NEW JERSEY

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2017 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

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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 (HRRRP) and the Railway-Highway Crossings Program (RHXP). 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.

This year, the reporting period for the 2017 Annual Safety Report (ASR) has been changed from the Federal Fiscal Year (FFY) to the Calendar Year (CY). The NJDOT decided to make 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.

With the change of the reporting period, the list of authorized projects included in this 2017 report will be very similar to the list of projects included in the 2016. Projects that were authorized between October 2015 and December 2015 are excluded and the projects that were authorized between October 2016 and December 2016 are added.

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, 2012- 2016, the New Jersey's five-year rolling average for the fatalities as well as fatality rates dropped approximately 3% and 4% respectively. Similarly, for the number of serious injuries and serious injury rates, the five-year rolling average dropped approximately 31% and 33% respectively. However, over the same five-year period, the actual number of crashes resulting in fatalities and incapacitating injuries in each year has fluctuated. Nationally, over the past two years, crashes involving fatalities have been trending upward.

The NJDOT took the lead to establish the five safety performance targets. 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.

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 (Roadway Departure and Corridor Segment);

Utility Pole Mitigation Program;

Pedestrian Safety Improvement Program;

Rail Highway Grade Crossing Program (State);

Rail Highway Grade Crossing Program (Federal);

High Risk Rural Roads Program; and the

Local Safety 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 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. In 2016, the following systemic treatments were analyzed for implementation:

- Based on the engineering study, equipping all the approved Mid-Block Crosswalks on the State Highway System with either Traffic Control Signals, Pedestrian Hybrid Beacons, or 12" yellow Flashing Warning Beacons and/or by upgrading the existing signing and striping.
- Installation of louvered backplates with yellow retroreflective borders behind all signal heads mounted on steel mast arms on the State Highway System. As part of the same project, snow scoops will be added to the Signal Head Visors to reduce snow accumulation.
- Installation of traffic control devices and upgrades at all interchange off ramps on the Interstate Highway System in order to reduce the occurrence of Wrong Way Crashes.

In addition to exploring and developing the above systemic programs, New Jersey continues its effort with High Friction Surface Treatment on roadway curves which experience high roadway departure crashes such as fixed objects and overturns. 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.

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 incorporation of 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. 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. In addition to that, NJDOT continues to provide support to MPOs and their subregions through various trainings, meetings and assistance with HSM analysis for LSP projects.

New Jersey is also committed to make data analysis tools accessible to all public agencies. In 2016, NJDOT developed and deployed the first phase of 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. Going forward, major releases and data updates will follow to enhance the program and satisfy the needs of the various users.

NJTPA

The North Jersey Transportation Planning Authority (NJTPA) is the MPO serving the 13-county northern New Jersey region. NJTPA continues to work with its federal partners, the New Jersey Department of

Transportation (NJDOT), NJ TRANSIT, member counties and cities and other state and local agencies to make travel safer and more reliable for all users of the region's transportation system.

The NJTPA is proactive when it comes to safety, actively engaging in Safety Conscious Planning. Addressing safety issues involves a complex interaction with human behavior, technology, engineering, education and enforcement, as well as the natural environment. While traditional safety planning is reactive—a problem is identified through crash data analysis and then the appropriate engineering, enforcement and/or education countermeasures are implemented—Safety Conscious Planning integrates safety into all phases of transportation improvement planning and development so that safety is an integral part of all decision-making. All of NJTPA's efforts are aligned with the State's Strategic Highway Safety Plan.

FY 2016 marked the 11th year of the Local Safety Program (LSP) and 6th year of the High Risk Rural Roads Program (HRRRP). Since 2005 the NJTPA has allocated more than $100 million on over 120 projects for motorist, bicycle, and pedestrian safety-related improvements that include installation of upgraded traffic control and pedestrian countdown signals, new signage and crosswalks, reflective striping, and other safety improvements. Prior to FY 2014, the NJTPA had an annual apportionment of $3 million for both programs combined. This apportionment was subsequently increased by NJDOT, and in FY 2014 $16.3 million was obligated followed by $18.3 million in FY 2015 and $16.9 million in 2016. In January 2015, The NJTPA Board of Trustees approved a FY 2016-2017 LSP/HRRRP program of over $32 Million.

The NJTPA recognizes the need to assist member counties and cities in preparing plans, specs & estimates (PS&E) for construction authorization of projects in both programs. In FY2013, the NJTPA created the Local Safety Engineering Assistance Program (LSEAP). This annual program has grown from 38% of the projects in the program year requesting engineering assistance in FY 2013 to 75% requesting assistance in FY 2016. In another measure, the program has increased from one consultant and five design projects to four consultants and sixteen projects. This engineering assistance program has resulted in high levels of timely, high quality documentation submitted for authorization and has improved the state's ability to successfully address safety issues on local roads, where 60% of crashes occur. For more information on the location safety program, visit the webpage: http://www.njtpa.org/local-safety.

Another recent NJTPA initiative, The Street Smart NJ program is a successful statewide Pedestrian Safety Education Campaign initiative that was the first of its kind in New Jersey. This program combines community outreach and enforcement to raise awareness of pedestrian and motorist laws and change behaviors that lead to pedestrian and cyclist crashes and fatalities. It was first piloted in 2013 by five New Jersey municipalities. The program has been expanded to run vigorous campaigns in 12 partner communities in 2016, as well as to encourage and support additional communities and the Transportation Management Associations (TMAs) to run their own campaigns. Street Smart NJ uses outdoor, transit and online advertising, along with grassroots public awareness efforts and law enforcement to address pedestrian safety. Street Smart NJ emphasizes educating drivers and pedestrians through mass media, as well as targeted enforcement. It complements, but doesn't replace, other state and local efforts to build safer streets and sidewalks, enforce laws and train better roadway users. The Street Smart NJ program was expanded in 2016 to include six new partner communities — Elizabeth, Passaic, Toms River, Lakewood, Red Bank, Metuchen and Franklin Borough in Sussex County. Throughout March 2016, every partner — with the exception of Long Beach Island, which runs summer campaigns —participated in the Street Smart NJ program. In addition, several New Jersey shore communities (Asbury Park, Belmar, Bradley Beach, and Manasquan) conducted campaigns over the summer, reaching thousands of beach goers. For more information, visit the campaign website www.bestreetsmartnj.org.

In addition, the NJTPA worked with Newark to develop the City of Newark Pedestrian and Bicycle Safety Action Plan, which was completed in February 2016 and adopted by the City Council in May 2016. The plan's intent is

two-fold: to serve as a guide for city staff to prioritize locations of greatest concern and also to inform the public where the city intends to focus its efforts. The plan has identified specific treatments for high crash locations which will provide the city with the data needed for future HSIP project applications. For more information, visit the webpage: http://njtpa.org/planning/regional-studies/bicycle-pedestrian/newark-safety-action-plan.

DVRPC

The Delaware Valley Regional Planning Commission (DVRPC) serves four counties in southern New Jersey: Burlington, Camden, Gloucester and Mercer.

DVRPC conducted a formal project application solicitation in January of 2017 for the Local Federal HSIP and HRRR Programs, offering funds for construction and design assistance for completion of final PS&E packages (by a consultant and paid for with HSIP). One completed application was received by Burlington County for a roundabout. DVRPC continued working with Camden County on potential roundabout locations and with Gloucester County on an HRRR location which was ultimately funded with non-HSIP federal funds.

The Mt. Ephraim Avenue Corridor-wide Pedestrian Safety Local Concept Development study kicked-off in December of 2016, and the contract was awarded for the preliminary engineering phase of Mercer County's Brunswick Circle Extension Roundabout.

In an effort to identify hazardous curves for systemic improvement with HSIP funds, DVRPC led an effort aided by SJTPO to hire one consultant to conduct a curve data gathering and safety assessment study on local New Jersey roads in the DVRPC and SJTPO regions. This effort has been and will continue to be coordinated closely with county, regional, state, and federal partners to ensure HSIP compliance. The RFP was advertised in June of 2017.

DVRPC has conducted multiple safety project updates 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 NJDOT's HSIP advancement Plan.

SJTPO

The South Jersey Transportation Planning Organization (SJTPO) is the MPO serving four counties in southern 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 to implement 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 has 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 has put a great deal of effort in the past year to educating jurisdictions about the benefits of the program, and bolstering the technical support SJTPO can offer to reduce the complexity of the process for jurisdictions. Further, SJTPO has

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.

Through these efforts, SJTPO has worked with local jurisdictions to put together an aggressive portfolio of projects for FY 2018 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 will resurrect its efforts to move forward with a road diet pilot in addition to advancing multiple county roundabout pilots. SJTPO will also undertake a county-wide bicycle and pedestrian safety action plan in FY 2018, which will identify top pedestrian safety concerns and prepare those locations for safety investment. This effort could become an example for other counties in the region to follow and a means to focus local attention to investment in bicycle and pedestrian safety. While SJTPO struggled to get projects authorized for HSIP funding in FY 2017, current and future efforts are anticipated to yield great results in coming years, which is very exciting.

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 $57 million annually for 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?

Enter additional comments here to clarify your response for this question or add supporting information.

How are HSIP funds allocated in a State?

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

Enter additional comments here to clarify your response for this question or add supporting information.

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
Planning
Operations
Other-Project Management

Enter additional comments here to clarify your response for this question or add supporting information.

Describe coordination with internal partners.

NJDOT's Bureau of Transportation Data and Safety, under the Assistant Commissioner of Capital Investment Planning and Grant 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 Capital Investment Planning & Grant 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 Capital Investment Planning and Grant 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.

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

Enter additional comments here to clarify your response for this question or add supporting information.

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, except the “Tribal Agency” 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.

Have any program administration practices used to implement the HSIP changed since the last reporting period?

Yes

Describe HSIP program administration practices that have changed since the last reporting period.
The HSIP funds are now available for Concept Development phase as well.

All Pedestrian Improvement Projects require Pedestrian Road Safety Audit, either before or in the CD phase.

Are there any other aspects of HSIP Administration on which the State would like to elaborate?

Yes

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

The Assistant Commissioner of Capital Investment Planning and Grant 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

To upload a copy of the State processes, attach files below.

File Name:
2016 HSIP Manual.pdf

Select the programs that are administered under the HSIP.

Intersection
Roadway Departure
Local Safety
Pedestrian Safety
Segments
Other-High Risk Rural Roads
Other-Utility Pole Mitigation

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Intersection

2017 New Jersey Highway Safety Improvement Program

Date of Program Methodology: 1/1/2015

What is the justification for this program? [Check all that apply]

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? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes		

What project identification methodology was used for this program? [Check all that apply]

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?

Describe the methodology used to identify local road projects as part of this program.

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

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Local Safety

Date of Program Methodology: 9/16/2005

What is the justification for this program? [Check all that apply]

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? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes		

What project identification methodology was used for this program? [Check all that apply]

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

Describe the methodology used to identify local road projects as part of this program.

How are projects under this program advanced for implementation?

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

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

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Pedestrian Safety

Date of Program Methodology: 9/16/2011

What is the justification for this program? [Check all that apply]

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? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

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

What project identification methodology was used for this program? [Check all that apply]

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?

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No

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

Yes

Describe the methodology used to identify local road projects as part of this program.

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

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Roadway Departure

Date of Program Methodology: 9/16/2008

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

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

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What project identification methodology was used for this program? [Check all that apply]

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?

Yes

Describe the methodology used to identify local road projects as part of this program.

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

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Segments

Date of Program Methodology: 2/1/2016

What is the justification for this program? [Check all that apply]

Addresses SHSP priority or emphasis area
FHWA focused approach to safety

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes	Volume Lane miles	

What project identification methodology was used for this program? [Check all that apply]

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?

Yes

Describe the methodology used to identify local road projects as part of this program.

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

Enter additional comments here to clarify your response for this question or add supporting information.

Program: Other-High Risk Rural Roads

Date of Program Methodology: 9/16/2005

What is the justification for this program? [Check all that apply]

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

2017 New Jersey Highway Safety Improvement Program

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
All crashes		Functional classification Other-Rural

What project identification methodology was used for this program? [Check all that apply]

Equivalent property damage only (EPDO Crash frequency)
Crash rate

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

Describe the methodology used to identify local road projects as part of this program.

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) analysis and/or local roadway knowledge. : 20

Total Relative Weight : 100

Enter additional comments here to clarify your response for this question or add supporting information.

The Special Rule for high risk rural road safety under 23 USC 148(g) requires that the State obligates certain amount of funds for HRRRs if the fatality rate on its rural roads increased. This special rule was applied to New Jersey in the past but doesn't apply to New Jersey for 2018.

