NEW JERSEY

HIGHWAY SAFETY IMPROVEMENT PROGRAM

2018 ANNUAL REPORT

U.S. Department of Transportation
Federal Highway Administration

Photo source: Federal Highway Administration

Table of Contents

Disclaimer

Protection of Data from Discovery Admission into Evidence

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

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

Executive Summary

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

The FAST Act requires the development of a Strategic Highway Safety Plan (SHSP), a High Risk Rural Roads Program (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.

The reporting period for the 2018 Annual Safety Report (ASR) is the Calendar Year (CY). Starting in 2017, the ASR reporting period has been changed from the Federal Fiscal Year (FFY) to the Calendar Year (CY). The NJDOT made this change to be consistent with the reporting period of crashes and to be more precise in the reporting of the projects that get authorized during that period.

New Jersey has analyzed roadway safety performance as described in part 30 "General Highway Safety Trends in the State for Past Five Years". Over the five year period, 2013-2017, the New Jersey's five-year rolling average for the fatalities as well as fatality rates dropped approximately 1% and 5% respectively. Similarly, for the number of serious injuries and serious injury rates, the five-year rolling average dropped approximately 22% and 25% respectively. However, over the same five-year period, the actual number of crashes resulting in fatalities and incapacitating injuries in each year has fluctuated. New Jersey's Vehicle Miles Traveled (VMTs) have been increasing on an annual basis over this five year period.

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

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

Intersection Improvement Program;

Crash Reduction Program;

Segment Improvement Program;

Utility Pole Mitigation Program;

Pedestrian Safety Improvement Program;

Rail Highway Grade Crossing Program (State);

Rail Highway Grade Crossing Program (Federal);

Local Safety Program; and the

High Risk Rural Roads Program

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

The analysis for implementation of the following systemic treatments that began in 2016 continued in 2017:

- 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 and US/State Highway Freeway Sections in order to reduce the occurrence of Wrong Way Crashes along the off ramps and the mainline.

In 2017, the Department initiated a systemic safety review of the New Jersey State Highway System. The screening focuses on a review of system wide total crash (all severity) history to determine the types of crashes that are overrepresented and the facilities on which these crashes typically occur. This effort supports another task that also began in 2017, Systemic Roadway Departure (at Curves) Mitigation. This task identifies risks factors and locates curve segments on the State Highway System with potential for systemic treatment for roadway/lane departure crashes at curves within New Jersey's south region, and provides suggested solutions to help alleviate roadway/lane departure crashes within this region.

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. In 2017, New Jersey continued this program to provide counties an opportunity to implement additional systemic modern roundabouts on local roadways in each county.

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

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

- Determine if New Jersey's LSP advancement and delivery is aligned with the regulations in 23 CFR 490 and 23 CFR 924.
- Identify the effectiveness of New Jersey's current LSP, in terms of project selection and scoping to maximize the safety benefits associated with these infrastructure investments.

The main question was whether the current local safety program identifies and captures the critical elements associated with effectively achieving the goals of the HSIP. The intent of this review was to acknowledge noteworthy practices and identify opportunities within the program to optimize the safety benefits of HSIP funded local safety projects.

As a result of this review, New Jersey's Local Safety Program was found to be in general compliance with the requirements of 23 CFR Part 924 and New Jersey's LSP investment commitments support their ability to satisfy performance measure requirements in 23 CFR 490. It was noted that there are opportunities in New Jersey's current LSP to improve project selection and scoping. The report recognized New Jersey as a national leader with respect to its use of the Highway Safety Manual (HSM) in the prioritization of HSIP projects on Local and State roads. The report also noted New Jersey's commitment with respect to the percent of HSIP annual apportionment for infrastructure expenditures on Local Roads.

New Jersey strives to improve our programs and supports and encourages the use of innovative techniques in doing so. In 2017, New Jersey continues its commitment to share information and knowledge with other parties of interest.

- In 2016, NJDOT developed and deployed a new user friendly crash data analysis tool called Safety Voyager. Safety Voyager is a web based application that allows NJDOT to visualize crash data, ball banking reports and traffic counts data in a map based interface. The application is hosted in a web based cloud data access. In the first release, the NJDOT had emphasized a basic functionality and security. In 2017, two updates were released that enhanced the program's capabilities and satisfy the needs of the various users. This data analysis tool is accessible to all public agencies.
- An essential step in the ongoing implementation of the HSM in New Jersey is the calibration and development of New Jersey-specific safety performance functions (SPF) for different types of facilities. NJDOT has begun this effort through a research project. With this information, the NJDOT and other New Jersey transportation agencies can use the HSM predictive methods to assess expected facility safety performance for New Jersey conditions and facility alternatives. This will improve current safety evaluations performed on these critically important facilities as part of planning as well as in project development. The use of these methods will ensure the most cost-effective solutions to transportation safety needs on these facilities.
- NJDOT has attended and participated in numerous peer exchanges and webinars to share and obtain knowledge to help better our program. In 2017, New Jersey was featured in a national webinar presenting on the topic: "Use of SPFs and crash modification factors (CMF) in New Jersey".
- In 2017, NJDOT worked on the following EDC initiatives:
    - EDC-3 - Data-Driven Safety Analysis: Safety Management, AASHTOWARE - Safety Analyst: This tool will be used to proactively determine which sites have the highest potential for safety improvement, as opposed to reactive safety assessments done conventionally.
    - EDC-3 - Data-Driven Safety Analysis: Project Development: The purpose of this initiative is to develop and deploy new tools, technology and practices to accelerate the adoption of innovation in all aspects of highway transportation both on the state and local side. To promote the use of substantive safety and data driven safety analysis tools in all local projects, New Jersey has decided to conduct 3 Local Agency Peer Exchanges. The first of these Peer Exchanges was held in 2017.

- EDC-4 - Data-Driven Safety Analysis (DDSA): Develop policy for the use of Highway Safety Manual Analysis in Design Exception - The HSM provides a science-based, technical approach that helps State and local agencies take the guesswork out of safety analysis. HSM brings the most significant enhancements to the analysis, decision-making and documentation of the quantitative safety effects of a proposed design exception. In 2017, NJDOT began conducting meetings with the appropriate SMEs to discuss and share ideas concerning this initiative.
- EDC-4 - Safe Transportation for Every Pedestrian (STEP): Workshops focusing on State and Local Uncontrolled Locations – The purpose of this initiative is to promote the use of Road Diets, Pedestrian Hybrid Beacons, Pedestrian Refuge Island, Raised Crosswalks and Crosswalk Visibility Enhancement. In 2017, NJDOT began planning workshops concerning this initiative. The first workshop, Implementing Pedestrian Crossing Countermeasures at Uncontrolled Locations, occurred in early 2018.

NJTPA

The North Jersey Transportation Planning Authority (NJTPA) is the fourth largest MPO region in the nation serving the 13 counties of northern New Jersey. 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 2017 marked the 12th year of the Local Safety Program (LSP) and 7th year of the High Risk Rural Roads Program (HRRRP). Since 2005 the NJTPA has allocated more than $164 million on over 131 projects for motorist, bicycle, and pedestrian safety-related improvements including systemic safety improvements and FHWA proven safety countermeasures. Safety improvements include traffic signal modernizations, pedestrian countdown signals, curb extensions, refuge islands, road diets, and systemic improvements such as centerline rumble strips and high friction surface treatment. A part of NJDOT’s pilot roundabout program, the NJTPA has eight roundabouts in the design phase.

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 FY 2013, the NJTPA launched the Local Safety Engineering Assistance Program (LSEAP) and in the five years since the program’s inception has provided over $10 million on 40 projects. This 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. Since 2015, the NJTPA has also provided funding for consultant management and inspection during construction on 11 projects totaling more the $3 million. For more information on the location safety program, visit the webpage: http://www.njtpa.org/local-safety.

Another 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, education and enforcement to raise awareness of pedestrian and motorist laws and change behaviors that lead to pedestrian and cyclist crashes and fatalities. Street Smart NJ uses outdoor, transit and online advertising, along with grassroots public awareness efforts and law enforcement to publicize the importance of 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. It was first piloted in 2013 by five New Jersey municipalities. The program expanded in 2016 to include several new partner communities —

Bergenfield, Clinton, Flemington, Highlands Borough, Hillsborough, Lakewood, Metuchen, Morristown, Newton, Passaic, Red Bank, Toms River, Washington Township (Warren County) and Woodbridge, and Summer 2016 campaigns were held on Long Beach Island, Asbury Park, Barnegat Light, Bay Head, Belmar, Bradley Beach, Harvey Cedars, Long Branch, Manasquan, Point Pleasant Beach, and Surf City conducted campaigns over the summer, reaching thousands of beach goers. The NJTPA added support for Transportation Management Associations (TMAs) and individual communities to run their own campaigns and increased the program's reach to more than 26 partner communities through June 2017. For more information, visit the campaign website www.bestreetsmartnj.org.

SJTPO

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

The HSIP is the primary funding source available to the SJTPO that is solely focused on implementing the SHSP; and advancing projects through HSIP has been a major focus for the SJTPO in recent years. Support for HSIP among counties and municipalities in the SJTPO region 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 recent years to educate jurisdictions about the benefits of the program, and to bolster the technical support SJTPO offers 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. SJTPO was successful in adding an initial screening step to the application process with NJDOT, to ensure opportunities to maximize the safety benefit of candidate projects rather than reject or further postpone projects whose initial scopes fall short.

Through these efforts, SJTPO 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 has begun a county-wide bicycle and pedestrian safety action plan in Cumberland County, 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. SJTPO has been pleased by the positive response from local jurisdictions in participating in the Roundabout Pilot Program, with several roundabout locations being discussed for submission in each of SJTPO's four counties.

While HSIP remains the primary funding source with the sole purpose of reducing fatal and serious injury crashes on our roadways, SJTPO envisions that all funds play a role in these critical goals. As such, SJTPO will soon begin an effort to incorporate safety elements into all projects that receive funds through SJTPO's process. It is the position of SJTPO that our region cannot achieve these important safety goals and get all users home safety if all funds are not committed to the task. Through these many efforts, SJTPO has greatly expanded the work and success of our Local Safety Program and is excited as further efforts are underway that should make a meaningful impact on safety in the coming years.

DVRPC

2018 New Jersey Highway Safety Improvement Program

The Delaware Valley Regional Planning Commission (DVRPC) serves four counties in southern New Jersey: Burlington, Camden, Gloucester and Mercer. DVRPC did not conduct a formal project application solicitation in 2017 for the Local Federal HSIP and HRRR Programs, but instead assisted member counties with application development and project advancement.

