



Highway Safety Improvement Program  
*Data Driven Decisions*

New Jersey  
Highway Safety Improvement Program  
2014 Annual Report

Prepared by: NJ

## 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.”

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## Executive Summary

The Moving Ahead for Progress in the 21st Century Act (MAP-21) went into effect on October 1, 2012. It continued the Highway Safety Improvement Program (HSIP) as a core Federal-aid program. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads.

MAP-21 also continues the development of a Strategic Highway Safety Plan (SHSP), a High Risk Rural Roads Program (HRRRP) and the Railway-Highway Crossings Program (RHXP). In order to obligate HSIP funds, states are required to (1) develop and implement a SHSP; (2) produce a program of projects and strategies; (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.

According to crash record data for the 2013 calendar year that has been collected by the NJDOT's Bureau of Transportation Data and Safety, New Jersey strategic approach continues to make progress in achieving the safety aims set by SAFETEA-LU and, now, MAP-21.

Over a five-year period, 2009 through 2013, there has been a steady drop in the number of crashes. In 2009 there were 301,233 crashes; in 2013 there were 283,115; a reduction of 18,118. Similar trend goes for serious injuries. The number of crashes resulting in fatalities has fluctuated. The lowest number of annual fatalities during this five-year period was 506, in 2013. Fatalities dropped from 2012 to 2013 by 36. As shown in the table later, under the "Overview of General Safety Trends", the five-year rolling average for the fatalities as well as fatality rates dropped 13% and 15% respectively. Similarly, for the number of serious injuries and serious injury rates, the five-year rolling average dropped by 27% and 29% respectively.

The progress made by the NJDOT is a result of a broad spectrum of safety programs designed to reduce the frequency and severity of crashes and promote the 4Es of highway safety – Engineering (design changes that make roads safer); Education (encouraging better driving habits); Enforcement (stopping unsafe and illegal driving), and Emergency Medical Services (timely response to and from incidents). These initiatives include the:

- Intersection Safety Improvement Program;
- Roadway Departure Crash Reduction Program;
- Utility Pole Crash Mitigation Program;
- Safe Corridors Program;
- Pedestrian Safety Improvement Program;
- Rail Highway Grade Crossing Program (State);
- Rail Highway Grade Crossing Program (Federal);
- High Risk Rural Roads Program; and the
- Local Safety Program.

The ultimate goal of the State of New Jersey is to ensure the safe passage of all roadway users. Moving forward, the NJDOT intends to employ a data-driven systemic safety improvement approach that will concentrate our resources and focus our energies on high risk roadway features that correlate with specific severe crash types. Using crash data, NJDOT screened NJ roadways for center line cross over, head-on crashes. A systemic Center Line Rumble Strips Program was developed to mitigate these head-on crashes on NJ roadways. This year New Jersey ran a successful pilot program on two of the State roads.

New Jersey is currently revising its Strategic Highway Safety Plan (SHSP), which has not been updated since 2007. The updated SHSP will renew and strengthen the State's vision to protect the safety of roadway users and strive for zero fatalities. The resulting emphasis areas will guide future modifications and refocus New Jersey's HSIP program and sub-programs. In addition, the update to the SHSP will contribute a safety perspective and element to the Regional Transportation Plan (RTP) developed by each of the MPOs.

The NJDOT's vision is shared by safety stakeholders, involved State agencies, each of the three regional Metropolitan Planning Organizations (MPOs) covering New Jersey, and localities through their respective safety advisory committees. Within the last year, NJDOT has supported increased programming to the local roadway agencies, through the MPOs, whose roadway system experience 51% of all fatalities, and 32% of all serious injury crashes in the state. In the current reporting period, NJDOT has supported over \$26 Million out of \$40 Million obligated funds for projects on the local system, which aligns with the percentage of fatalities and serious injuries on local roadways.

Additionally, NJDOT oversaw the production of network screening list for each of the MPO regions including both County and Municipal owned roadways. As New Jersey is a focus state for both intersection and pedestrian crashes, screening lists include a focus on "At Intersection", pedestrian corridor, and pedestrian spot crashes utilizing a weighted severity scale. These lists were shared with local roadway owners and government officials in order to help select regional priority locations to

development HSIP funded projects, and better invest the increased local system funding efforts.

## NJTPA

The North Jersey Transportation Planning Authority (NJTPA) is the MPO that serves the 13-county northern New Jersey region.