Program: Other-Utility Pole Mitigation

Date of Program Methodology: 10/1/2015

What is the justification for this program? [Check all that apply]

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

What is the funding approach for this program? [Check one]

Funding set-aside

What data types were used in the program methodology? [Check all that apply]

Crashes	Exposure	Roadway
Other-Fixed Object crashes		Roadside features

What project identification methodology was used for this program? [Check all that apply]

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?

Yes

Describe the methodology used to identify local road projects as part of this program.

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

Enter additional comments here to clarify your response for this question or add supporting information.

What percentage of HSIP funds address systemic improvements?

53

HSIP funds are used to address which of the following systemic improvements? Please check all that apply.

Rumble Strips
Add/Upgrade/Modify/Remove Traffic Signal
High friction surface treatment

Enter additional comments here to clarify your response for this question or add supporting information.

What process is used to identify potential countermeasures? [Check all that apply]

Engineering Study
Road Safety Assessment
Other-with alternatives Analysis utilizing the HSM

Enter additional comments here to clarify your response for this question or add supporting information.

Does the State HSIP consider connected vehicles and ITS technologies?

No

Enter additional comments here to clarify your response for this question or add supporting information.

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.

Have any program methodology practices used to implement the HSIP changed since the last reporting period?

No

Are there any other aspects of the HSIP methodology on which the State would like to elaborate?

No

Project Implementation

Funds Programmed

Reporting period for HSIP funding.

Calendar Year

Enter additional comments here to clarify your response for this question or add supporting information.

  This year, the reporting period for the 2017 Annual Safety Report (ASR) has been changed from the Federal Fiscal Year to Calendar Year. The NJDOT decided to change the reporting period because most of the HSIP authorizations in the NJDOT are processed during the months of August and September and the report is created during the month of August. It’s more accurate to report projects that have been authorized than making the report based on predictions.   Therefore, the list of projects included in this 2017 report will be very similar to the list of projects included in the 2016 ASR, only excluding the projects that were authorized between October 2015 and December 2015 and adding the projects that were authorized between October 2016 and December 2016.

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$50,800,000	$37,775,379	74.36%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$3,300,000	$1,279,060	38.76%
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	$54,100,000	$39,054,439	72.19%

Enter additional comments here to clarify your response for this question or add supporting information.

This year, the reporting period for the 2017 Annual Safety Report (ASR) has been changed from the Federal Fiscal Year to Calendar Year.

The programed funds are the Safety funds programed in the STIP. (3/4 from FFY 16 plus 1/4 from FFY 17)

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

$22,825,000

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

$20,332,439

Enter additional comments here to clarify your response for this question or add supporting information.

This year, the reporting period for the 2017 Annual Safety Report (ASR) has been changed from the Federal Fiscal Year to Calendar Year.

The programed funds were calculated taking 3/4 of the programed funds in STIP for the FFY 2016 plus 1/4 of the programed funds for the FFY 2017

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

$5,010,250

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

$7,659,000

Enter additional comments here to clarify your response for this question or add supporting information.

This year, the reporting period for the 2017 Annual Safety Report (ASR) has been changed from the Federal Fiscal Year to Calendar Year.

The programed funds were calculated taking 3/4 of the programed funds in STIP for the FFY 2016 plus 1/4 of the programed funds for the FFY 2017.

Rail Road salaries are included in the non-infrastructure calculations.

Non-infrastructure cost includes, but is not limited to, work that is required to identify and advance individual projects in the early selection stages, i.e. collision diagrams, review of HSM analyses for local projects, Pedestrian Road Safety Audits, etc.

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

2017 New Jersey Highway Safety Improvement Program

$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?

$52,000,000

Enter additional comments here to clarify your response for this question or add supporting information.

List of funds transferred out of HSIP in CY 2016:

$ 8,000,000.00 - from HSIP to STP completed on 09/15/16
$25,000,000.00 - from HSIP to STP completed on 09/15/16
$19,000,000.00 - from HSIP to STP completed on 09/15/16
$52,000,000.00 - TOTAL TRANSFERS IN CY 2016

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 FY2016, 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.

Does the State want to elaborate on any other aspects of it's progress in implementing HSIP projects?

No

General Listing of Projects

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

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
2016 Safety Programs Consultant Services	Non-infrastructure	Transportation safety planning			$75000	$75000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Other	Data	Develop and/or enhance methodologies and establish standardization for problem identification, prioritization, and evaluation.
2016 Staff Work Program - Rail	Non-infrastructure	Transportation safety planning			$2498000	$2498000	HSIP (23 U.S.C. 148)	Statewide	0		Railroad	Other	Railroad	Develop and/or enhance methodologies and establish standardization for problem identification, prioritization, and evaluation.
2016 Staff Work Program - Safety	Non-infrastructure	Transportation safety planning			$2099000	$2099000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Other	Planning	Develop and/or enhance methodologies and establish standardization for problem identification, prioritization, and evaluation.
2016 Statewide Utility Pole Relocation/Replacement	Roadside	Removal of roadside objects (trees, poles, etc.)			$145000	$145000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Spot	Utility Pole Mitigation	Identify and implement engineering solutions to prevent and minimize roadway departure crashes
2016 Utility Pole Relocation/Replacement (NJTPA)	Roadside	Removal of roadside objects (trees, poles, etc.)			$178000	$178000	HSIP (23 U.S.C. 148)	NJTPA	0		State Highway Agency	Spot	Utility Pole Mitigation	Identify and implement engineering solutions to prevent and minimize roadway departure crashes
2016 Verifiers	Non-infrastructure	Transportation safety planning			$2312000	$2312000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Other	Data	Develop and/or enhance methodologies and establish standardization for problem identification, prioritization, and evaluation.
Byram-Kingwood Road (CR 651) form CR 519 to SR 29 (HRRR) FD	Roadway	Pavement surface - high friction surface			$62000	$62000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Local Road or Street	0	40	County Highway Agency	Spot	Lane Departure	Identify and implement engineering

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
														solutions to prevent and minimize roadway departure crashes
Garden Road & Mill Road Traffic Signalization	Intersection traffic control	Intersection traffic control - other	1	Numbers	$105000	$105000	HSIP (23 U.S.C. 148)		12,200	45	City of Municipal Highway Agency	Spot	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
HFST Pilot Program at Route I-80 Interchanges (25% RURAL)	Roadway	Pavement surface - high friction surface			$257000	$257000	HRRR Special Rule (23 U.S.C. 148(g)(1))		0		State Highway Agency	Systemic	Lane Departure	Identify and implement engineering solutions to prevent and minimize roadway departure crashes
HFST Pilot Program at Route I-80 Interchanges (25% RURAL) CON	Roadway	Pavement surface - high friction surface			$2475000	$2475000	HRRR Special Rule (23 U.S.C. 148(g)(1))		0		State Highway Agency	Systemic	Lane Departure	Identify and implement engineering solutions to prevent and minimize roadway departure crashes
Intersection Improvements at CR 551 (Auburn Rd.) and CR 662 (High Hill Rd.) – Roundabout	Intersection traffic control	Modify control - modifications to roundabout	1	Numbers	$1120000	$1120000	HSIP (23 U.S.C. 148)		0		County Highway Agency	Systemic	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
MLK Blvd Intersection Improvements (Jersey City)	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			$865000	$865000	HSIP (23 U.S.C. 148)		0		County Highway Agency	Spot	Pedestrians	Design, develop and implement a transportation system that accommodates all users.
Mt. Ephraim Avenue Safety Improvements - pedestrian project	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists			$300000	$300000	HSIP (23 U.S.C. 148)		0		County Highway Agency	Spot	Pedestrians	Design, develop and implement a transportation system that accommodates all users.
Passaic CLRS	Roadway	Rumble strips - center			$928000	$928000	HSIP (23 U.S.C. 148)		0		County Highway Agency	Systemic	Lane Departure	Identify and implement engineering solutions to prevent and minimize roadway departure crashes
Passaic Horizontal Curve High Friction Surface Treatment	Roadway	Pavement surface - high friction surface			$5502000	$5502000	HSIP (23 U.S.C. 148)		48,000	55	County Highway Agency	Systemic	Lane Departure	Identify and implement engineering solutions to prevent and minimize roadway departure crashes

													RELATIONSHIP TO SHSP	
PROJECT NAME	**IMPROVEMENT CATEGORY**	**SUBCATEGORY**	**OUTPUTS**	**OUTPUT TYPE**	**HSIP PROJECT COST($)**	**TOTAL PROJECT COST($)**	**FUNDING CATEGORY**	**FUNCTIONAL CLASSIFICATION**	**AADT**	**SPEED**	**OWNERSHIP**	**METHOD FOR SITE SELECTION**	**EMPHASIS AREA**	**STRATEGY**
Route 15 & Berkshire Valley Road (CR 699)	Intersection traffic control	Intersection traffic control - other	1	Numbers	$643000	$643000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other Freeways and Expressways	0		State Highway Agency	Spot	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
S. Salem St & Franklin Road (CR 665) - (AC)	Intersection traffic control	Modify traffic signal - modernization/replacement			$479000	$479000	HSIP (23 U.S.C. 148)		0		County Highway Agency	Spot	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
Stuyvesant Avenue (CR 619) & 18th Avenue, South Orange Avenue (CR 510) & Bergen Street, Park Avenue (CR658) & Clifton Avenue, and Broadway (CR 667) & 3rd Avenue - 4 intersections	Intersection traffic control	Modify traffic signal - modernization/replacement			$2825000	$2825000	HSIP (23 U.S.C. 148)		0		County Highway Agency	Systemic	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
Summit Ave Intersection Improvement Phase III (Charles to Lenard)	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	12	Numbers	$428000	$428000	HSIP (23 U.S.C. 148)		0	45	City of Municipal Highway Agency	Spot	Pedestrians	Design, develop and implement a transportation system that accommodates all users.
US 206 Whitehorse Circle	Intersection traffic control	Modify control - modifications to roundabout	1	Numbers	$4706000	$4706000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	0	45	State Highway Agency	Spot	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
US 22 Westbound (Vauxhall to Bloy)	Roadway	Roadway - restripe to revise separation between opposing lanes and/or shoulder widths			$1255000	$1255000	HSIP (23 U.S.C. 148)	Urban Principal Arterial - Other	0		State Highway Agency	Spot	Intersections	
US 46, Canfield Avenue	Intersection traffic control	Modify traffic signal - modernization/replacement			$630000	$630000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Spot	Intersections	
Improvements to JFK Blvd East (CR 693) at Bergenline Avenue	Intersection traffic control	Modify traffic signal - modernization/replacement	2	Numbers	$379000	$379000	HSIP (23 U.S.C. 148)		0		County Highway Agency	Spot	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
Improvements to Paterson Plank Road (CR 681) at Webster Avenue	Intersection traffic control	Modify traffic signal - modernization/replacement			$43439	$43439	HSIP (23 U.S.C. 148)		0		County Highway Agency	Spot	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
Intersection improvements at Broad St (CR 11) & Bergen Place, Red Bank	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Numbers	$117000	$117000	HSIP (23 U.S.C. 148)		0		County Highway Agency	Spot	Intersections	Develop and implement New Jersey Best Practices for

													RELATIONSHIP TO SHSP	
PROJECT NAME	IMPROVEMENT CATEGORY	SUBCATEGORY	OUTPUTS	OUTPUT TYPE	HSIP PROJECT COST($)	TOTAL PROJECT COST($)	FUNDING CATEGORY	FUNCTIONAL CLASSIFICATION	AADT	SPEED	OWNERSHIP	METHOD FOR SITE SELECTION	EMPHASIS AREA	STRATEGY
														Intersection Safety.
Bergen St - Ped Safety Corridor Improvements (RSA)	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	3	Numbers	$122000	$122000	HSIP (23 U.S.C. 148)		0		City of Municipal Highway Agency	Spot	Pedestrians	Design, develop and implement a transportation system that accommodates all users.
MLK Blvd - Ped Safety Corridor Improvements (Newark-RSA)	Pedestrians and bicyclists	Miscellaneous pedestrians and bicyclists	2	Numbers	$131000	$131000	HSIP (23 U.S.C. 148)		0		City of Municipal Highway Agency	Spot	Pedestrians	Design, develop and implement a transportation system that accommodates all users.
Roadway Improvements and resurfacing along CR 524 (Stage Coach Road) - Section I	Roadway	Superelevation / cross slope			$280000	$280000	HRRR Special Rule (23 U.S.C. 148(g)(1))		0		County Highway Agency	Spot	Lane Departure	Identify and implement engineering solutions to prevent and minimize roadway departure crashes
Lyons Avenue (CR 602) Phase II	Intersection traffic control	Modify traffic signal - modernization/replacement			$3573000	$3573000	HSIP (23 U.S.C. 148)		0		County Highway Agency	Systemic	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
Chancellor Avenue (CR 601) - Phase II	Intersection traffic control	Modify traffic signal - modernization/replacement			$3073000	$3073000	HSIP (23 U.S.C. 148)		0		County Highway Agency	Systemic	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
Horizontal Curve Safety Treatment, RT 50 (69% RURAL)	Roadway	Pavement surface - high friction surface			$774000	$774000	HSIP (23 U.S.C. 148)		0		State Highway Agency	Systemic	Lane Departure	Identify and implement engineering solutions to prevent and minimize roadway departure crashes

Enter additional comments here to clarify your response for this question or add supporting information.