During 2017 DVRPC received two completed applications for the Systemic Pilot Program for Roundabouts, one from Burlington County (CR 541 Stokes Road & CR 648 Willow Grove Rd) and another from Camden County (705 Sicklerville Rd & 706 Erial Rd); both received NJDOT approval to use HSIP funds for design and construction. DVRPC is currently coordinating with Burlington and Camden counties to advance next steps. Authorization for preliminary engineering for these roundabouts is anticipated during the 2019 Federal fiscal year.

DVRPC assisted Burlington, Camden, and Mercer counties with project application development at four locations, improvement types include intersection (roundabout), corridor (road diet), and area (combination of intersections and corridors). DVRPC anticipates that each of these locations will result in HSIP applications during the 2019 Federal fiscal year.

Ongoing Safety Projects:

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

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

Introduction

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

Program Structure

Program Administration

Describe the general structure of the HSIP in the State.

Under the most recent federal legislation, the FAST Act, NJ is apportioned approximately $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?

Planning

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
Local Aid Programs Office/Division
Other-Project Management
Other-Environmental

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

Describe coordination with internal partners.

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

Identify which external partners are involved with HSIP planning.

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?

No

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

Program Methodology

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

Yes

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
HRRR
Other-Utility Pole Mitigation

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

Crash Reduction Program (Roadway Departure)

Program:	HRRR
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

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

2018 New Jersey Highway Safety Improvement Program
Other-Project to address established safety problem as shown through crash history, risk-based (systemic) : 20

Total Relative Weight : 100

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

$0.414 million is authorized in Calendar Year 2017 under the HRRRP. Approximately $3.951 million for CY 18 and $2.793 million for CY 19 is programmed to be authorized.

It has been determined that the HRRR special rule does not apply to New Jersey for the 2018 and 2019 reporting periods.

Program: Intersection

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?

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

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

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?

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

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

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

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

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

What percentage of HSIP funds address systemic improvements?

20

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

High friction surface treatment
Other-Roundabout Pilot Program

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

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?

2018 New Jersey Highway Safety Improvement Program
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.

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

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

FUNDING CATEGORY	PROGRAMMED	OBLIGATED	% OBLIGATED/PROGRAMMED
HSIP (23 U.S.C. 148)	$35,208,540	$25,608,810	72.73%
HRRR Special Rule (23 U.S.C. 148(g)(1))	$3,333,210	$414,000	12.42%
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	$38,541,750	$26,022,810	67.52%

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

Being that the reporting period is Calendar Year 2017, the programed funds are calculated as follows:
3/4 of the programed funds for FFY 2017 plus 1/4 of the programed funds for FFY 2018. Values are based on the STIP.

$0.414 million is authorized in Calendar Year 2017 under the HRRRP. Approximately $3.951 million for CY 18 and $2.793 million for CY 19 is programmed to be authorized.

It has been determined that the HRRR special rule does not apply to New Jersey for the 2018 and 2019 reporting periods.

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

$20,500,000

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

$10,046,000

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

Being that the reporting period is Calendar Year 2017, the programed funds were calculated by taking 3/4 of the programed funds in the STIP for the FFY 2017 plus 1/4 of the programed funds for FFY 2018 as follows:

(3/4) of the programed funds for FFY 17 + (1/4) of the programed funds for FFY 18

(3/4)*20,000,000 + (1/4) *22 ,000,000 = 20,500,000

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

$6,554,000

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

$10,159,810

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

Non-infrastructure safety funds = HSIP Planning funds, which includes Rail-Highway and Motor Vehicle Crash Records Processing funds

The programed funds for non-infrastructure safety projects were calculated as follows:

(3/4) * programed funds for FFY 17 + (1/4) * programed funds for FFY18

The obligated funds for non-infrastructure safety projects may look high. This is because the "2017 Staff Work Program - Rail" and the "2018 Staff Work Program - Rail" were both authorized in Calendar Year 2017.

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

$0

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

$25,000,000

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

On 6/28/2017, the department transferred $25M in HSIP (Z230) apportionment to STP (Z240). Nothing was transferred into HSIP

Apportionments are not cash. The amounts transferred represented excessive apportionment balances for which there were no projects either programmed or ready obligate.

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**
2017 Staff Work Program - Rail	Non-infrastructure	Transportation safety planning			$3105000	$3105000	HSIP (23 U.S.C. 148)	Statewide	0		Railroad	Statewide	Railroad	Develop methodologies for problem identification, prioritization, and evaluation.
2017 Staff Work Program - Safety	Non-infrastructure	Transportation safety planning			$2047000	$2047000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Statewide	Planning	Develop methodologies for problem identification, prioritization, and evaluation.
2017 Verifiers	Non-infrastructure	Data/traffic records			$2718000	$2718000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Statewide	Data	Develop methodologies for problem identification, prioritization, and evaluation.
US 22 Westbound (Vauxhall to Bloy) (ROW)	Roadway	Roadway - restripe to revise separation between opposing lanes and/or shoulder widths	0.74	Miles	$620000	$620000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	62,544	45	State Highway Agency	Spot	Intersections	Widen and/or pave shoulders
Washington Avenue (CR 503) Phase I & II (Bergen) (CON)	Pedestrians and bicyclists	Install sidewalk		Miles	$3225000	$3225000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	0		County Highway Agency	Spot	Pedestrians	
Mercer Roundabout - CR 583, US 206 (Princeton Ave) and Brunswick Circle extension (PE)	Intersection traffic control	Modify control - modifications to roundabout	1	Intersections	$261000	$261000	HSIP (23 U.S.C. 148)		0		County Highway Agency	Spot	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
Int. Impr. Prog. & Safety Corridor Prog. (US 130 and Union), (US 40/322 and Rt.9) (CON)	Intersection traffic control	Modify traffic signal - modernization/replacement	2	Intersections	$1323000	$1323000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	0		State Highway Agency	Spot	Intersections	
Chancellor Avenue (CR 601) - Phase II (INSPECTION)	Intersection traffic control	Modify traffic signal - modernization/replacement		Intersections	$574000	$574000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		County Highway Agency	Spot		
Horizontal Curve Safety Treatment, RT 50 (69% RURAL) (CON)	Roadway	Pavement surface - high friction surface	20	Curves	$3874000	$3874000	HSIP (23 U.S.C. 148)	Urban Minor Arterial and Rural Minor Arterial	0		State 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**
Newark - Broad Street Phase II - 5 intersections (PE)	Pedestrians and bicyclists	Medians and pedestrian refuge areas	5	Intersections	$256000	$256000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	0		City of Municipal Highway Agency	Spot	Pedestrians	
Hudson - Improvements to JFK Blvd East (CR 693) at Bergenline Avenue (CON)	Intersection traffic control	Modify traffic signal - modify signal mounting (spanwire to mast arm)		Intersections	$564000	$564000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		County Highway Agency	Spot	Intersections	
Hudson - Improvements to Paterson Plank Road (CR 681) at Webster Avenue (CON)	Intersection traffic control	Intersection traffic control - other		Intersections	$321000	$321000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		County Highway Agency	Spot	Intersections	
Union -W. Seventh St (CR 601) Intersection Improvements (FD)	Intersection traffic control	Modify traffic signal - modernization/replacement		Intersections	$30000	$30000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		County Highway Agency	Spot	Intersections	
Hudosn - JFK Blvd from Communipaw Ave to Sip Ave -Phase I (FD)	Pedestrians and bicyclists	Medians and pedestrian refuge areas		Intersections	$131000	$131000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	0		County Highway Agency	Spot	Pedestrians	
JC - Communipaw Ave - 12 intersections, ped improvements (FD)	Pedestrians and bicyclists	Crosswalk	12	Intersections	$108000	$108000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		City of Municipal Highway Agency	Spot	Pedestrians	
Hudson - JF Kennedy Boulevard (CR 501) and Paterson Plank Road - 2 corridors(PE)	Intersection traffic control	Modify traffic signal - replace existing indications (incandescent-to-LED and/or 8-to-12 inch dia.)		Intersections	$336000	$336000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	0		County Highway Agency	Systemic	Intersections	
JC - Marin Blvd - Corridor and 7 intersections (PE)	Pedestrians and bicyclists	Medians and pedestrian refuge areas	7	Intersections	$408000	$408000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		City of Municipal Highway Agency	Spot	Pedestrians	
Morris - Center Grove road (CR 670) & Quakerchurch Road - 1 intersection (PE)	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	$236000	$236000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		County Highway Agency	Spot	Intersections	
Somerset - Main Street (CR 533), Manville Local Safety Improvements - Corridor (PE)	Roadway	Roadway narrowing (road diet, roadway reconfiguration)		Miles	$561000	$561000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		County Highway Agency	Spot	Intersections	

													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**
Union - East Front St and Watchung Avenue, Roosevelt Avenue, Richmond Street - 3 intersections (PE)	Intersection traffic control	Modify traffic signal - modernization/replacement	3	Intersections	$191000	$191000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		County Highway Agency	Spot	Intersections	
JC- Oakland Avenue & St. Pauls Avenue (PE)	Intersection traffic control	Intersection traffic control - other	1	Intersections	$143000	$143000	HSIP (23 U.S.C. 148)	Urban Local Road or Street	0		City of Municipal Highway Agency	Spot	Intersections	
Monmouth - Leonardville Road & East Road - intersection upgrades (PE)	Intersection traffic control	Modify traffic signal - modernization/replacement	1	Intersections	$309000	$309000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		County Highway Agency	Spot	Intersections	
HRRR- Monmouth -Stage coach Rd , corridor, HFST, safety edge, chevron signs, (HRRR) - Phase II (PE)	Roadway	Superelevation / cross slope		Curves	$414000	$414000	HRRR Special Rule (23 U.S.C. 148(g)(1))	Rural Major Collector	0		County Highway Agency	Spot	Roadway Departure	
JC- Montgomery St - 15 intersections, ped improvements (FD)	Pedestrians and bicyclists	Medians and pedestrian refuge areas		Miles	$133000	$133000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		City of Municipal Highway Agency	Spot	Pedestrians	
Hudson - JFK Blvd from Bond Place to Bergen Ave - 5 intersections - Phase II (PE)	Pedestrians and bicyclists	Medians and pedestrian refuge areas	5	Intersections	$317000	$317000	HSIP (23 U.S.C. 148)	Urban Principal Arterial (UPA) - Other	0		County Highway Agency	Spot	Pedestrians	
Newark - Roundabout - Backus St, Chestnut St, Wheeler Point Rd - Ironbound (PE)	Intersection traffic control	Modify control - all-way stop to roundabout	1	Intersections	$274000	$274000	HSIP (23 U.S.C. 148)	Urban Local Road or Street	0		City of Municipal Highway Agency	Systemic	Intersections	
Passaic - Roundabout - North Haledon Ave & Manchester Ave - North Haledon (PE)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$312000	$312000	HSIP (23 U.S.C. 148)	Urban Major Collector	0		County Highway Agency	Systemic	Intersections	
Essex - Roundabout - Walnut St & West Hobart Gap Rd - Livingston (PE)	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$298000	$298000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		County Highway Agency	Systemic	Intersections	
Hunterdon - Roundabout -	Intersection traffic control	Modify control - two-way stop to roundabout	1	Intersections	$363000	$363000	HSIP (23 U.S.C. 148)	Urban Minor Arterial	0		County Highway Agency	Systemic	Intersections	