To strengthen its traffic safety efforts, the NJTPA is working to develop targeted network screening methodologies aligned with the Highway Safety Manual (HSM) for use in future years. The NJTPA also encourages the use of road safety audits (RSAs) and considers them a factor in weighing funding applications. NJTPA continues the effort towards working with its federal partners, the New Jersey Department of Transportation (NJDOT), sub regions and other state and local agencies to make travel safer and more reliable for all users in their region's transportation system. For 2014, the funding for the local safety program has been increased from three millions to twenty million. NJTPA is also engaged in bringing together engineering, enforcement, and educational strategies. For example, NJTPA project managers for the NJTPA Local Safety Program and Street Smart NJ campaign will be working together in FY2015 to apply the Street Smart NJ educational and enforcement campaign to Local Safety Program sites that have pedestrian safety engineering improvements. Combining the three E's of safety will bring about the greatest gains in safety.

In an effort to reduce pedestrian and bicycle fatalities in the City of Newark (designated as a pedestrian focus City), the NJTPA and the City of Newark are developing a pedestrian and bicycle safety action plan. Successful approaches to improving safety often involve a combination of engineering, enforcement and education, as well as strategies to improve emergency response time. This study will result in the creation of an action plan to improve safety and reduce pedestrian and bicycle fatalities and injuries throughout the City.

The NJTPA kicked off its new "Street Smart NJ" pedestrian safety pilot program on Nov. 1, 2013. The campaign, a collaborative effort between public, private and non-profit organizations, urges motorists and pedestrians to "check your vital signs" to improve motorist and pedestrian safety on New Jersey's roadways. The campaign is coordinated by the North Jersey Transportation Planning Authority (NJTPA) and supported by federal and state funds, with funding/in-kind contributions from local partners.

Street Smart NJ is a public education, awareness and behavioral change campaign piloted in five New Jersey communities – Hackettstown, Jersey City, Long Beach Island, Newark, and Woodbridge. The campaign used outdoor, transit, and online advertising, along with grassroots public awareness efforts and law enforcement to address pedestrian and bicyclist safety. Street Smart NJ emphasized educating drivers, pedestrians and bicyclists through mass media. It complements, but doesn't replace, other state and local efforts to build safer streets and sidewalks, enforce laws and train better roadway users. For more information, visit the campaign website [www.bestreetsmartnj.org](http://www.bestreetsmartnj.org).

In addition, NJTPA is providing project management for the statewide Strategic Highway Safety Plan update. Working closely with the NJ Department of Transportation, FHWA-NJ Division, the Division of Highway Traffic Safety, the other two New Jersey MPOs and other stakeholders, this effort, initiated late in the fall of 2013, will update the SHSP to produce a data driven, collaboratively developed SHSP that meets all MAP-21 requirements.

#### DVRPC

The Delaware Valley Regional Planning Commission (DVRPC) is the MPO that serves four counties in central New Jersey.

DVRPC conducted a formal project solicitation round in January of 2014 for the Local Federal HSIP and HRRR Programs. New to this year's solicitation was a design assistance component to allow applicants to have final PS&E packages completed by a consultant and paid for with HSIP. This process yielded three applications and one funded project for the 2015 federal fiscal year. This was the first of an annual program which will begin at the beginning of each calendar year. Separately, DVRPC worked with Burlington County on a successful roundabout project application, and a systemic centerline rumble strip project. Both projects were approved for HSIP funding in the 2014 FFY.

To support the formal solicitation process, a new methodology for network screenings were developed with the assistance of NJDOT and its consultants. The DVRPC is using the rankings list to help their partners identify and develop quality safety projects at funding-eligible locations.

The DVRPC has incorporated an expanded focus on the outcomes of their RSAs and intersection safety projects, including use of HSM methodologies where possible, to move safety projects ideas into problems statements and eventually to implementation.

The fourth edition of the DVRPC's Transportation Safety Action Plan is being prepared and is scheduled to be published in later 2014. This regional action plan, will be aligned with the revised NJ SHSP. The Transportation Safety Action Plan analyzes crash data to identify key emphasis areas for the region, following the American Association of State Highway and Transportation Officials (AASHTO) guidelines.

These technical efforts are one of the many safety initiatives in the DVRPC region, including the continuing RSA program, annual crash data bulletins (regional), new county-specific bulletins, and a local roads safety newsletter.