This year, the reporting period for the 2017 Annual Safety Report (ASR) has been changed from the Federal Fiscal Year to Calendar Year. The NJDOT decided to change the reporting period to accurately report the projects which got authorized in that particular year.

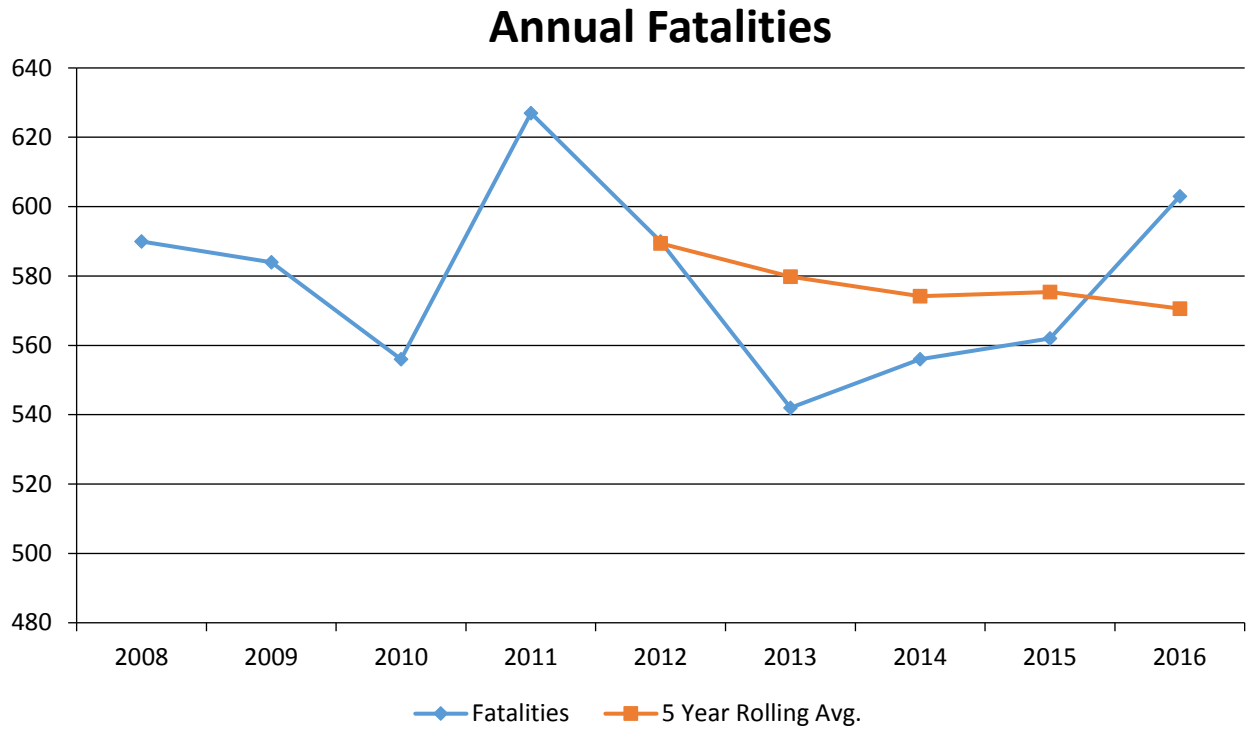
Therefore, the list of projects included in this 2017 report will be very similar to the list of projects included in the 2016 ASR. The projects that were authorized between October 2015 and December 2015 are excluded and the projects that were authorized between October 2016 and December 2016 are added.

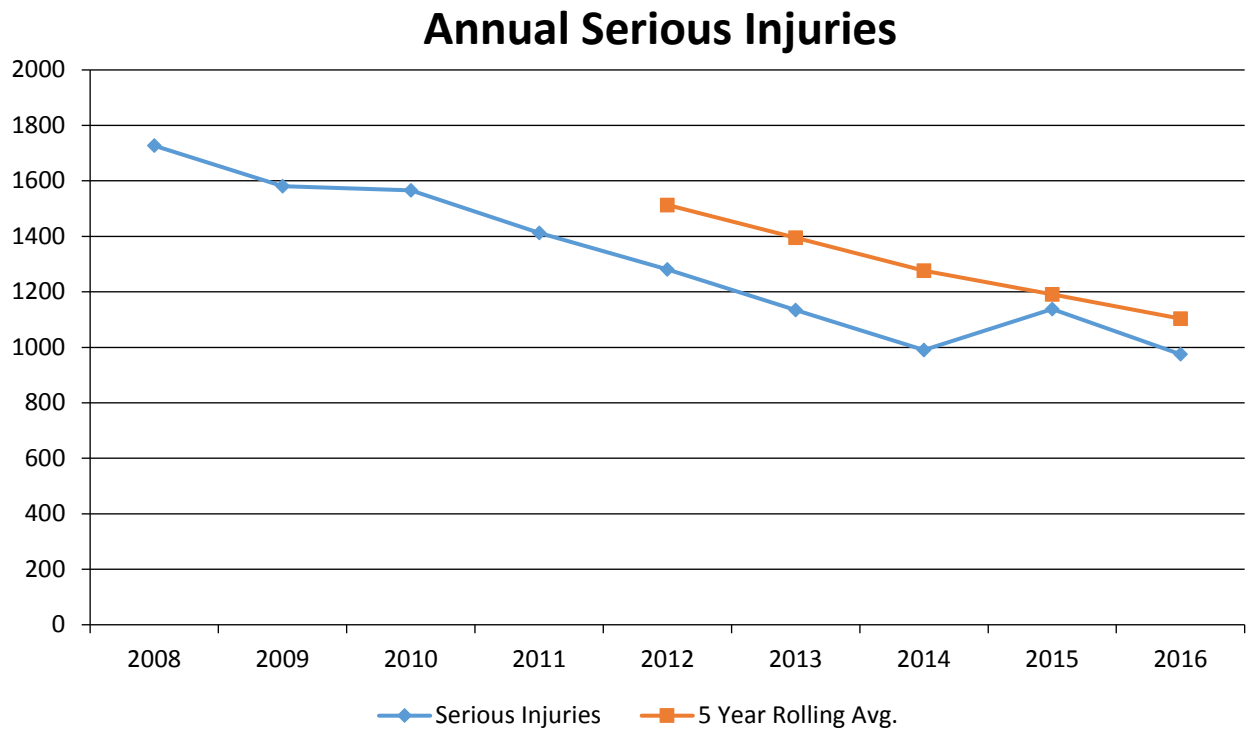
Safety Performance

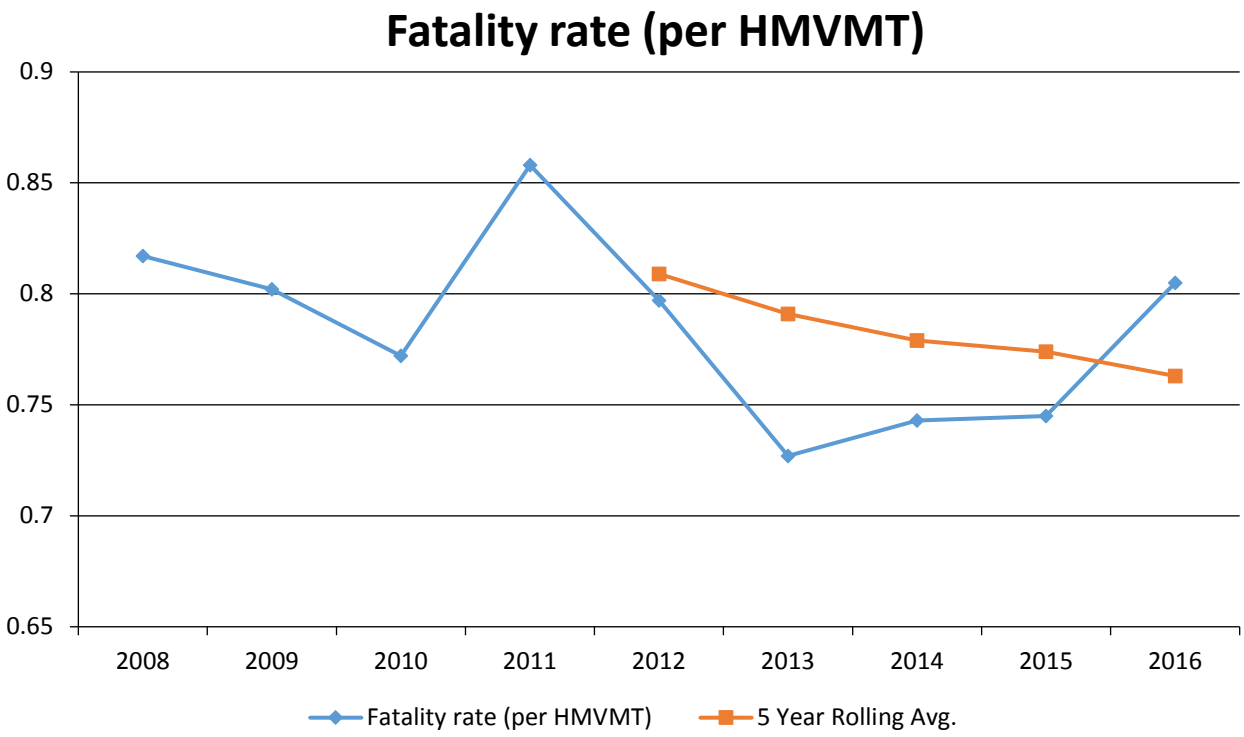
General Highway Safety Trends

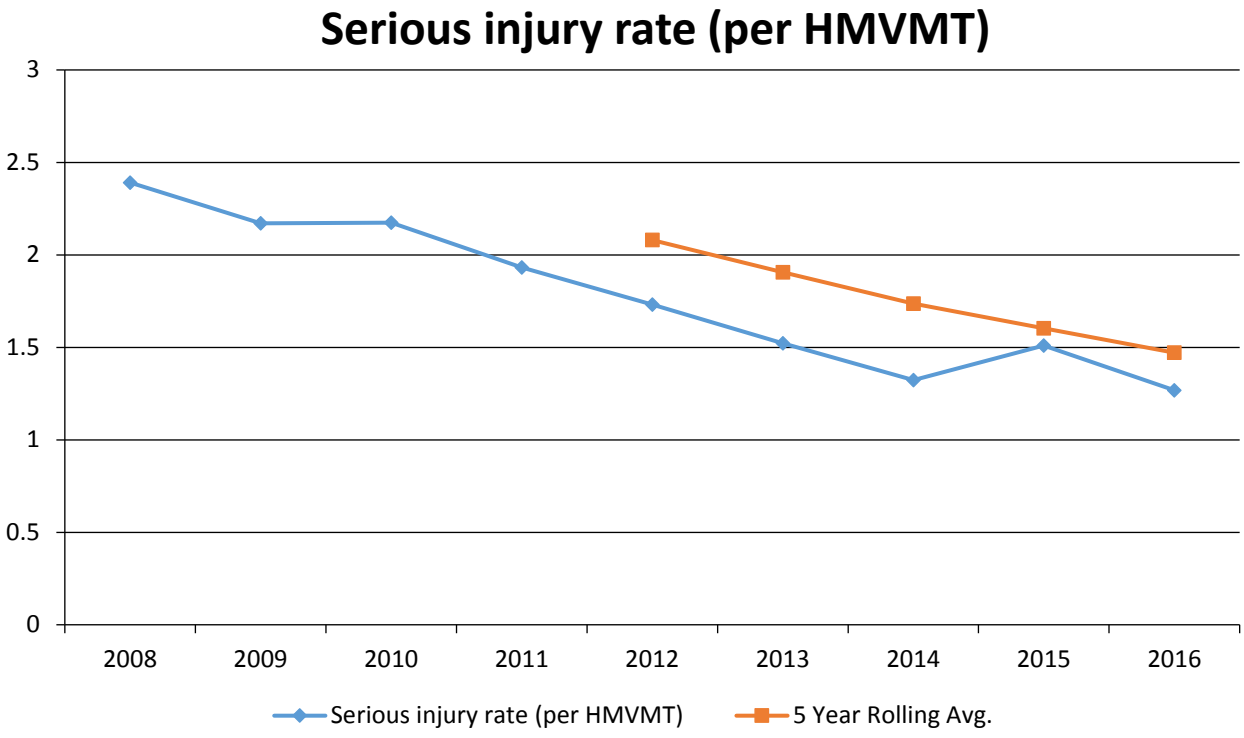
Present data showing the general highway safety trends in the State for the past five years.