													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**
Stanton Rd, Springtown Rd, Pleasant Run Rd - Readington (PE)														
Newark - Ferry Street - 16 intersections, traffic signal upgrade (PE)	Pedestrians and bicyclists	Medians and pedestrian refuge areas	16	Intersections	$281000	$281000	HSIP (23 U.S.C. 148)	Urban Local Road or Street	0		City of Municipal Highway Agency	Systemic	Intersections	
Local HSIP Support Environmental	Non-infrastructure	Transportation safety planning			$205000	$205000	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Stetewide	Data	
2018 Staff Work Program - Rail	Non-infrastructure	Transportation safety planning			$2084810	$2084810	HSIP (23 U.S.C. 148)	Statewide	0		State Highway Agency	Statewide	Rail Road	Develop methodologies for problem identification, prioritation, and evaluation

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

The funds for the Morris County Roundabout, for the PE phase were authorized. However, no funds were expended since the County no longer has support from the municipality. Therefore, this authorization is not included in the list of projects but it appears in the e-STIP.

$0.414 million is authorized in Calendar Year 2017 under the HRRRP. Approximately $3.951 million for CY 18 and $2.793 million for CY 19 is programmed to be authorized.

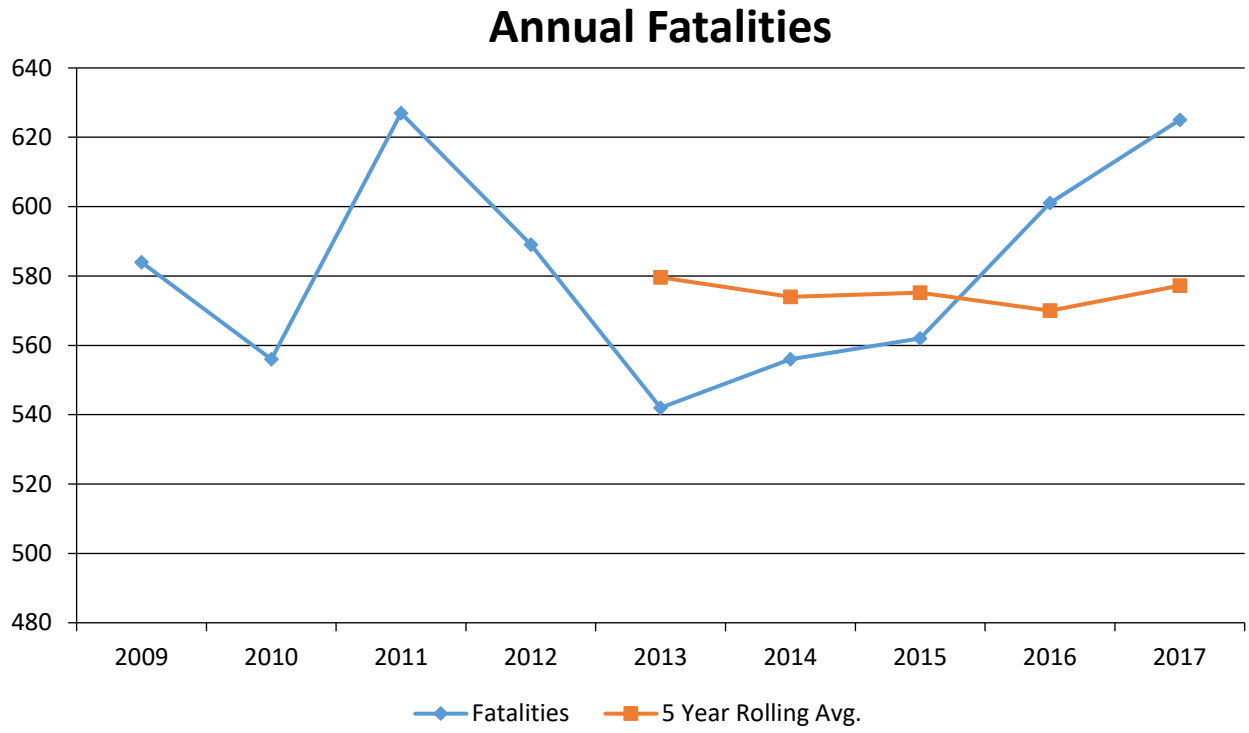
It has been determined that the HRRR special rule does not apply to New Jersey for the 2018 and 2019 reporting periods

