits of HSIP funded local safety projects.

Outcome:

NJ's local safety program was found to be in general compliance with the requirements of 23 CFR Part 924. NJ's LSP investment commitments support NJ's ability to satisfy performance measure requirements in 23 CFR 490. There are opportunities in NJ's current LSP to improve project selection and scoping.

NJ is a national leader with respect to its use of the Highway Safety Manual (HSM) in the prioritization of HSIP projects on Local and State roads. NJ's commitment with respect to the percent of HSIP annual apportionment for infrastructure expenditures on Local Roads is also noteworthy.

In 2019, with assistance from the FHWA, NJDOT is to planning to begin an evaluation effort to improve their HSIP evaluation process. The evaluation effort will be conducted to provide direction and improve decisions and processes to NJDOT's HSIP evaluation process of countermeasures, projects and programs.

When does the State plan to complete its next HSIP program assessment.

2019

Optional Attachments

Program Structure:

2016 HSIP Manual.pdf
Project Implementation:

Safety Performance:

2020 Safety Performance Targets.pdf
HSIP PM Targets 2018 Preliminary Results.xlsx
HSIP PM Targets 2020 - Charts.pdf
HSIP PM Targets 2020 - Final.xlsx
SAFETY - STATEWIDE TARGETS.docx
Safety Target Answers.docx
Evaluation:

CPI ECI tables.xls
Essex-Park and 4th.xlsx
Essex-Park at High Glenwood.xlsx
Monmouth-Shrewsbury Avenue.xlsx
Monmouth-Squankum CR 524A.xlsx
Ocean-CLRS CR 619 CR 530.xlsx
Somerset-BurntMillsLamington.xlsx
Somerset-Chimney Rock CR 525.xlsx
Somerset-Promenade Blvd CR693.xlsx
Sussex-Tutles Corner.xlsx
Compliance Assessment:

2015 SHSP.pdf
Final LSP Process Review.pdf

Glossary

5 year rolling average: means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).

Emphasis area: means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.

Highway safety improvement project: means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.

HMVMT: means hundred million vehicle miles traveled.

Non-infrastructure projects: are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.

Older driver special rule: applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.

Performance measure: means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Programmed funds: mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.

Roadway Functional Classification: means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.

Strategic Highway Safety Plan (SHSP): means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.

Systematic: refers to an approach where an agency deploys countermeasures at all locations across a system.

Systemic safety improvement: means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.

Transfer: means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.