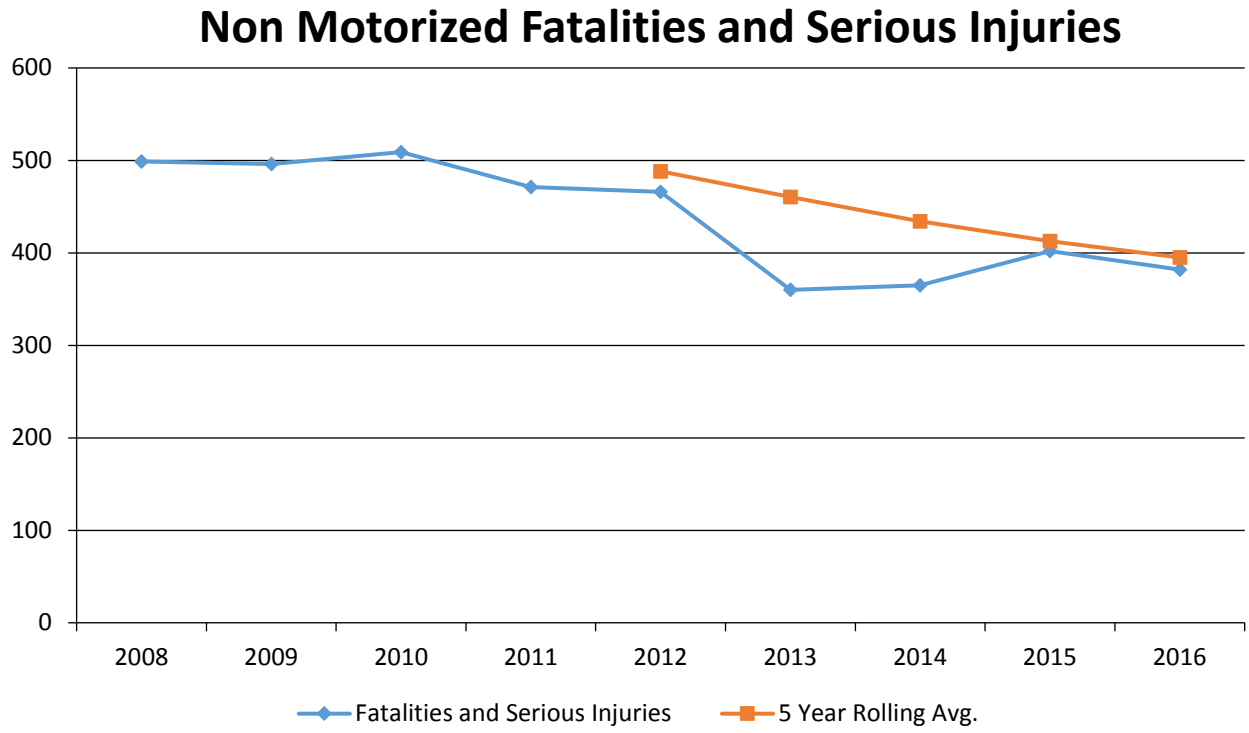
PERFORMANCE MEASURES	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatalities	590	584	556	627	590	542	556	562	603
Serious Injuries	1,727	1,581	1,566	1,412	1,281	1,134	990	1,138	975
Fatality rate (per HMVMT)	0.817	0.802	0.772	0.858	0.797	0.727	0.743	0.745	0.805
Serious injury rate (per HMVMT)	2.391	2.170	2.174	1.932	1.731	1.522	1.323	1.509	1.268
Number non-motorized fatalities	158	172	152	159	175	146	180	190	184
Number of non-motorized serious injuries	341	324	357	312	291	214	185	212	198


Annual Fatalities
640
620
600
580
560
540
520
500
480
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
2000
1800
1600
1400
1200
1000
800
600
400
200
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
0.9
0.85
0.8
0.75
0.7
0.65
2008
2009
2010
2011
2012
2013
2014
2015
2016
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
3
2.5
2
1.5
1
0.5
0
2008
2009
2010
2011
2012
2013
2014
2015
2016
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



Enter additional comments here to clarify your response for this question or add supporting information.

As the crash data keeps changing with time, data calculations reported are based on the data collected on July 7, 2017.

In 2016 ASR, Plan4Safety data was used to find the general trends. From this year forward, the NJDOT Accident Records Database (ARD) will be used as the authoritative data source for the Annual Safety Report (ASR) with the exception of Fatalities. For Fatalities, the FARS data had been used in the past and will continue to be used in future as well.

Fatalities and SI are counted by the number of people being killed or injured instead of counting the number of crashes. To date, the official FARS data is not available for 2016. The NJSP data, as of August 25, 2017, has been used for 2016 fatalities.

In 2016 ASR, private property crashes were included in the calculations for all of the years. This year's report excludes private property crashes from the calculations.

Describe fatality data source.

FARS

Enter additional comments here to clarify your response for this question or add supporting information.

Fatalities for the General Trends were taken from FARS except for the year 2016. To date, the official FARS data is not available for 2016. The NJSP data, as of August 25, 2017, has been used for 2016 fatalities.

Fatalities for Functional Classification were taken from FARS except for the year 2016 because of the same reason mentioned above. NJDOT/ARD data was used for 2016.

Fatalities for Roadway Ownership were taken from FARS except for the year 2016 because of the same reason mentioned above. NJDOT/ARD data was used for 2016.

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

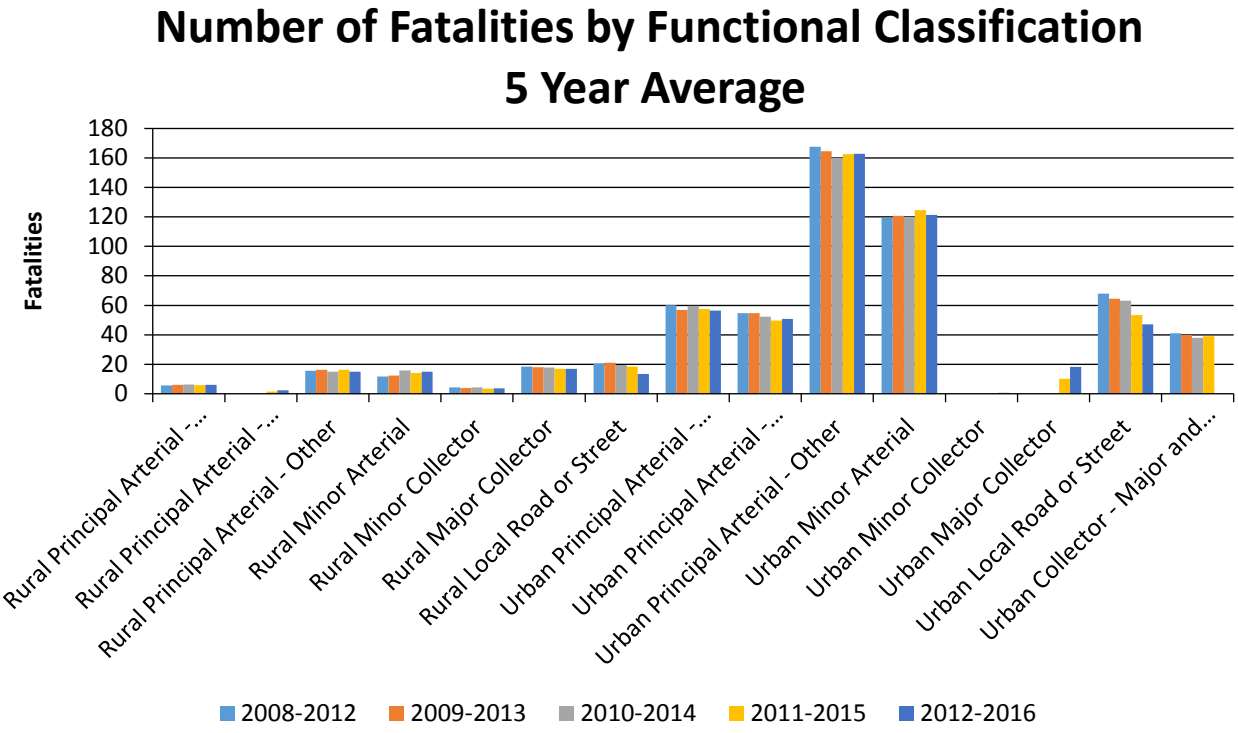
Year 2016

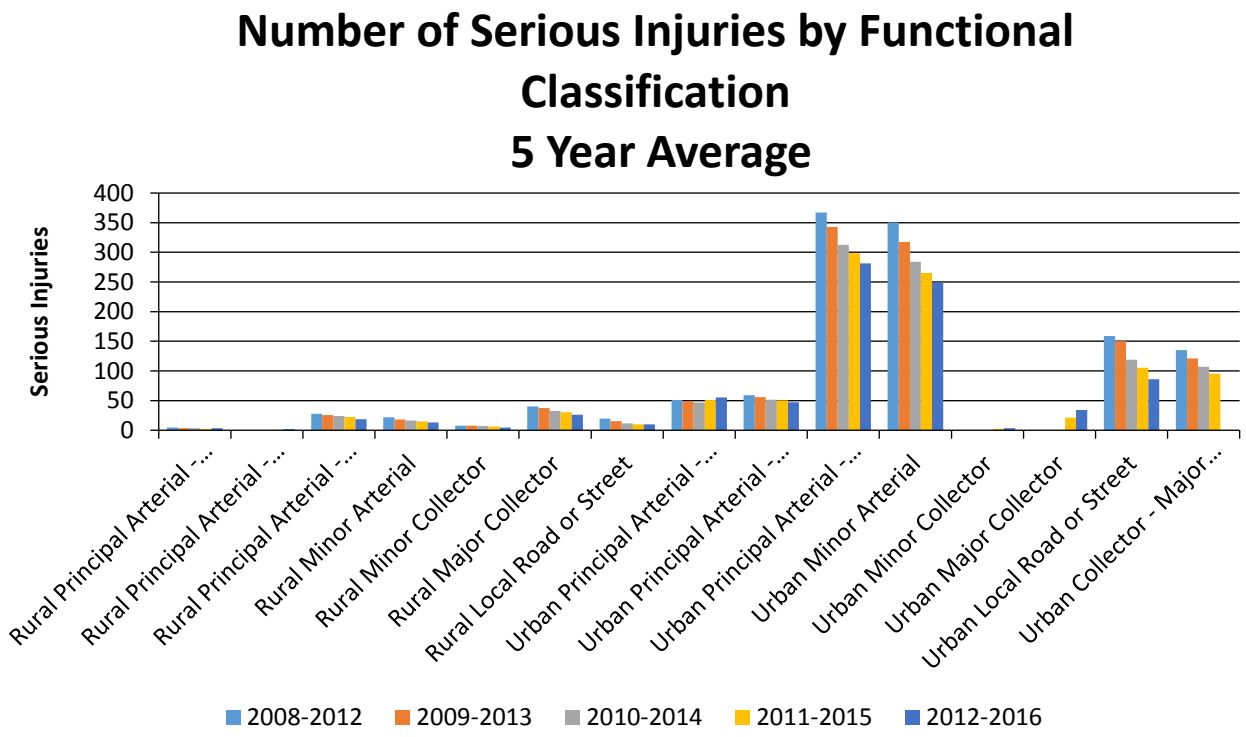
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial - Interstate	6	3.6	0.52	0.31
Rural Principal Arterial - Other Freeways and Expressways	2.4	1.8	0.53	0.4
Rural Principal Arterial - Other	15	18.6	1.5	1.87
Rural Minor Arterial	15	13.4	2.27	2.09
Rural Minor Collector	3.6	4.8	1.66	2.26
Rural Major Collector	16.8	26	2.04	3.16
Rural Local Road or Street	13.4	10.2	2.31	1.56
Urban Principal Arterial - Interstate	56.4	55.2	0.39	0.38
Urban Principal Arterial - Other Freeways and Expressways	50.8	47.4	0.4	0.32
Urban Principal Arterial - Other	162.8	281.6	0.99	1.72
Urban Minor Arterial	121.4	248.6	1.09	2.24
Urban Minor Collector	0.6	3.2	0.08	0.25
Urban Major Collector	18.2	34.4	0.4	0.76