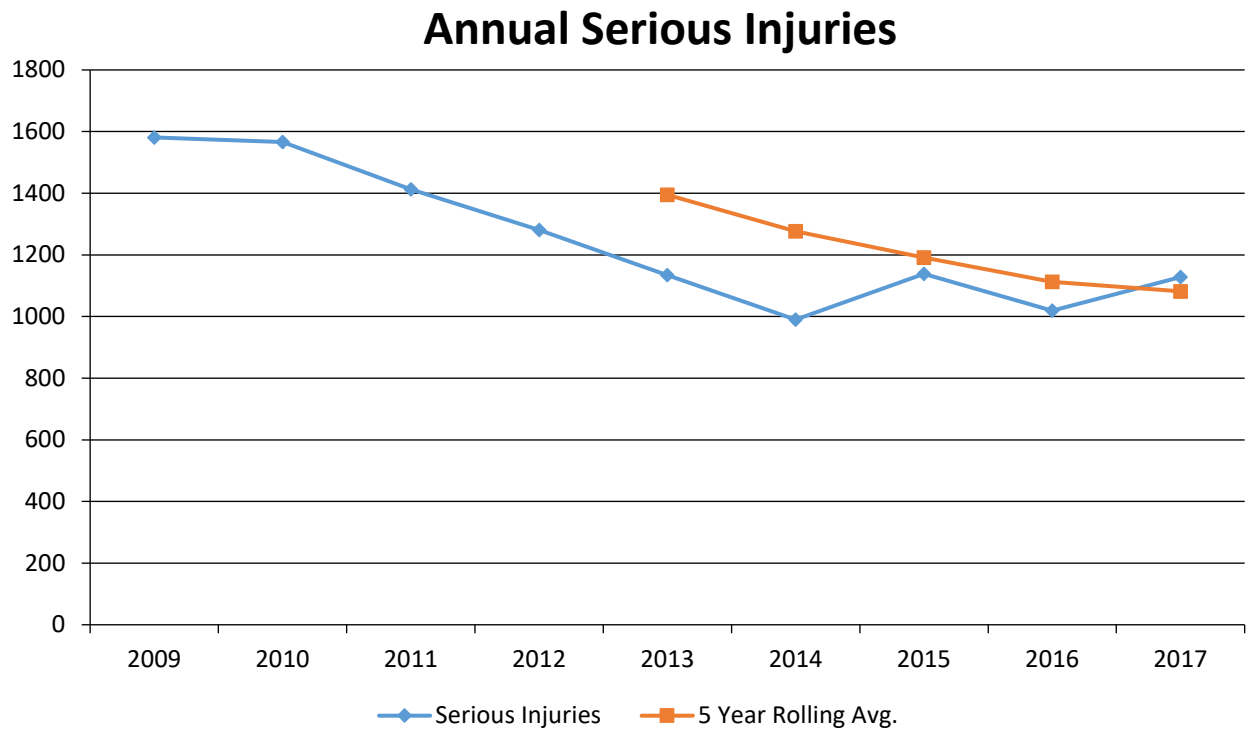
Safety Performance

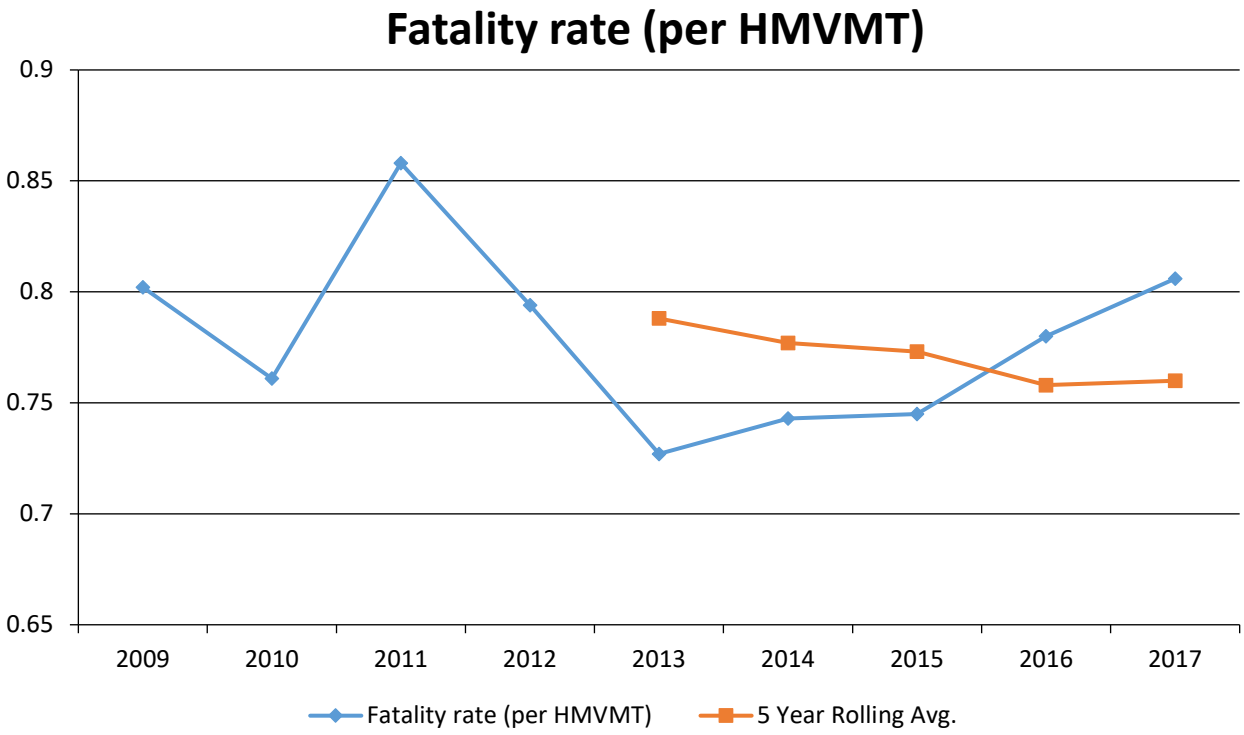
General Highway Safety Trends

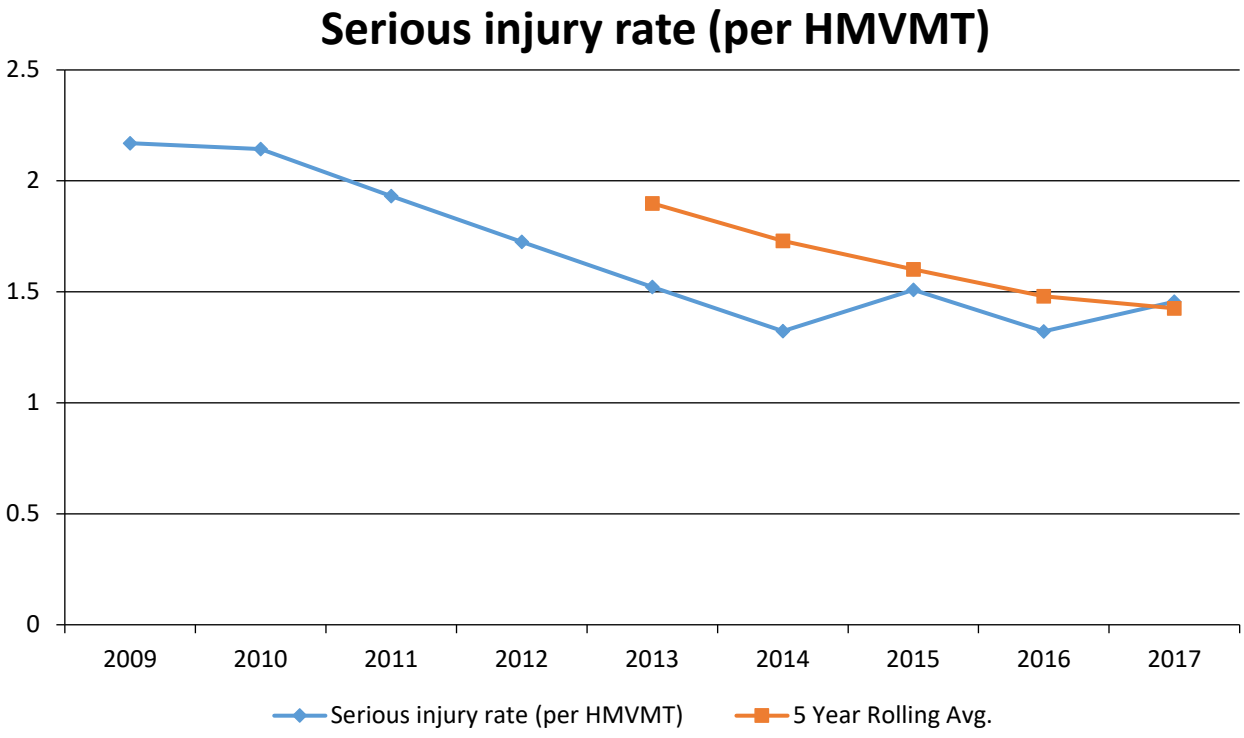
Present data showing the general highway safety trends in the State for the past five years.

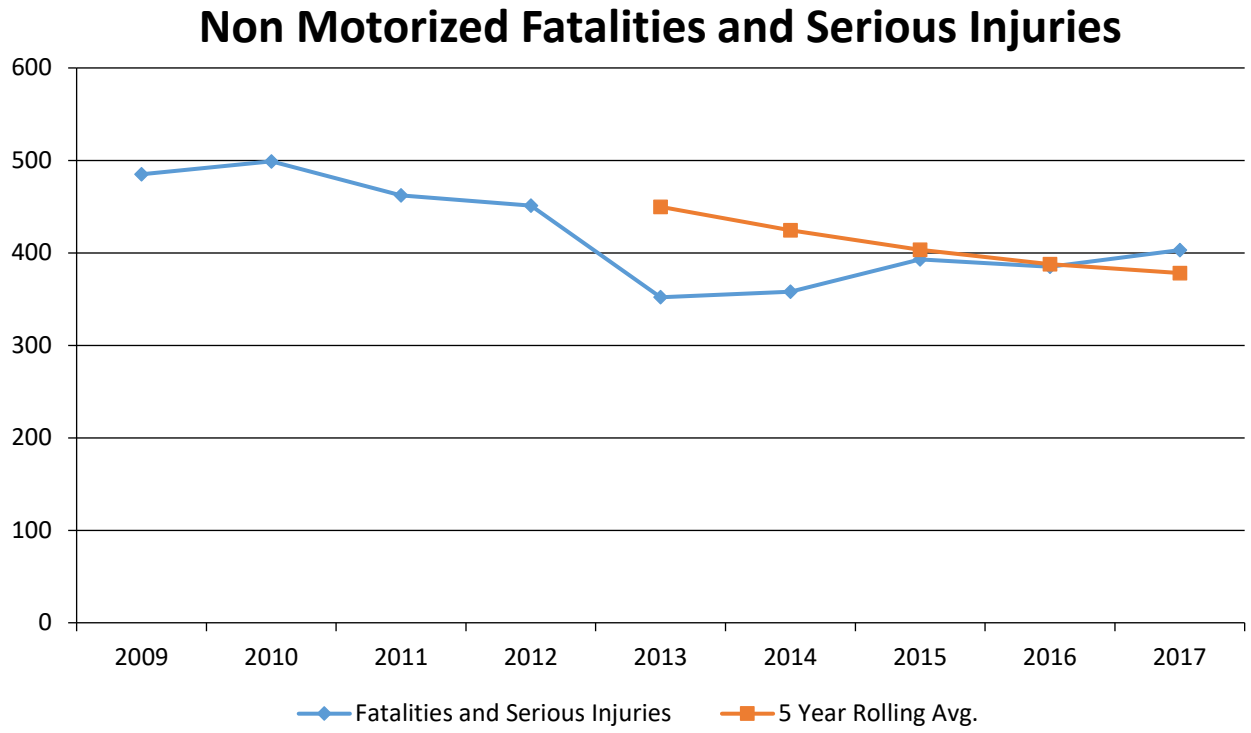
PERFORMANCE MEASURES	2009	2010	2011	2012	2013	2014	2015	2016	2017
Fatalities	584	556	627	589	542	556	562	601	625
Serious Injuries	1,581	1,566	1,412	1,281	1,134	990	1,138	1,019	1,128
Fatality rate (per HMVMT)	0.802	0.761	0.858	0.794	0.727	0.743	0.745	0.780	0.806
Serious injury rate (per HMVMT)	2.170	2.144	1.932	1.726	1.522	1.323	1.509	1.322	1.455
Number non-motorized fatalities	171	152	159	170	143	179	188	180	201
Number of non-motorized serious injuries	314	347	303	281	209	179	205	205	202


Annual Fatalities
640
620
600
580
560
540
520
500
480
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatalities
5 Year Rolling Avg.


Annual Serious Injuries
1800
1600
1400
1200
1000
800
600
400
200
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious Injuries
5 Year Rolling Avg.


Fatality rate (per HMVMT)
0.9
0.85
0.8
0.75
0.7
0.65
2009
2010
2011
2012
2013
2014
2015
2016
2017
Fatality rate (per HMVMT)
5 Year Rolling Avg.


Serious injury rate (per HMVMT)
2.5
2
1.5
1
0.5
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
Serious injury rate (per HMVMT)
5 Year Rolling Avg.



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

For 2019 Target calculations:

- Safety targets were developed based on statistical forecasting to project probable outcomes.
- 2007-2015 Fatalities were based on available FARS data as of 3/19/2018.
- 2016 & 2017 Fatalities were based on available NJ State Police Fatal Accident Investigation Unit as of 3/19/2018.
- Serious Injuries were based on available NJDOT data as of 3/14/2018. 2017 numbers were estimated based on calculations using available data.

- 2017, 2018 & 2019 VMTs were not available in March and were estimated based on calculations using available data. Note that 2008, 2012 and 2016 VMTs were adjusted for leap year.

For General Highway Safety Trends:

- 2009-2016 Fatalities, including non-motorized fatalities, are from FARS.
- 2017 Fatalities, including non-motorized fatalities, are from NJ State Police Fatal Accident Investigation Unit as of 8/30/2018.
- Serious Injury counts, including non-motorized serious injury counts, are from NJDOT/ARD database as of 7/16/2018.
- 2017 VMT data is provided by NJDOT on 6/18/2018.
- VMTs have been adjusted for leap years 2012 and 2016 and the rates have been recalculated.

Describe fatality data source.

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

Fatalities for the 2019 Target calculations were taken from FARS data as of 3/19/2018 except for the years 2016 and 2017 which were taken from NJ State Police Fatal Accident Investigation Unit database as of 3/19/2018.

Fatalities for the General Trends were taken from FARS except for the year 2017 which were taken from NJ State Police Fatal Accident Investigation Unit database as of 8/30/2018.

Fatalities for Functional Classification were taken from FARS except for the year 2017 which were taken from NJDOT/ARD database.

Fatalities for Roadway Ownership were taken from FARS except for the year 2017 which were taken from NJDOT/ARD database.

Fatalities for Emphasis Areas were taken from NJDOT/ARD database.