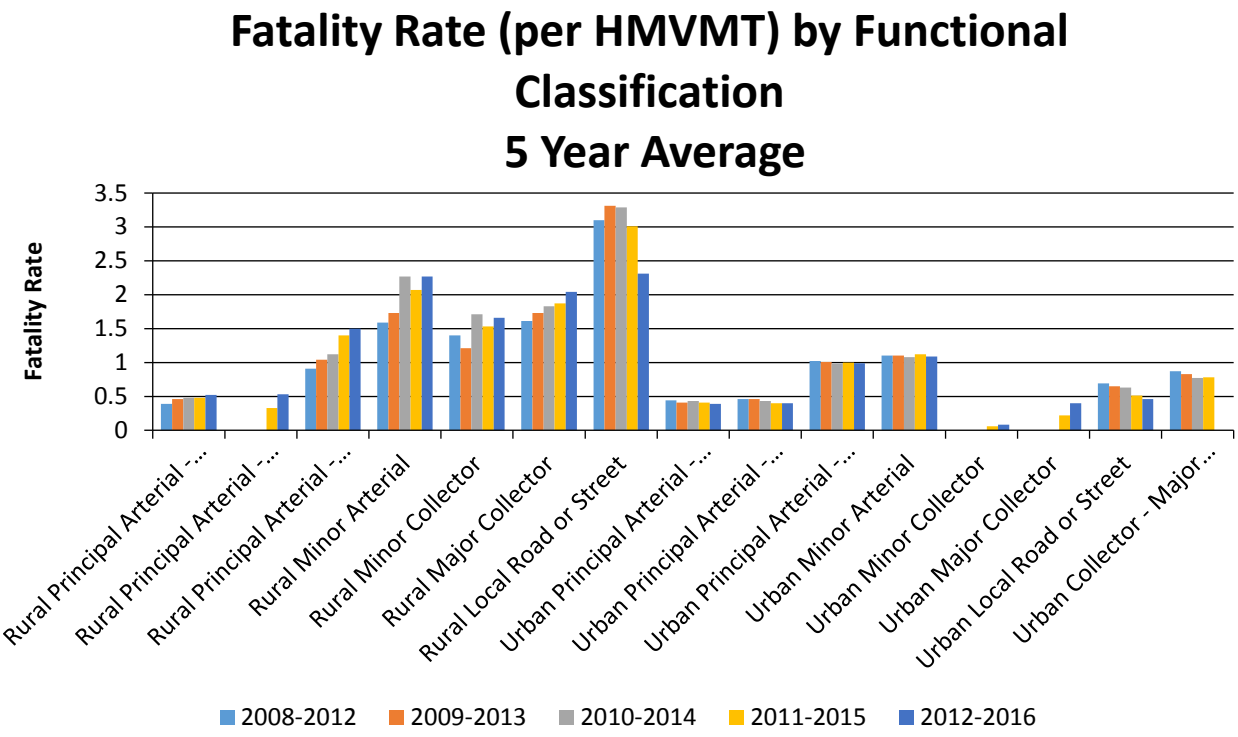
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Urban Local Road or Street	47	86	0.46	0.82

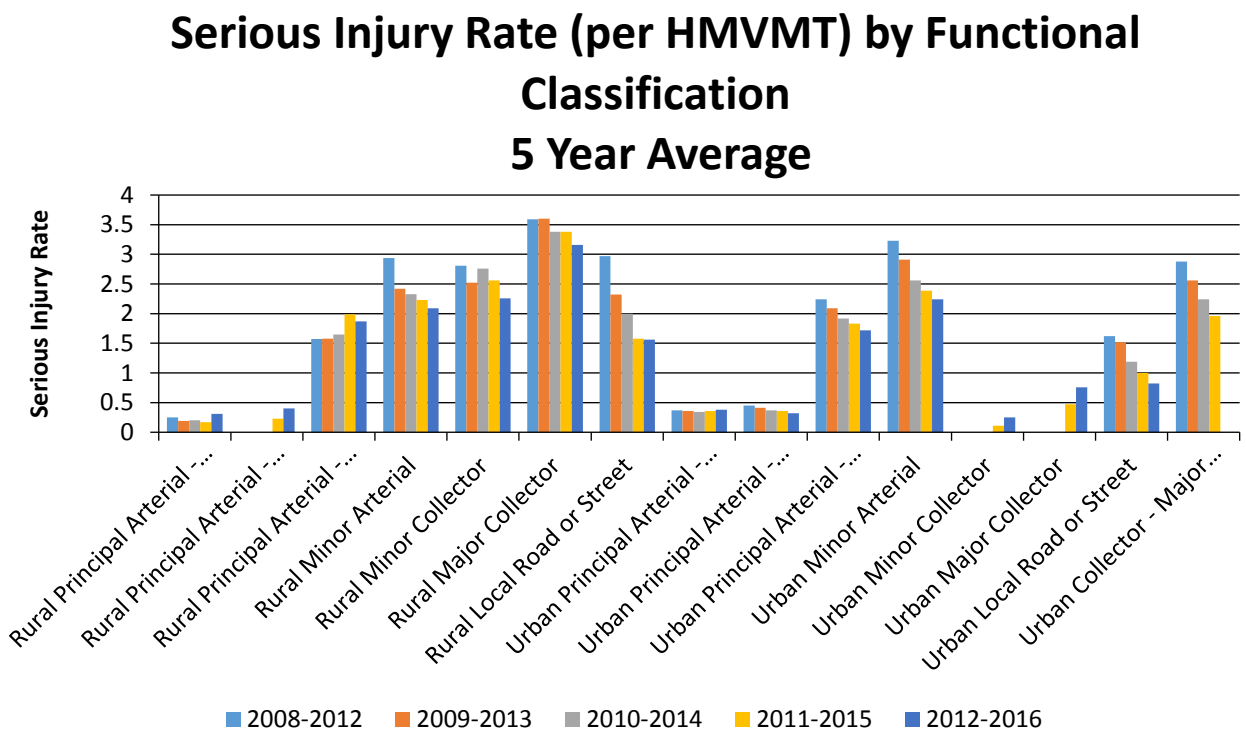
Year 2016

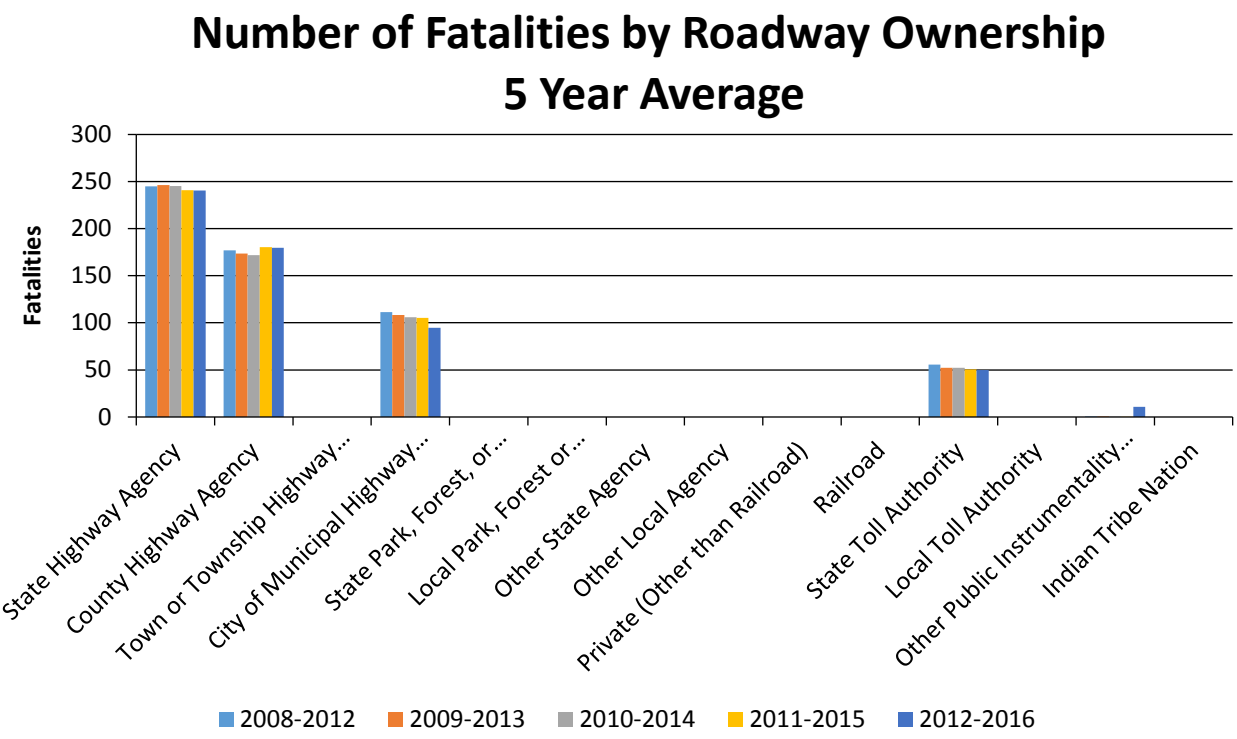
Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
State Highway Agency	240.6	337.8	0.8	1.12
County Highway Agency	179.8	375.6	1.23	2.58
Town or Township Highway Agency				
City of Municipal Highway Agency	94.8	222.6	1.81	4.24
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency	0	0.4	0	0.23
Private (Other than Railroad)				
Railroad				
State Toll Authority	50	40.8	0.36	0.3
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)	10.8	165	0.09	1.42
Indian Tribe Nation				

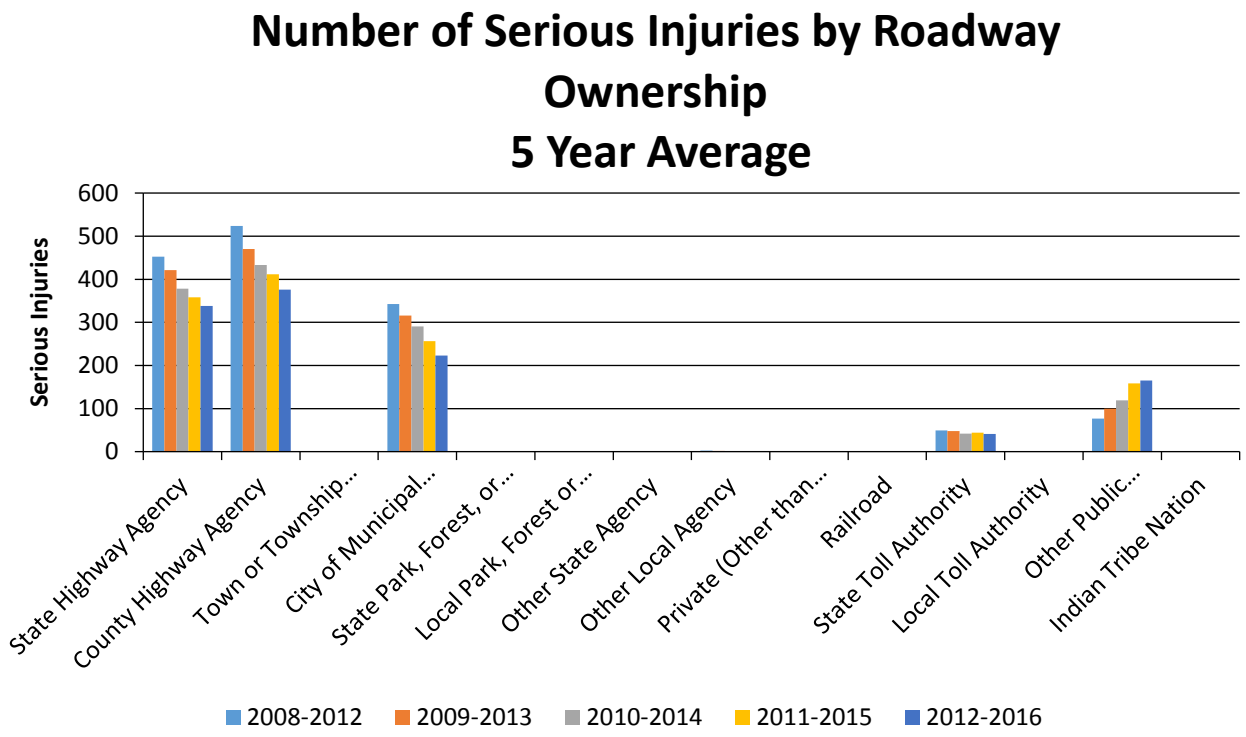

Number of Fatalities by Functional Classification
5 Year Average
Fatalities
180
160
140
120
100
80
60
40
20
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Urban Collector - Major and...
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

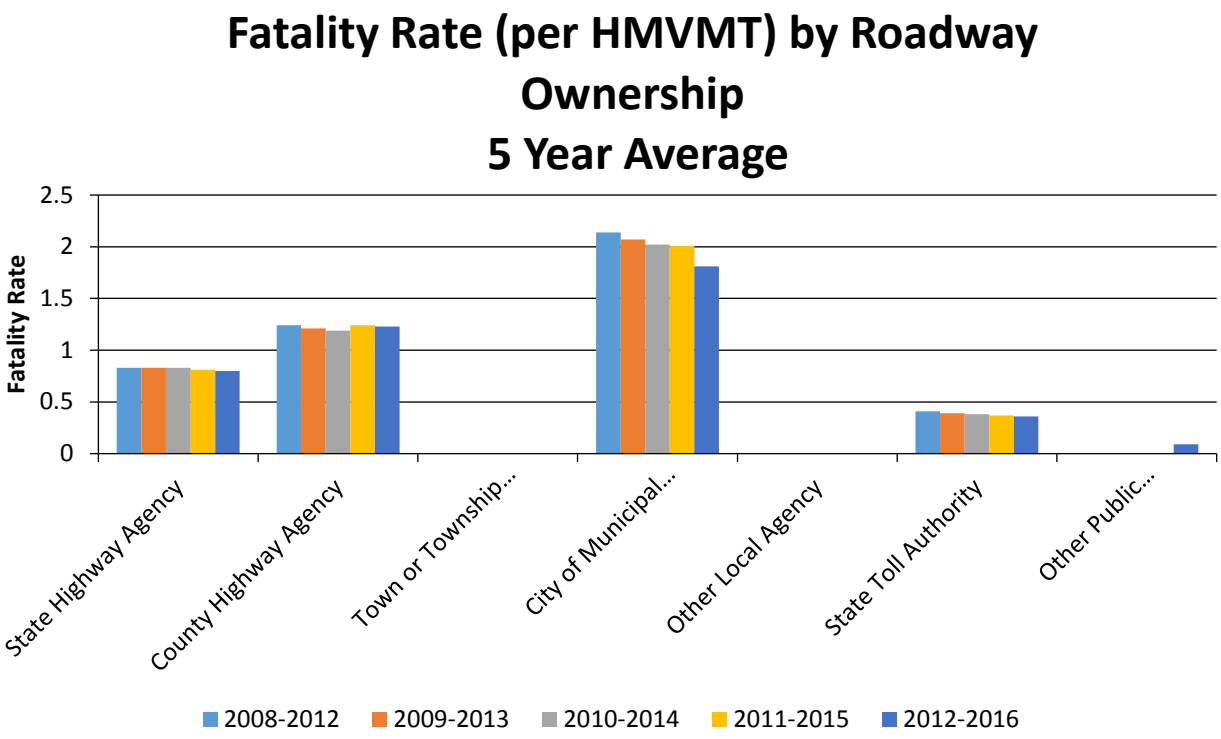

Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
400
350
300
250
200
150
100
50
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Urban Collector - Major...
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016

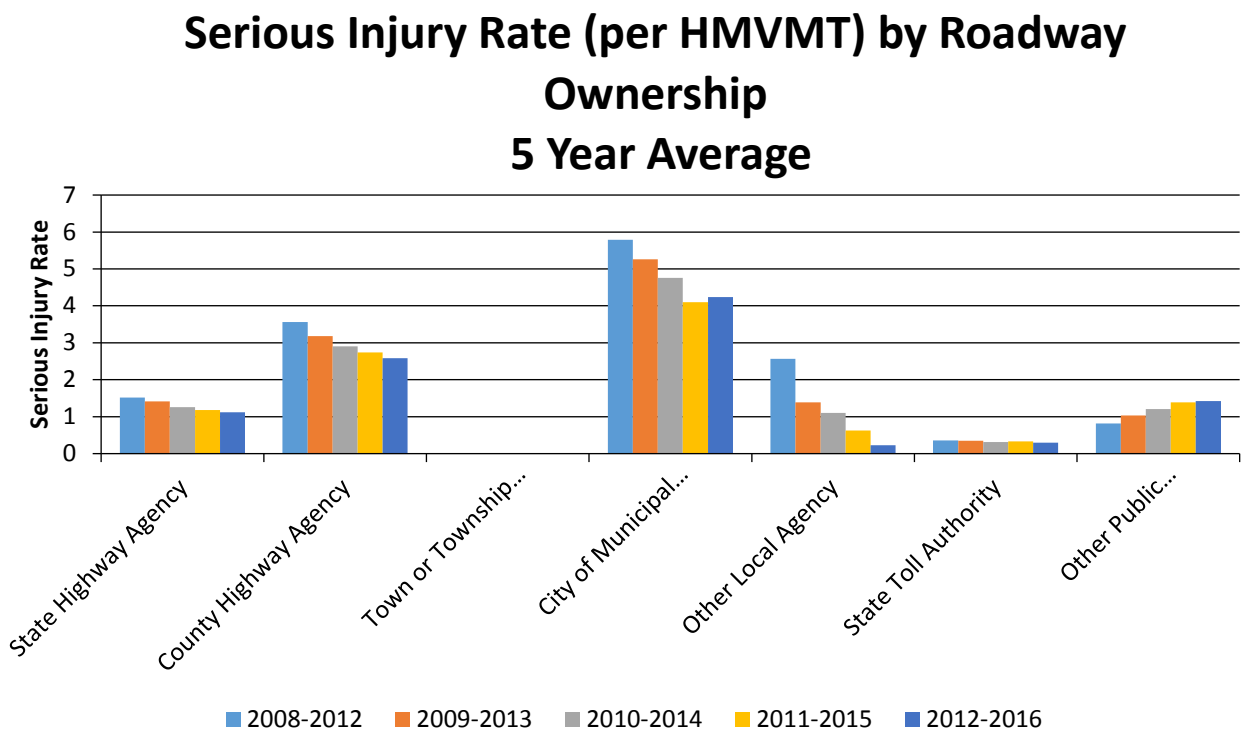

Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
3.5
3
2.5
2
1.5
1
0.5
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Urban Collector - Major...
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Serious Injury Rate (per HMVMT) by Functional Classification
5 Year Average
Serious Injury Rate
4
3.5
3
2.5
2
1.5
1
0.5
0
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Principal Arterial -...
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Principal Arterial -...
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Urban Collector - Major...
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Fatalities by Roadway Ownership
5 Year Average
Fatalities
300
250
200
150
100
50
0
State Highway Agency
County Highway Agency
Town or Township Highway...
City of Municipal Highway...
State Park, Forest, or...
Local Park, Forest or...
Other State Agency
Other Local Agency
Private (Other than Railroad)
Railroad
State Toll Authority
Local Toll Authority
Other Public Instrumentality...
Indian Tribe Nation
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries by Roadway Ownership
5 Year Average
Serious Injuries
600
500
400
300
200
100
0
State Highway Agency
County Highway Agency
Town or Township...
City of Municipal...
State Park, Forest, or...
Local Park, Forest or...
Other State Agency
Other Local Agency
Private (Other than...
Railroad
State Toll Authority
Local Toll Authority
Other Public...
Indian Tribe Nation
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Fatality Rate (per HMVMT) by Roadway Ownership
5 Year Average
Fatality Rate
2.5
2
1.5
1
0.5
0
State Highway Agency
County Highway Agency
Town or Township...
City of Municipal...
Other Local Agency
State Toll Authority
Other Public...
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016



Enter additional comments here to clarify your response for this question or add supporting information.

The two categories namely “Other Freeway and Expressway” 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.

Serious Injury data was taken from NJDOT/ARD.

Fatalities for Functional Classification were taken from FARS except for the year 2016 since the official FARS data for 2016 was not available at the time of the preparation of report. NJDOT/ARD data was used for 2016.

Fatalities for Roadway Ownership were taken from FARS except for the year 2016 since the official FARS data for 2016 was not available at the time of the preparation of report. NJDOT data/ARD data was used for 2016..

For Roadway ownership, the 2015 and 2016 records were geocoded based on the 2016 Roadway Network (RN). Every crash with a route number and a mile post was located spatially on the RN and a roadway (jurisdiction) functional code was returned as a result.

VMTs were provided by NJDOT Roadway Information and Traffic Monitoring System.

Are there any other aspects of the general highway safety trends on which the State would like to elaborate?

Yes

Provide additional discussion related to general highway safety trends.

The fatalities and serious injuries for the year 2016 in the Performance Target calculations don't match exactly with the fatalities and serious injuries for the General Trends. The safety targets were set in early May, 2017 prior to the time crash data for 2016 was closed. The NJSP data, as of January 24, 2017, were used for 2016 fatalities. The NJDOT data, as of January 26, 2017, was used for 2015 serious injuries and used to project an estimate of 2016 serious injuries based on the available crash data accumulated to date at that time.

For the General Trends calculations, fatalities and serious injuries were taken from data as of 7/7/17.

Safety Performance Targets

Safety Performance Targets

Calendar Year 2018 Targets *

Number of Fatalities	586

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

See attached file called "ASR - Safety Target Answers"

Number of Serious Injuries	1105

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

See attached file called "ASR - Safety Target Answers"

Fatality Rate	0.778

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

See attached file called "ASR - Safety Target Answers"

Serious Injury Rate	1.467

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

See attached file called "ASR - Safety Target Answers"

Total Number of Non-Motorized Fatalities and Serious Injuries	386.5

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

See attached file called "ASR - Safety Target Answers"

Enter additional comments here to clarify your response for this question or add supporting information.

The fatalities and serious injuries for the year 2016 in the Performance Target calculations don't match exactly with the fatalities and serious injuries for the General Trends. The safety targets were set in early May, 2017 prior to the time crash data for 2016 was closed. The NJSP data, as of January 24, 2017, were used for 2016 fatalities. The NJDOT data, as of January 26, 2017, was used for 2015 serious injuries and used to project an estimate of 2016 serious injuries based on the available crash data accumulated to date at that time.

For the General Trends calculations, fatalities and serious injuries were taken from data as of 7/7/17.

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. Meetings started in the second half of 2016 and carried forward into 2017 until all the targets were set. 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. After obtaining final fatal and SI numbers, the NJDOT developed the final safety performance targets using the methodology that was agreed upon in earlier meetings. The NJDOT coordinated these targets with the DHTS and obtained their concurrence.

Does the State want to report additional optional targets?

No

Enter additional comments here to clarify your response for this question or add supporting information.

Applicability of Special Rules

Does the HRRR special rule apply to the State for this reporting period?

Yes

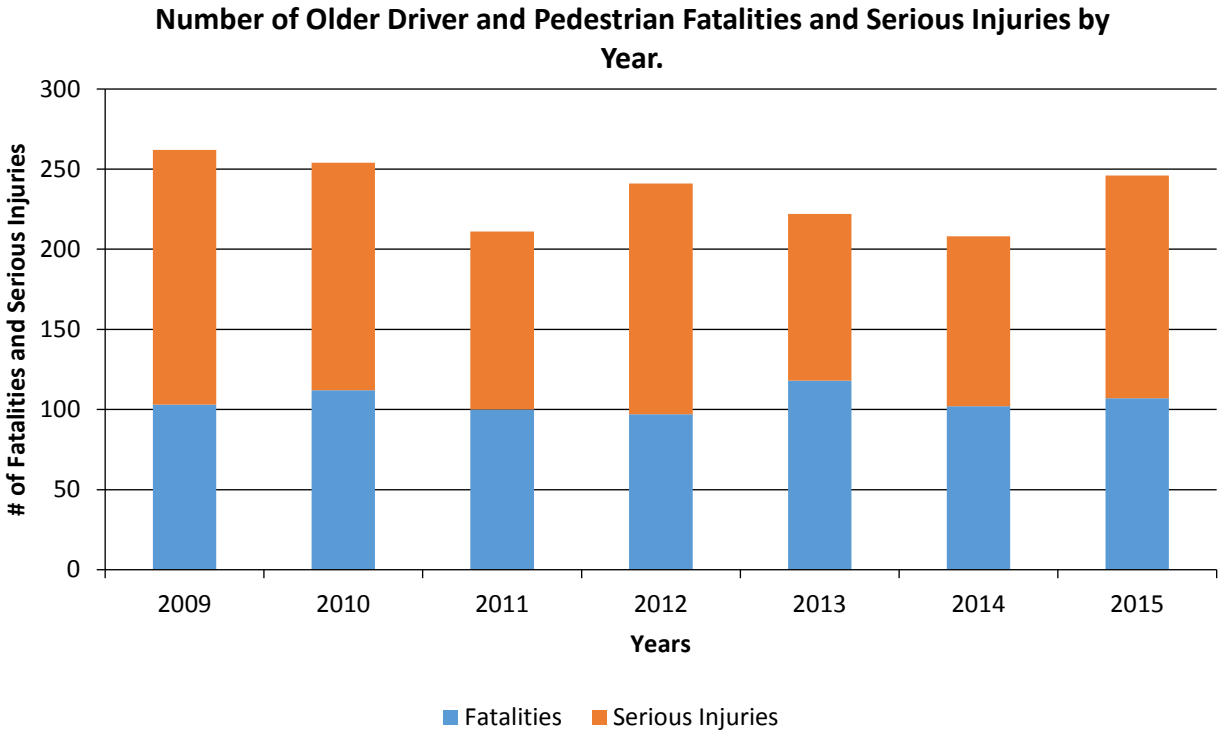
Enter additional comments here to clarify your response for this question or add supporting information.