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

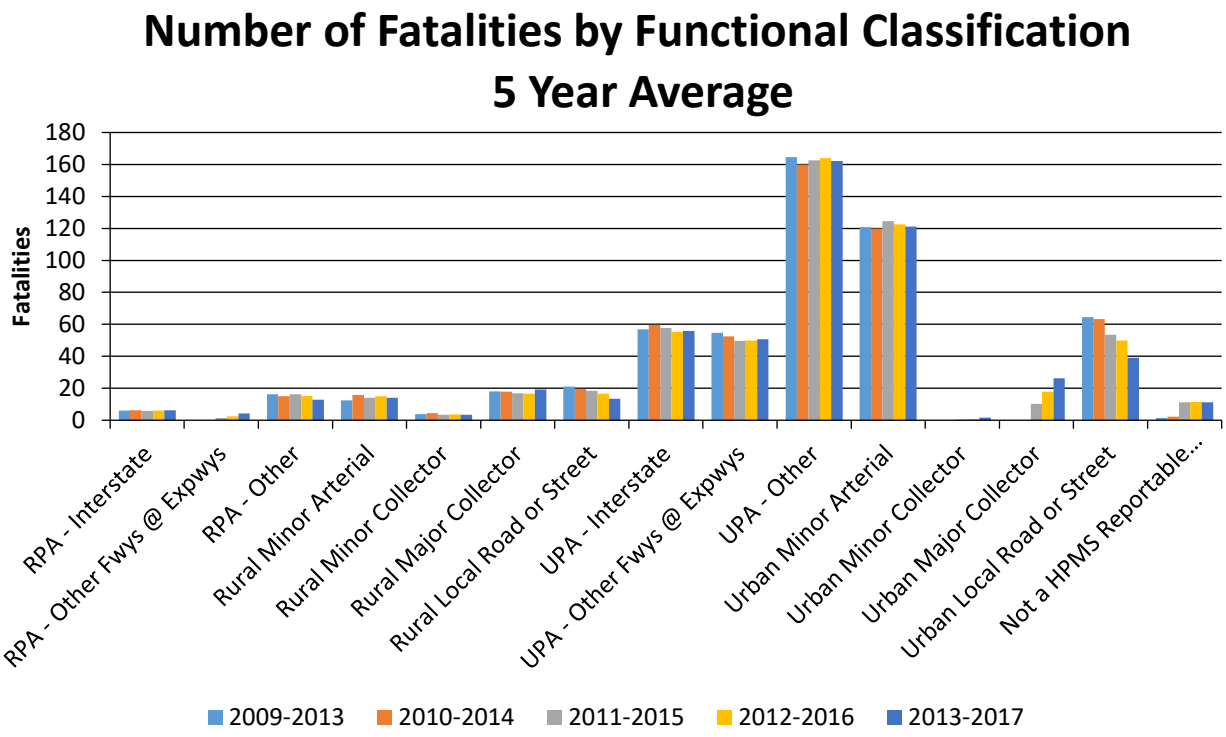
Year 2017

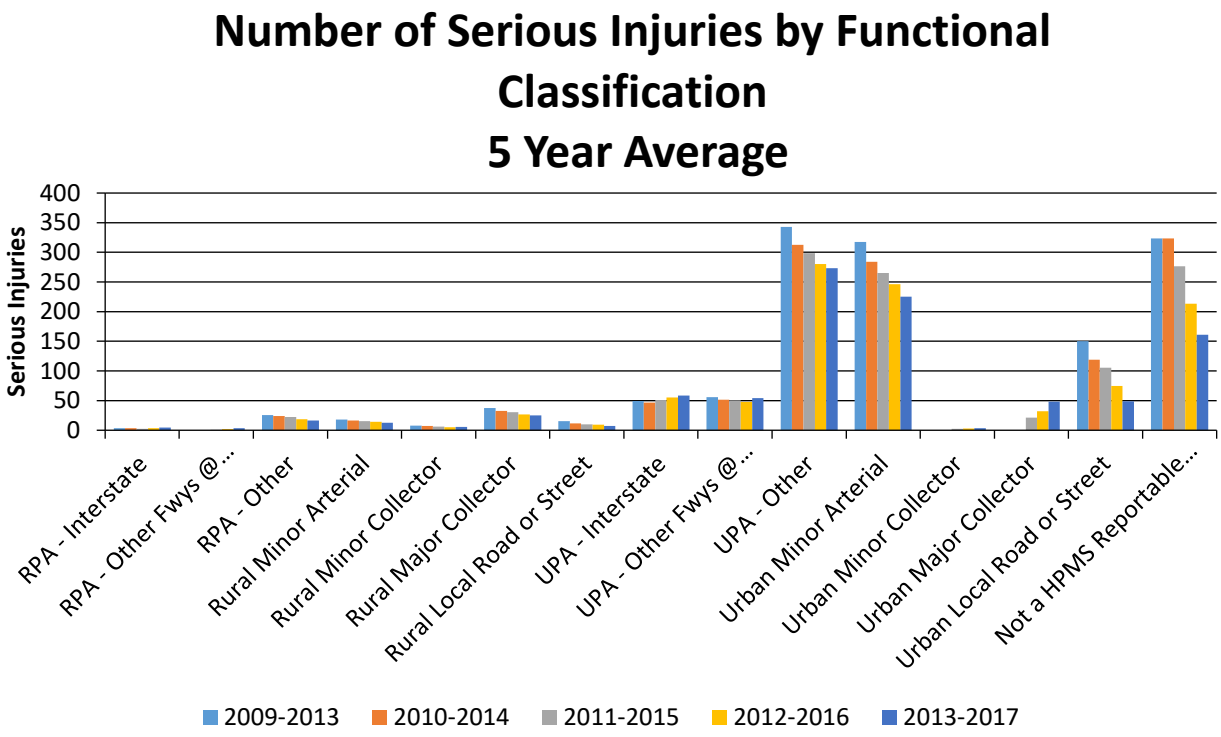
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	6.2	4.4	0.53	0.37
Rural Principal Arterial (RPA) - Other Freeways And Expressways	4.2	3.6	0.9	0.76
Rural Principal Arterial (RPA) - Other	12.8	16.6	1.41	1.88
Rural Minor Arterial	14	12.8	2.11	1.93
Rural Minor Collector	3.4	5.8	1.8	3.09
Rural Major Collector	19.2	24.8	2.33	3.01
Rural Local Road Or Street	13.4	7	1.91	0.95
Urban Principal Arterial (UPA) - Interstate	55.8	58.4	0.38	0.4
Urban Principal Arterial (UPA) - Other Freeways And Expressways	50.6	54	0.39	0.42
Urban Principal Arterial (UPA) - Other	162.2	273.2	0.99	1.67
Urban Minor Arterial	121.2	225.4	1.09	2.02

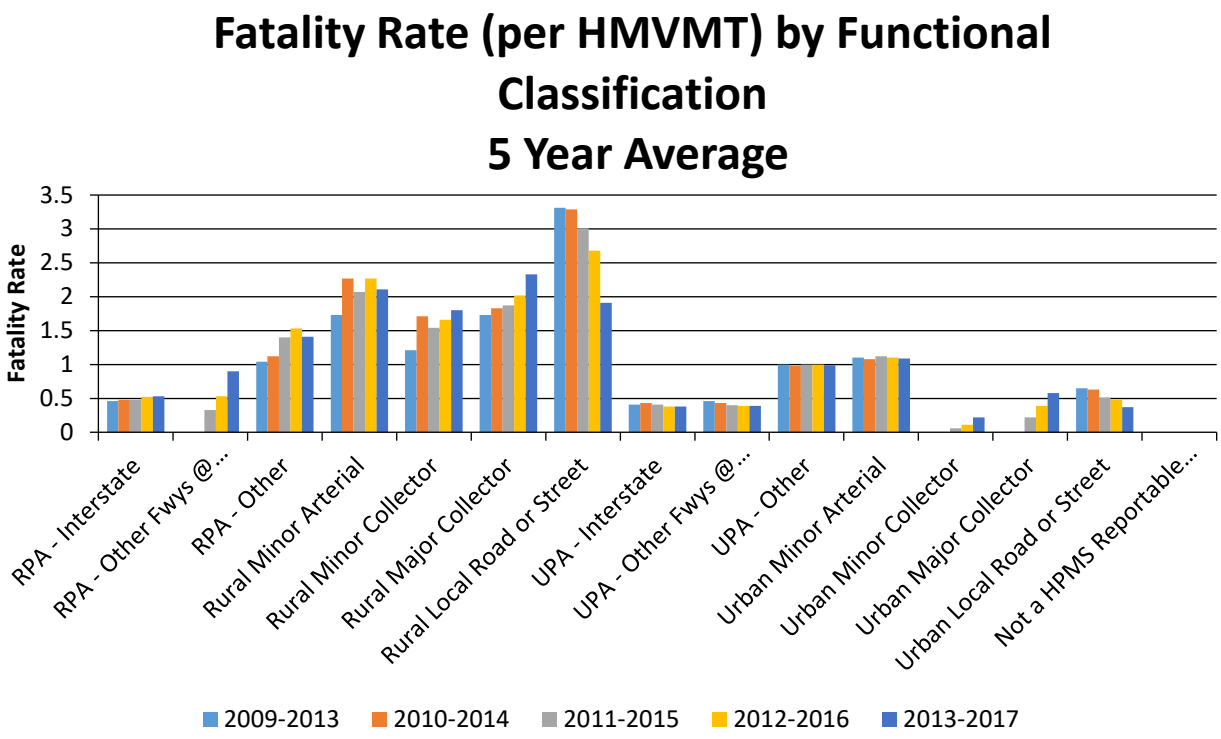
Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Urban Minor Collector	1.6	3.4	0.22	0.47
Urban Major Collector	26.2	48	0.58	1.06
Urban Local Road Or Street	39	48.6	0.37	0.45
Not a HPMS Reportable Trafficway	11.2	161	0	0