New Jersey is a densely populated state and therefore comprises of limited length of roadways which can be qualified under HRRR program. For systemic projects specially, there were portions of roadways which met the HRRR criteria and received safety improvements but could not be funded with HRRR funds. It is very difficult to manage a project to keep track of split funding. Therefore it has been decided that the general HSIP funds

will be used for the projects even if they have portions which qualify for HRRR funds. The projects where the complete project area meet the HRRR criteria will be funded by the set aside HRRR funds.

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

PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015
Number of Older Driver and Pedestrian Fatalities	103	112	100	97	118	102	107
Number of Older Driver and Pedestrian Serious Injuries	159	142	111	144	104	106	139



Enter additional comments here to clarify your response for this question or add supporting information.

Evaluation

Program Effectiveness

How does the State measure effectiveness of the HSIP?

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

Enter additional comments here to clarify your response for this question or add supporting information.

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 overall Safety Performance Measure chart, 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.

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

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

Enter additional comments here to clarify your response for this question or add supporting information.

Are there any significant programmatic changes that have occurred since the last reporting period?

No

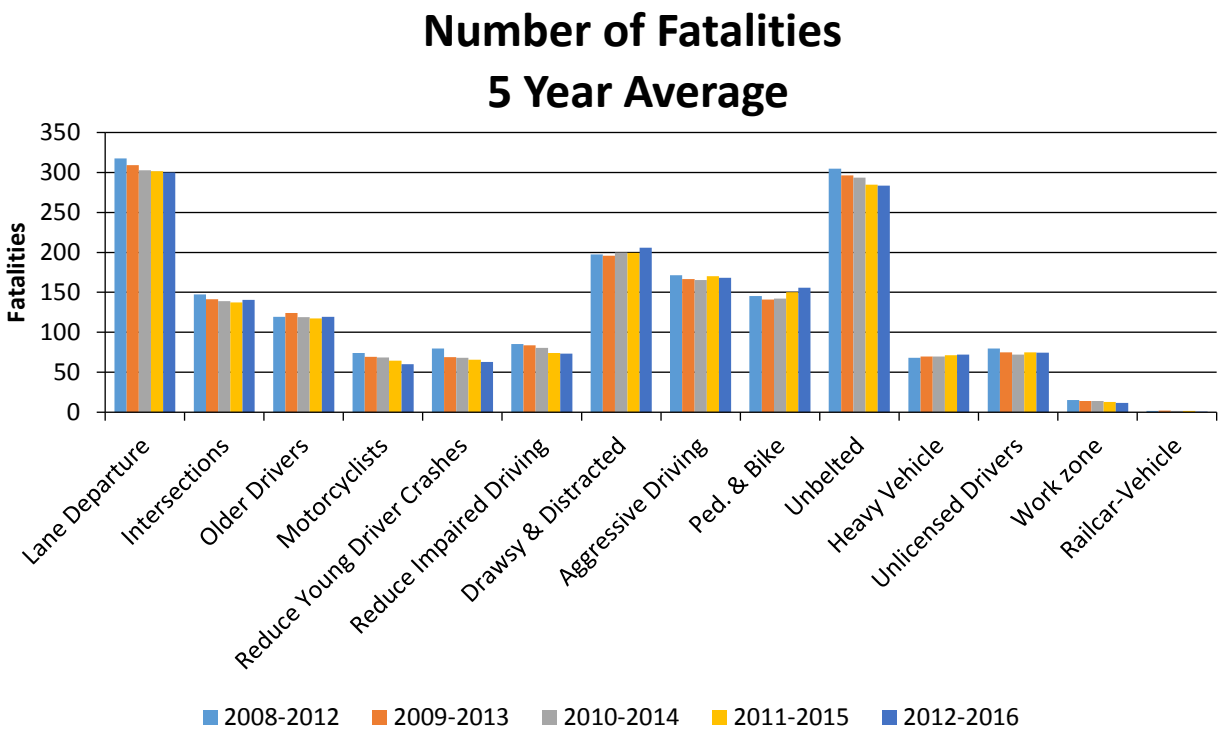
Effectiveness of Groupings or Similar Types of Improvements

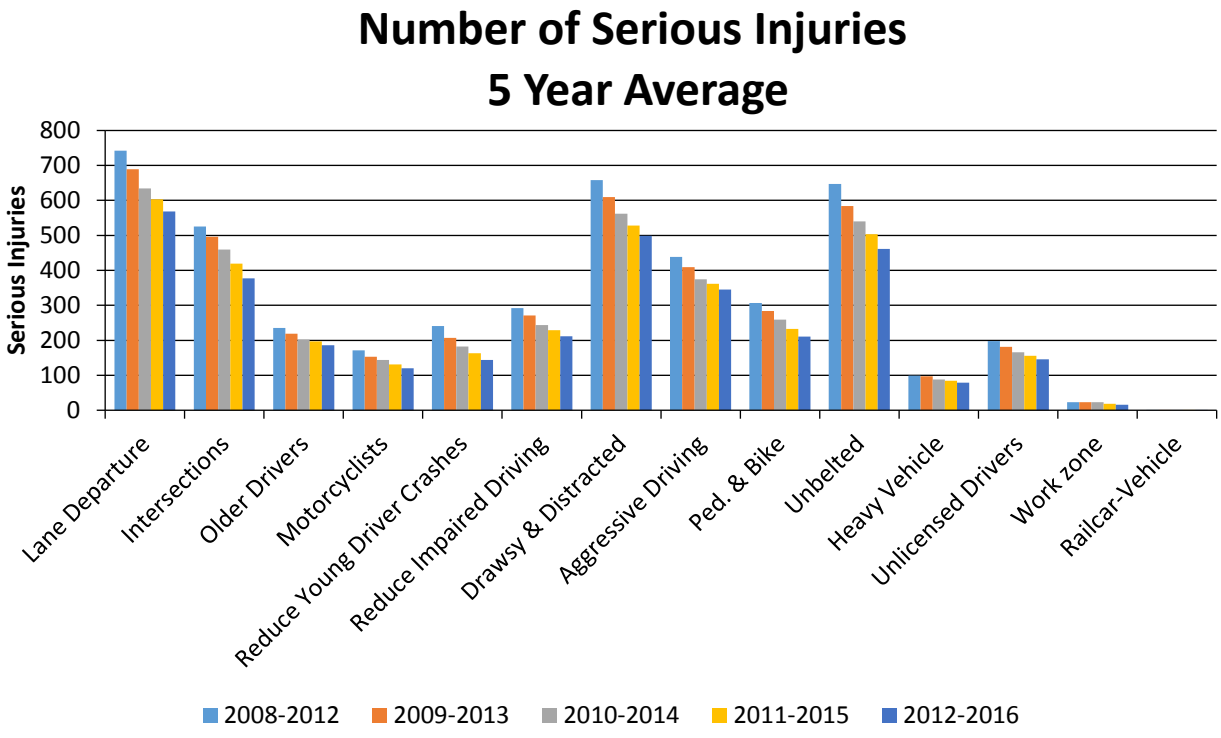
Present and describe trends in SHSP emphasis area performance measures.

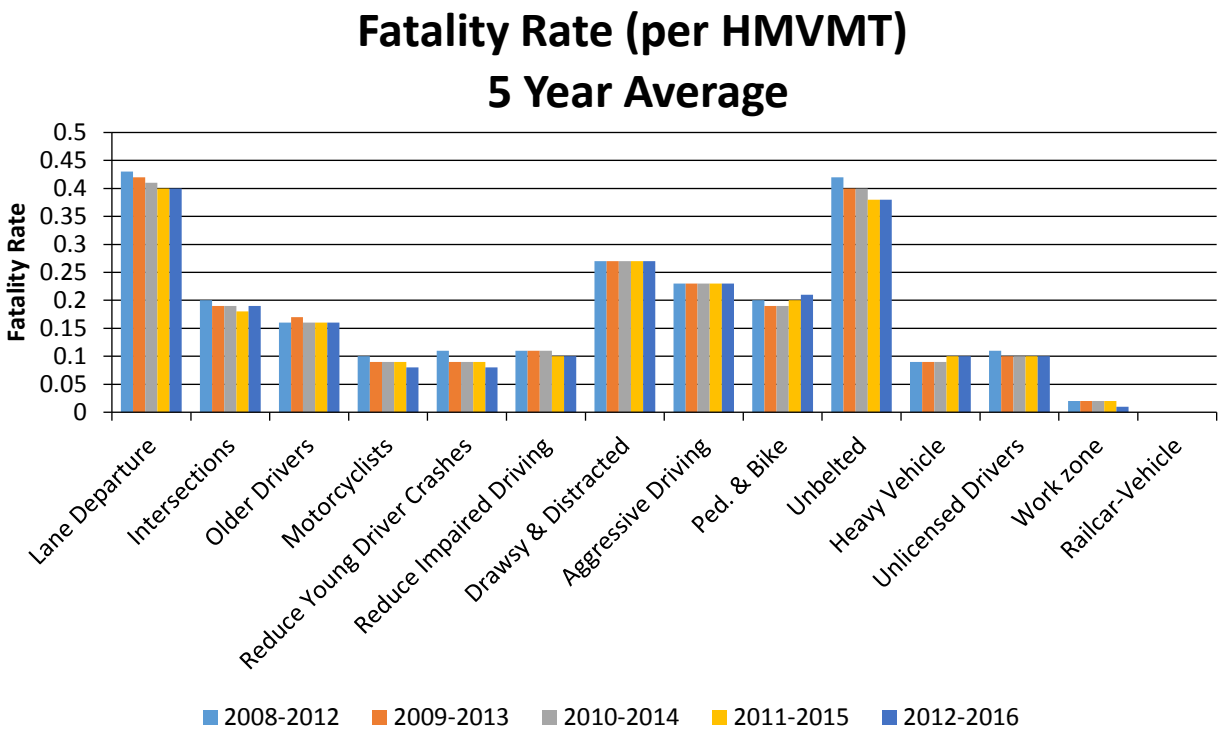
Year 2016

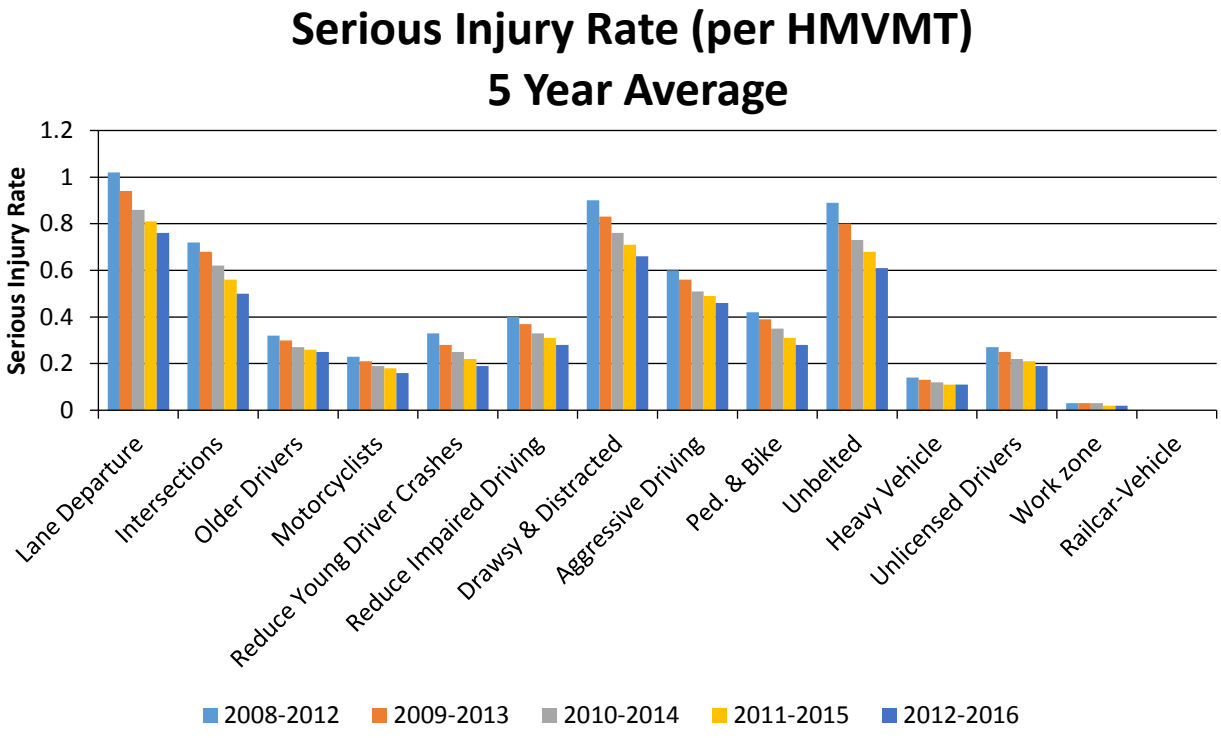
2017 New Jersey Highway Safety Improvement Program

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)	Other 1	Other 2	Other 3
Lane Departure		299.8	568.6	0.4	0.76			
Intersections		140.6	377	0.19	0.5			
Older Drivers		119.2	185.6	0.16	0.25			
Motorcyclists		60.2	119.8	0.08	0.16			
Reduce Young Driver Crashes		63	143.6	0.08	0.19			
Reduce Impaired Driving		73.2	211.8	0.1	0.28			
Drawsy & Distracted		205.8	498.6	0.27	0.66			
Aggressive Driving		168.2	345.2	0.23	0.46			
Ped. & Bike		155.6	210.6	0.21	0.28			
Unbelted		283.4	461.6	0.38	0.61			
Heavy Vehicle		72.2	79	0.1	0.11			
Unlicensed Drivers		74.4	145.6	0.1	0.19			
Work zone		11.8	15.6	0.01	0.02			
Railcar-Vehicle		0.8	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
Drawsy & Distracted
Aggressive Driving
Ped. & Bike
Unbelted
Heavy Vehicle
Unlicensed Drivers
Work zone
Railcar-Vehicle
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016


Number of Serious Injuries
5 Year Average
Serious Injuries
800
700
600
500
400
300
200
100
0
Lane Departure
Intersections
Older Drivers
Motorcyclists
Reduce Young Driver Crashes
Reduce Impaired Driving
Drawsy & Distracted
Aggressive Driving
Ped. & Bike
Unbelted
Heavy Vehicle
Unlicensed Drivers
Work zone
Railcar-Vehicle
2008-2012
2009-2013
2010-2014
2011-2015
2012-2016





Enter additional comments here to clarify your response for this question or add supporting information.

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

2017 New Jersey Highway Safety Improvement Program

No

Enter additional comments here to clarify your response for this question or add supporting information.

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 INJURY BEFORE	ALL INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
Somerset - Hamilton Street (CR 514) and Franklin Boulevard (CR 617)	Urban Minor Collector	Intersection traffic control	Modify traffic signal - modernization/replacement	12.00	16.33					4.00	3.33	16.00	19.66	0.11
Monmouth - Front Street/River Road (CR 10)	Urban Minor Collector	Intersection traffic control	Systemic improvements - signal-controlled	14.00	23.67					0.67		14.67	23.67	-2.18
Somerset - South Main Street (CR 527) and Main Street (CR 533)	Urban Minor Collector	Intersection traffic control	Intersection flashers - add overhead (continuous)	45.67	54.00					3.67	1.33	49.34	55.33	3.30
Hudson - JFK Boulevard (CR 501) and JFK Boulevard East (CR 693)	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - modernization/replacement	188.00	218.33					20.33	35.67	208.33	254.00	-87.09
Essex - Springfield Avenue (CR 603) at 40th Street/Florence Avenue	Urban Principal Arterial - Other	Intersection traffic control	Modify traffic signal - modernization/replacement	8.33	14.33					2.67	1.00	11.00	15.33	2.34
HRRR - Sussex - Rudetown Road (CR 517), Lewisburg Creamery Road (CR 565), Glen Road (CR 620), Deckertown Turnpike (CR 650)	Urban Major Collector	Roadway	Pavement surface - high friction surface	2.67	1.33							2.67	1.33	0.85
HRRR - Warren - Great Meadows Road (CR 611) from Route 46 to CR 519	Rural Major Collector	Roadway	Rumble strips - center	15.00	13.00							15.00	13.00	0.86
HRRR - Warren - Cedar Lake Road (CR 616) from CR 655 to Route 94	Rural Local Road or Street	Roadway	Rumble strips - center	5.00	0.33							5.00	0.33	9.53
HRRR - Monmouth - Siloam Road (CR 527)	Rural Major Collector	Roadway	Superelevation / cross slope	19.00	4.33							19.00	4.33	15.37

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL INJURY BEFORE	ALL INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
HRRR - Warren - CR 519 from Rt. 46 to CR 521	Rural Minor Arterial	Roadway delineation	Raised pavement markers	26.33	30.33							26.33	30.33	-7.41
HRRR - Sussex - Clove Road (CR 653) from SR 206 to New Mashipacong Road	Rural Major Collector	Roadway	Pavement surface - high friction surface	18.00	11.67							18.00	11.67	3.28

Enter additional comments here to clarify your response for this question or add supporting information.

Note that the projects evaluated were constructed in 2013 or before. The program has changed significantly since then.

Are there any other aspects of the overall HSIP effectiveness on which the State would like to elaborate?

No

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: 2019

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

2019

Enter additional comments here to clarify your response for this question or add supporting information.

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

	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
MIRE NAME (MIRE NO.)	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
ROADWAY SEGMENT										
Segment Identifier (12)	100	100					100	100	0	60
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	90					60	60		
Begin Point Segment Descriptor (10)	100	100					100	100	0	10
End Point Segment Descriptor (11)	0	0					0	0	0	0
End Point Segment Descritor (11)	100	100					100	100	0	10
Segment Length (13)	100	100								
Direction of Inventory (18)	5	5								
Functional Class (19)	100	100					100	100	0	5

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Median Type (54)	100	100								
Access Control (22)	100	100								
One/Two Way Operations (91)	100	100								
Number of Through Lanes (31)	100	100					100	100		
Average Annual Daily Traffic (79)	100	100					98	2		
AADT Year (80)	100	100								
Type of Governmental Ownership (4)	100	100					100	100	0	5
INTERSECTION										
Unique Junction Identifier (120)			100	90						
Location Identifier for Road 1 Crossing Point (122)			80	80						
Location Identifier for Road 2 Crossing Point (123)			80	80						
Intersection/Junction Geometry (126)			80	80						
Intersection/Junction Traffic Control (131)			80	80						
AADT for Each Intersecting Road (79)			100	100						
AADT Year (80)			100	100						
Unique Approach Identifier (139)			0	0						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					80	80				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					100	100				
Location Identifier for Roadway at Ending Ramp Terminal (201)					0	0				
Ramp Length (187)					100	100				

MIRE NAME (MIRE NO.)	NON LOCAL PAVED ROADS - SEGMENT		NON LOCAL PAVED ROADS - INTERSECTION		NON LOCAL PAVED ROADS - RAMPS		LOCAL PAVED ROADS		UNPAVED ROADS	
	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE	STATE	NON-STATE
Roadway Type at Beginning of Ramp Terminal (195)					0	0				
Roadway Type at End Ramp Terminal (199)					0	0				
Interchange Type (182)					0	0				
Ramp AADT (191)					95	20				
Year of Ramp AADT (192)					95	20				
Functional Class (19)					100	100				
Type of Governmental Ownership (4)					0	0				
Totals (Average Percent Complete):	**94.72**	**94.17**	**77.50**	**76.25**	**51.82**	**38.18**	**95.33**	**84.67**	**0.00**	**18.00**

Enter additional comments here to clarify your response for this question or add supporting information.

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 roads by September 30, 2026, the current MIRE FDE are stored in the SLD database. However, NJDOT proposed two options/protocols for MIRE FDE accessibility:
Option1, 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).
Option 2, provide the MIRE FDE through NJDOT current Enterprise Data Warehouse - Transportation Management System Integration Initiative (TransINFO).

The NJDOT's BTDS currently collects many of the required MIRE elements and has developed a plan for the collection and/or update of the remaining required elements. Through BTDS's Data Warehouse Maintenance (DWM) contract the following elements will be collected in the short-term (1-3 years):

- 18. Direction of Inventory
- 120. Unique Junction Identifier
- 122. Location of Identifier for Road 1 Crossing Point
- 123. Location of Identifier for Road 2 Crossing Point
- 126. Intersection/Junction Geometry
- 131. Intersection/Junction Traffic Control
- 178. Unique Interchange Identifier
- 182. Interchange Type
- 195. Roadway Type at Beginning of Ramp Terminal
- 199. Roadway Type at Ending of Ramp Terminal
- 201. Location of Roadway at Ending of Ramp Terminal I

In addition, the BTDS is working with all NJ MPOs to first develop a data sharing Memorandum of Understanding (MOU) and to discuss and implement an action plan and time table for collection of MIRE data elements at the county and local levels.

Provide the suspected serious injury identifier, definition and attributes used by the State for both the crash report form and the crash database using the table below. Please also indicate whether or not these elements are compliant with the MMUCC 4th edition criteria for data element P5. Injury Status, suspected serious injury.

CRITERIA	SUSPECTED SERIOUS INJURY IDENTIFIER(NAME)	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY DEFINITION	MMUCC 4TH EDITION COMPLIANT *	SUSPECTED SERIOUS INJURY ATTRIBUTES(DESCRIPTORS)	MMUCC 4TH EDITION COMPLIANT *
Crash Report Form	Incapacitated	No	N/A	No	N/A	No
Crash Report Form Instruction Manual	Incapacitated	No	If the victim has a serious non-fatal injury which results in one or more of the following: Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood, Broken or distorted extremity (arm or leg), Crush injuries, Suspected skull, chest or abdominal injury other than bruises or minor lacerations, Significant burns (second and third degree burns over 10% or more of the body), Unconsciousness when taken from the crash scene, or Paralysis	Yes	Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; Broken or distorted extremity (arm or leg); Crush injuries; Suspected skull, chest or abdominal injury other than bruises or minor lacerations; Significant burns (second and third degree burns over 10% or more of the body); Unconsciousness when taken from the crash scene; or Paralysis	Yes
Crash Database	Incapacitated	No	N/A	No	N/A	No
Crash Database Data Dictionary	Incapacitated	No	If the victim has a serious non-fatal injury which results in one or more of the following: Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood, Broken or distorted extremity (arm or leg), Crush injuries, Suspected skull, chest or abdominal injury other than bruises or minor lacerations, Significant burns (second and third degree burns over 10% or more of the body), Unconsciousness when taken from the crash scene, or Paralysis	Yes	Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; Broken or distorted extremity (arm or leg); Crush injuries; Suspected skull, chest or abdominal injury other than bruises or minor lacerations; Significant burns (second and third degree burns over 10% or more of the body); Unconsciousness when taken from the crash scene; or Paralysis	Yes

Please describe the actions the State is taking to become compliant by April 15, 2019.
The NJDOT will bring the non-compliant name to the State Traffic Resources Coordinating Committee's (STRCC) attention to plan a revision to the existing name.

Enter additional comments here to clarify your response for this question or add supporting information.

Did the State conduct an HSIP program assessment during the reporting period?
No

When does the State plan to complete it’s next HSIP program assessment.

2017

Enter additional comments here to clarify your response for this question or add supporting information.

Optional Attachments

Program Structure:

2016 HSIP Manual.pdf

Project Implementation:

Safety Performance:

HSIP PM Targets 2018 - Final and Approved.xlsx
ASR - Safety Target Answers.docx
Safety Targets Letter to FHWA.pdf
Evaluation:

Projects evaluated in the 2017 ASR.pdf

Compliance Assessment:

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.