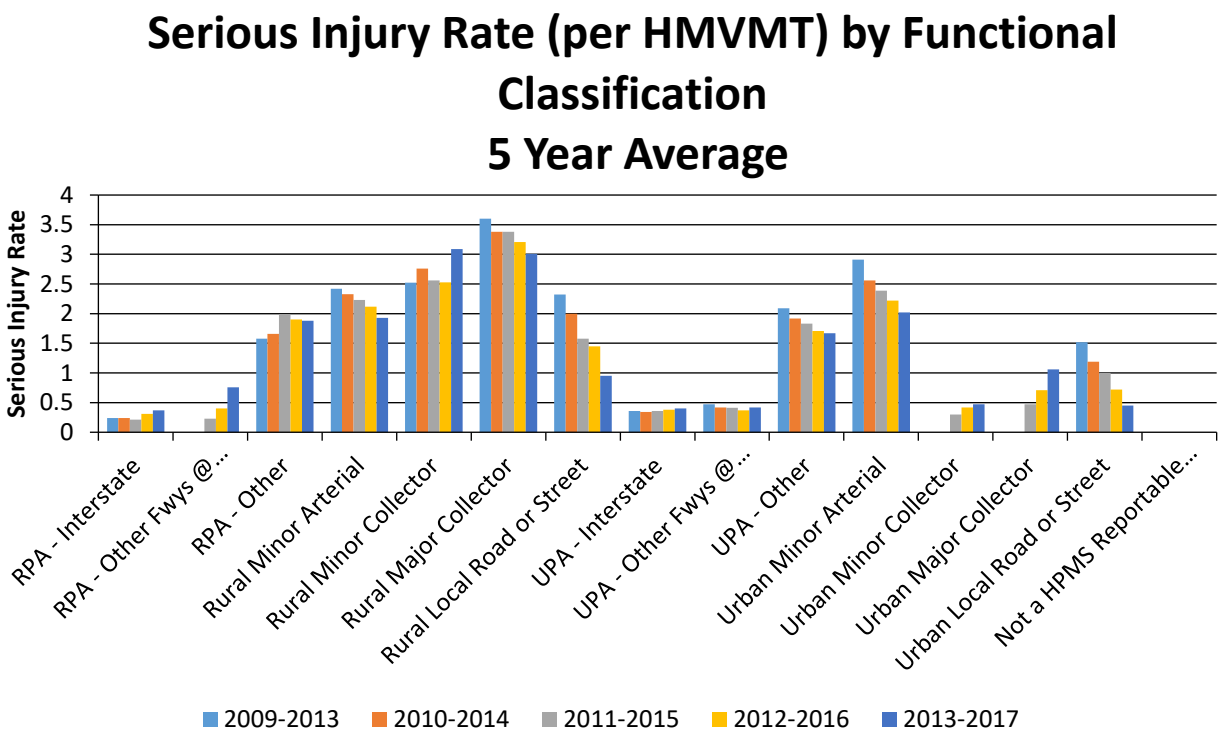
Year 2012

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				
County Highway Agency				
Town or Township Highway Agency				
City of Municipal Highway Agency				
State Park, Forest, or Reservation Agency				
Local Park, Forest or Reservation Agency				
Other State Agency				
Other Local Agency				
Private (Other than Railroad)				
Railroad				
State Toll Authority				
Local Toll Authority				
Other Public Instrumentality (e.g. Airport, School, University)				
Indian Tribe Nation				


Number of Fatalities by Functional Classification
5 Year Average
Fatalities
180
160
140
120
100
80
60
40
20
0
RPA - Interstate
RPA - Other Fwys @ Expwys
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @ Expwys
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Not a HPMS Reportable...
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Number of Serious Injuries by Functional Classification
5 Year Average
Serious Injuries
400
350
300
250
200
150
100
50
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Not a HPMS Reportable...
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


Fatality Rate (per HMVMT) by Functional Classification
5 Year Average
Fatality Rate
3.5
3
2.5
2
1.5
1
0.5
0
RPA - Interstate
RPA - Other Fwys @...
RPA - Other
Rural Minor Arterial
Rural Minor Collector
Rural Major Collector
Rural Local Road or Street
UPA - Interstate
UPA - Other Fwys @...
UPA - Other
Urban Minor Arterial
Urban Minor Collector
Urban Major Collector
Urban Local Road or Street
Not a HPMS Reportable...
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017



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

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

For Functional Classification:
- 2017 Fatal and SI counts are from the ARD database. 2017 data for FARS is not available yet.
- VMT data provided by NJDOT on 6/18/2018.
- Calculations for 2016 have been updated.

For Ownership calculations:
- 2017 Fatal and incapacitated counts are from the ARD database. 2017 FARS data is not available yet.
- 2017 VMTs provided by NJDOT on 6/18/2018.
- 2016 incapacitated counts are from the ARD database.
- 2016 Fatal counts have been updated from FARS.
- 2015 Fatal counts are updated from FARS as it has an "Ownership" field now.
-Counts for 2014 and prior have not been modified.

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

No

Safety Performance Targets

Calendar Year 2019 Targets *

Number of Fatalities	605.0

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

See attached file called "ASR - Safety Target Answers"

Number of Serious Injuries	1101.4

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

See attached file called "ASR - Safety Target Answers"

Fatality Rate	0.780

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

See attached file called "ASR - Safety Target Answers"

Serious Injury Rate	1.422

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	393.9

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.

For 2019 Target calculations:

- Safety targets were developed based on statistical forecasting to project probable outcomes.
- 2007-2015 Fatalities were based on available FARS data as of 3/19/2018.
- 2016 & 2017 Fatalities were based on available NJ State Police Fatal Accident Investigation Unit as of 3/19/2018.
- Serious Injuries were based on available NJDOT data as of 3/14/2018. 2017 numbers were estimated based on calculations using available data.

- 2017, 2018 & 2019 VMTs were not available in March and were estimated based on calculations using available data. Note that 2008, 2012 and 2016 VMTs were adjusted for leap year.

For General Highway Safety Trends:

- 2009-2016 Fatalities, including non-motorized fatalities, are from FARS.
- 2017 Fatalities, including non-motorized fatalities, are from NJ State Police Fatal Accident Investigation Unit as of 8/30/2018.
- Serious Injury counts, including non-motorized serious injury counts, are from NJDOT/ARD database as of 7/16/2018.
- 2017 VMT data is provided by NJDOT on 6/18/2018.
- VMTs have been adjusted for leap years 2012 and 2016 and the rates have been recalculated.

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

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

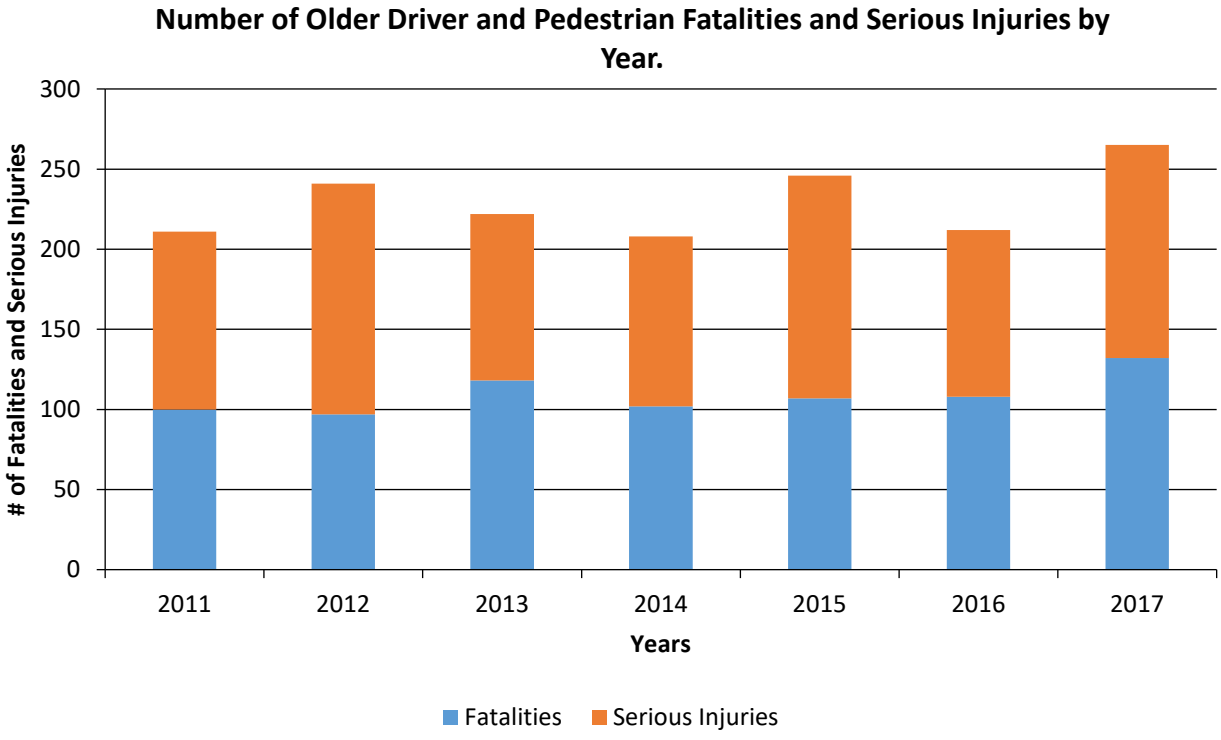
New Jersey is a densely populated state and therefore comprises of limited length of roadways which can be qualified under HRRR program. New Jersey has had projects where there were portions of roadways which met the HRRR criteria and received safety improvements but could not be funded with HRRR funds. It is very difficult to manage a project to keep track of split funding. Therefore it had 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 were funded by the set aside HRRR funds.

$0.414 million is authorized in Calendar Year 2017 under the HRRRP. Approximately $3.951 million for CY 18 and $2.793 million for CY 19 is programmed to be authorized.

It has been determined that the HRRR special rule does not apply to New Jersey for the 2018 and 2019 reporting periods.

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

PERFORMANCE MEASURES	2011	2012	2013	2014	2015	2016	2017
Number of Older Driver and Pedestrian Fatalities	100	97	118	102	107	108	132
Number of Older Driver and Pedestrian Serious Injuries	111	144	104	106	139	104	133



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

Fatalities were taken from FARS except for the year 2017. To date, the official FARS data is not available for 2017. NJDOT/ARD data, as of July 17, 2018, has been used for 2017 fatalities.
Serious Injuries were taken from NJDOT/ARD data as of July 17, 2018.

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?

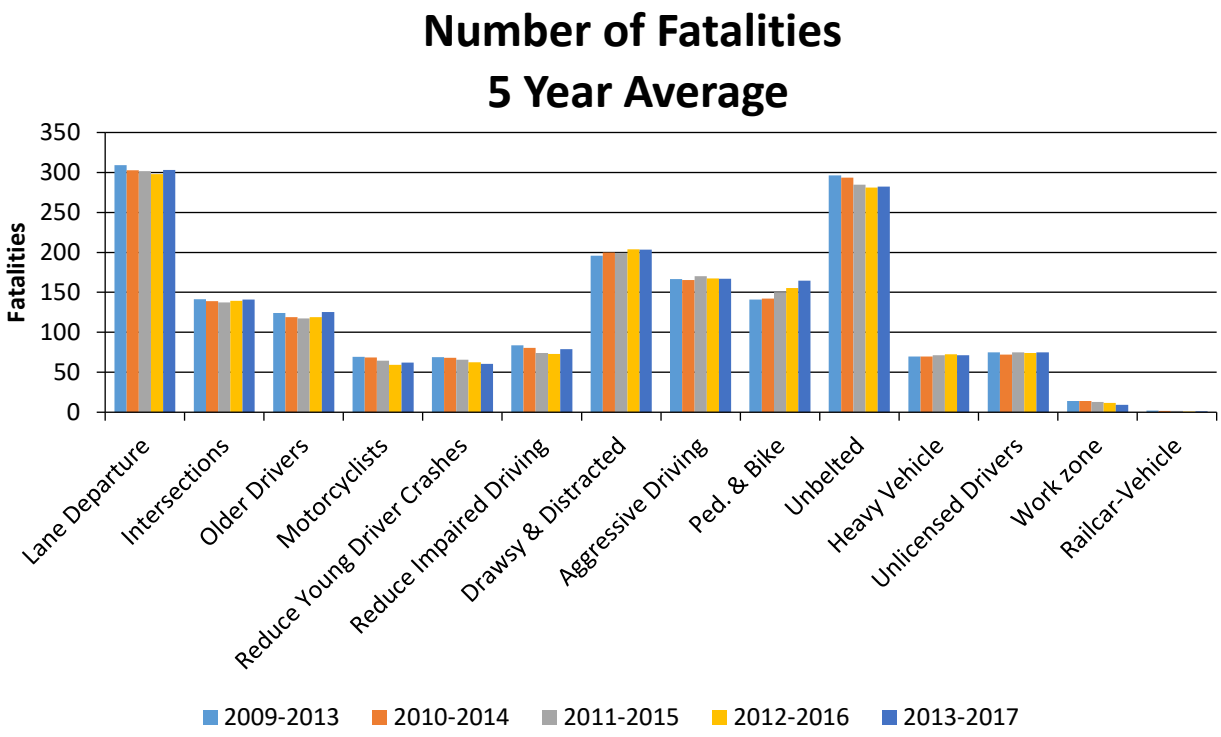
No

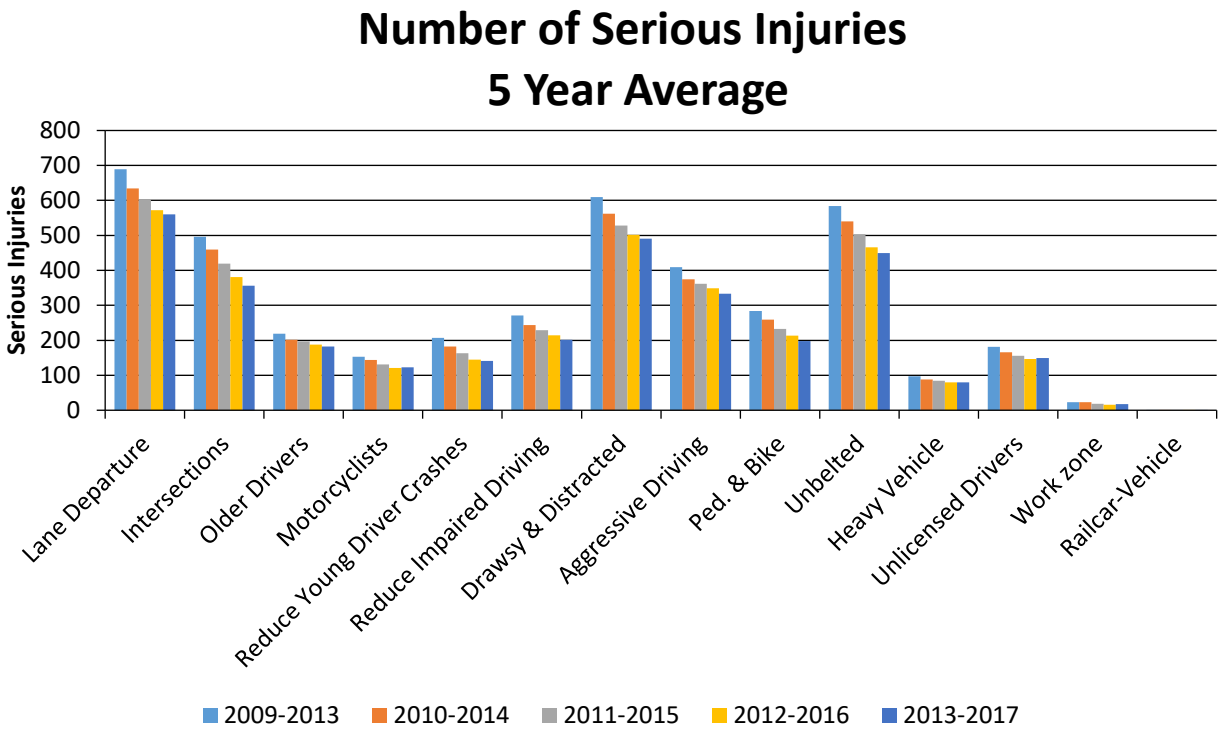
Effectiveness of Groupings or Similar Types of Improvements

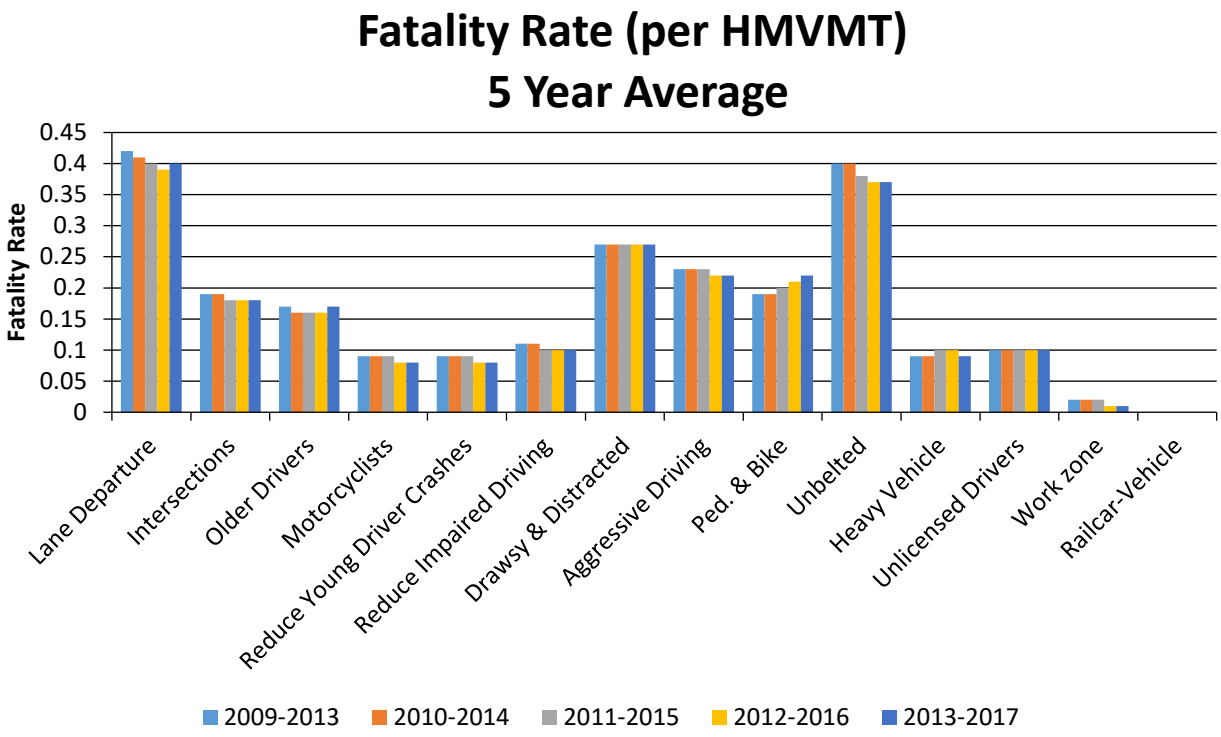
Present and describe trends in SHSP emphasis area performance measures.

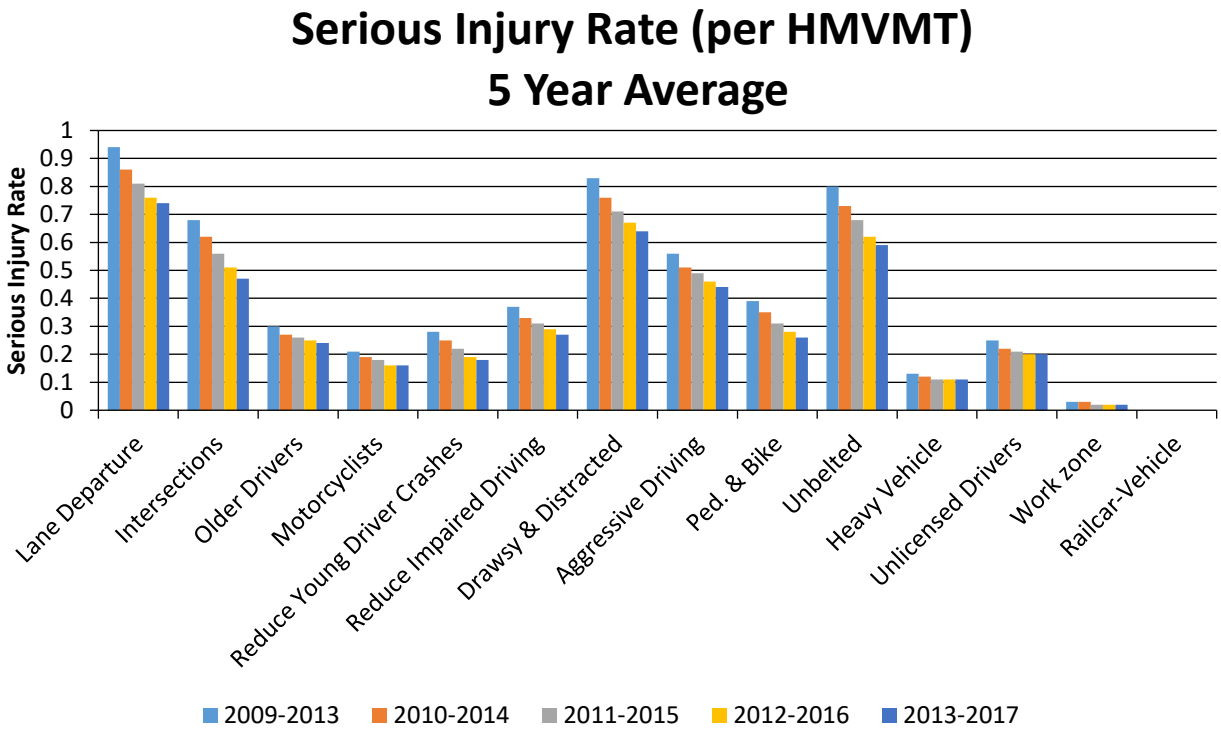
Year 2017

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	Run-off-road	303.2	560.4	0.4	0.74	0	0	0
Intersections	Intersections	140.8	356	0.18	0.47	0	0	0
Older Drivers	All	125.2	182.4	0.17	0.24	0	0	0
Motorcyclists	All	62.2	122.8	0.08	0.16	0	0	0
Reduce Young Driver Crashes	All	60.6	140.6	0.08	0.18	0	0	0
Reduce Impaired Driving	All	78.8	201.6	0.1	0.27	0	0	0
Drawsy & Distracted	All	203.4	490.4	0.27	0.64	0	0	0
Aggressive Driving	All	167.2	333.4	0.22	0.44	0	0	0
Ped. & Bike	Vehicle-ped+Vehicle-bike	164.8	197.6	0.22	0.26	0	0	0
Unbelted	All	282.2	449	0.37	0.59	0	0	0
Heavy Vehicle	All	71.4	79.4	0.09	0.11	0	0	0
Unlicensed Drivers	All	75	149.4	0.1	0.2	0	0	0
Work zone	All	9.4	17.2	0.01	0.02	0	0	0
Railcar-Vehicle	All	1.2	0.4	0	0	0	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
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017


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
2009-2013
2010-2014
2011-2015
2012-2016
2013-2017





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

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

VMTs have been adjusted for leap year 2016.

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

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 OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
FY 2010 - Jersey City - Dr. Martin Luther King Jr. Drive Pedestrian Safety Improvements	Urban Major Collector	Pedestrians and bicyclists	Pedestrian signal - install new at intersection	3.00	5.00			3.00	1.00	6.00	6.00	12.00	12.00	2.69
FY 2011 - CITY OF NEWARK - WILSON AVENUE AT LAFAYETTE STREET, HOUSTON STREET AND AVENUE K	Urban Minor Arterial	Intersection traffic control	Modify traffic signal - modernization/replacement	17.00	10.00					3.00	3.00	20.00	13.00	0.68
FY 2011 - HRRR - Sussex Co - Lewisburg-Creamery Rd (CR 565) and Branchville-Lewisburg Rd (CR 628)	Rural Minor Collector	Roadway	Pavement surface - high friction surface	22.00	14.00			2.00	3.00	5.00	2.00	29.00	19.00	1.23
FY 2012 - Essex County - Park Avenue (CR 658) at Park Street and North/South Oraton Parkway	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - modernization/replacement	28.00	8.00				1.00	11.00	6.00	39.00	15.00	4.42
FY 2012 - Essex County - Springfield Avenue (CR 603) and Ellis Avenue	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - modernization/replacement	8.00	9.00			1.00	1.00	5.00	2.00	14.00	12.00	4.37
FY 2012 HRRR - Hunterdon County - High-Bridge Califon Road (CR 513) and Main Street (CR 512)	Rural Major Collector	Intersection geometry	Auxiliary lanes - add left-turn lane	5.00	2.00				2.00	1.00	2.00	6.00	6.00	-3.72
FY 2012 - Somerset County - Easton Avenue (CR 527) and Foxwood Drive	Urban Principal Arterial (UPA) - Other	Intersection traffic control	Modify traffic signal - modernization/replacement	22.00	17.00			2.00	3.00	8.00	1.00	32.00	21.00	6.70
FY 2012 - HRRR - Somerset County - New Centre Road (CR 627) from Auten Road	Rural Major Collector	Roadway	Pavement surface - high friction surface	30.00	9.00			4.00	1.00	12.00	2.00	46.00	12.00	8.86

LOCATION	FUNCTIONAL CLASS	IMPROVEMENT CATEGORY	IMPROVEMENT TYPE	PDO BEFORE	PDO AFTER	FATALITY BEFORE	FATALITY AFTER	SERIOUS INJURY BEFORE	SERIOUS INJURY AFTER	ALL OTHER INJURY BEFORE	ALL OTHER INJURY AFTER	TOTAL BEFORE	TOTAL AFTER	EVALUATION RESULTS (BENEFIT/COST RATIO)
to Roycefield Road														
FY 2012 - Union County - Vauxhall Road (CR 630) and Valley Street (CR 638)	Urban Minor Arterial	Intersection traffic control	Modify traffic signal - modernization/replacement	21.00	31.00			1.00	3.00	3.00	7.00	25.00	41.00	-12.66
FY 2012 - HRRR - WARREN COUNTY - ASBURY-BLOOMSBURY ROAD/ASBURY-ANDERSON ROAD (CR 632)	Rural Major Collector	Roadway signs and traffic control	Roadway signs and traffic control - other	27.00	48.00		1.00	3.00		6.00	6.00	36.00	55.00	-134.55
FY 2013 HRRR - Somerset County - River Road (CR 625)	Rural Minor Collector	Roadway	Pavement surface - high friction surface	21.00	25.00			5.00	3.00	5.00	4.00	31.00	32.00	0.44

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

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

Yes

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

The HRRR program has been a challenge for New Jersey but we see progress in the foreseeable future, 2018 and 2019 reporting periods.

New Jersey is a densely populated state and therefore comprises of limited length of roadways which can be qualified under HRRR program. New Jersey has had projects where 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 had 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 were to be funded by the set aside HRRR funds. $0.414 million is authorized in Calendar Year 2017 under the HRRRP.

However going forward, approximately $3.951 million for CY 18 and $2.793 million for CY 19 are programmed to be authorized. CY 18 and CY 19 monetary values are comprised of projects on our local roadway system. To capture the HRRR funds, approximately 90% of the CY 18 monetary value resulted as of a break-up of individual projects into separate projects, general HSIP and HRRRP.

Also, please note that it has been determined that the HRRR special rule does not apply to New Jersey for the 2018 and 2019 reporting periods.

Compliance Assessment

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

08/18/2015

What are the years being covered by the current SHSP?

From: 2016 To: 2020

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

2020

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

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

See Attached 2015 SHSP.

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

	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	20
Route Number (8)	100	100								
Route/Street Name (9)	100	100								
Federal Aid/Route Type (21)	100	100								
Rural/Urban Designation (20)	100	100					100	100		
Surface Type (23)	100	80					80	60		
Begin Point Segment Descriptor (10)	100	100					100	100	0	20
End Point Segment Descriptor (11)	100	100					100	100	0	20
Segment Length (13)	100	100								
Direction of Inventory (18)	50	50								
Functional Class (19)	100	100					100	100	0	10

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	40		
Average Annual Daily Traffic (79)	100	80					90	3		
AADT Year (80)	100	80								
Type of Governmental Ownership (4)	100	100					0	0	0	0
INTERSECTION										
Unique Junction Identifier (120)			100	100						
Location Identifier for Road 1 Crossing Point (122)			100	100						
Location Identifier for Road 2 Crossing Point (123)			100	100						
Intersection/Junction Geometry (126)			100	100						
Intersection/Junction Traffic Control (131)			6	6						
AADT for Each Intersecting Road (79)			100	80						
AADT Year (80)			100	80						
Unique Approach Identifier (139)			100	80						
INTERCHANGE/RAMP										
Unique Interchange Identifier (178)					80	30				
Location Identifier for Roadway at Beginning of Ramp Terminal (197)					80	30				
Location Identifier for Roadway at Ending Ramp Terminal (201)					0	0				
Ramp Length (187)					80	30				

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)					80	30				
Year of Ramp AADT (192)					80	30				
Functional Class (19)					80	30				
Type of Governmental Ownership (4)					0	0				
Totals (Average Percent Complete):	**97.22**	**93.89**	**88.25**	**80.75**	**43.64**	**16.36**	**85.56**	**67.00**	**0.00**	**14.00**

*Based on Functional Classification

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 by September 30, 2026:

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

- 168. Unique Interchange Identifier
- 172. Interchange Type
- 4. Ramps Type of Government Ownership
- 185. Roadway Type at Beginning Ramp Terminal
- 187. Location identifier at Beginning Ramp Terminal
- 189. Roadway Type at End Ramp Terminal
- 191. Location identifier at End Ramp Terminal
- 177. Ramp Length
- 81. Average Annual Daily Traffic – Local Paved Roads (Federal Aid Roads)
- 181. Ramp AADT

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 Statewide Traffic Records 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?

Yes

Describe the purpose and outcomes of the State’s HSIP program assessment.

Purpose:

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

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

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

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

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

Outcome:

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

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

Optional Attachments

Program Structure:

2015 SHSP.pdf
2016 HSIP Manual.pdf

Project Implementation:

Safety Performance:

ASR - Safety Target Answers.pdf
HSIP PM Targets 2019 - Final.pdf
Evaluation:

Final LSP Process Review.pdf

Compliance Assessment:

2015 SHSP.pdf

Glossary

5 year rolling average	means the average of five individuals, consecutive annual points of data (e.g. annual fatality rate).
Emphasis area	means a highway safety priority in a State's SHSP, identified through a data-driven, collaborative process.
Highway safety improvement project	means strategies, activities and projects on a public road that are consistent with a State strategic highway safety plan and corrects or improves a hazardous road location or feature or addresses a highway safety problem.
HMVMT	means hundred million vehicle miles traveled.
Non-infrastructure projects	are projects that do not result in construction. Examples of non-infrastructure projects include road safety audits, transportation safety planning activities, improvements in the collection and analysis of data, education and outreach, and enforcement activities.
Older driver special rule	applies if traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available, as defined in the Older Driver and Pedestrian Special Rule Interim Guidance dated February 13, 2013.
Performance measure	means indicators that enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.
Programmed funds	mean those funds that have been programmed in the Statewide Transportation Improvement Program (STIP) to be expended on highway safety improvement projects.
Roadway Functional Classification	means the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide.
Strategic Highway Safety Plan (SHSP)	means a comprehensive, multi-disciplinary plan, based on safety data developed by a State Department of Transportation in accordance with 23 U.S.C. 148.
Systematic	refers to an approach where an agency deploys countermeasures at all locations across a system.
Systemic safety improvement	means an improvement that is widely implemented based on high risk roadway features that are correlated with specific severe crash types.
Transfer	means, in accordance with provisions of 23 U.S.C. 126, a State may transfer from an apportionment under section 104(b) not to exceed 50 percent of the amount apportioned for the fiscal year to any other apportionment of the State under that section.