#### SJTPO

The South Jersey Transportation Planning Organization (SJTPO) is the MPO serving four counties in southern New Jersey.

The SJTPO continues to use the methodologies introduced within the HSM to assist justifying potential safety projects in the region, utilizing benefit-cost analysis as an evaluation tool. This effort continues with the hope of utilizing more HSM methodologies in additional stages of the project selection process. The crash history and important features of the intersection or roadway are carefully evaluated to determine the projected change in crash frequency expected with the employment of selected safety countermeasures.

In the SJTPO region, a Safety Action Plan is under development that analyzes crash data and will additionally utilize the methodologies within the AASHTO Highway Safety Manual as it progresses. The action plan, along with the national and state emphasis areas, help focus SJTPO strategies for improving safety performance, whether through driver education and outreach or physical improvements.



## 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 MAP-21 Reporting Guidance dated February 13, 2013 and consists of four sections: program structure, progress in implementing HSIP projects, progress in achieving safety performance targets, and assessment of the effectiveness of the improvements.

## Program Structure

### Program Administration

**How are Highway Safety Improvement Program funds allocated in a State?**

Central

District

Other

**Describe how local roads are addressed as part of Highway Safety Improvement Program.**

Local Roadways are eligible for HSIP improvements through application with the respective MPOs. All Local Roadways in New Jersey are covered by one of three MPOs – NJTPA, SJTPO, or DVRPC. Some of the local intersections are identified on the high crash location lists developed including all roads, state as well as locals. The local high crash locations are reported to each of the MPOs to help prioritize their projects. Additionally, NJDOT oversee the production of network screening list for each of the MPO regions including both County and Municipal owned roadways. As New Jersey is a focus state for both intersection and pedestrian crashes, screening lists include a focus on "At Intersection", pedestrian corridor, and pedestrian spot crashes utilizing a weighted severity scale. These lists were shared with

local roadway owners and government officials in order to help select regional priority locations to development HSIP funded projects, and better invest the increased local system funding efforts.

**Identify which internal partners are involved with Highway Safety Improvement Program planning.**

- Design
- Planning
- Maintenance
- Operations
- Governors Highway Safety Office
- Other:

**Briefly describe coordination with internal partners.**

NJDOT's Bureau of Transportation Data and Safety, under the Assistant Commissioner of Capital Investment Planning and Grant Administration is responsible for crash data compilation, analysis and program development. The Division of Project Management under the Assistant Commissioner of Capital Program Management is responsible for final design and implementation of improvements. NJDOT's Operation and Maintenance Division was previously involved with the construction of improvements. While some work will continue, we expect that a larger portion will be carried out under the purview of the Capital Program Management Division. NJDOT recently developed a NJHSIP Manual which identifies the process for coordination and delivery of HSIP projects for roadways under state jurisdiction. Attached is the current HSIP manual. NJDOT supports the advancement of projects under local jurisdiction by participating in the Technical Assistance Team for local safety projects. The Technical Assistance Team consist of NJDOT's Safety, Environmental, and Local Aid staff. NJDOT's Division of Local Aid, under the Assistant Commissioner of Capital Investment Planning and Grant Administration is responsible for coordinating with the MPOs in the selection, authorization and oversight of projects implemented on the local road network.

**Identify which external partners are involved with Highway Safety Improvement Program planning.**

- Metropolitan Planning Organizations

Governors Highway Safety Office

Local Government Association

Other:

**Identify any program administration practices used to implement the HSIP that have changed since the last reporting period.**

Multi-disciplinary HSIP steering committee

Other: Other-NJDOT continues to refine the transition to the revised program delivery process. NJDOT is additionally increasing the portfolio of projects identified using the systemic approach.

**Describe any other aspects of Highway Safety Improvement Program Administration on which you would like to elaborate.**

Assistant Commissioner of Capital Investment Planning and Grant Administration conducts quarterly meetings with the MPOs to give additional support to the locals. NJDOT's Division of Local Aid coordinates with the MPOs on regular basis to ensure advancement of Local Safety Projects.

### Program Methodology

**Select the programs that are administered under the HSIP.**

Median Barrier

Intersection

Safe Corridor

Horizontal Curve

Bicycle Safety

Rural State Highways

Skid Hazard

Crash Data

Red Light Running Prevention

Roadway Departure

Low-Cost Spot Improvements

Sign Replacement And

Improvement

- |  |   |   |
|--|---|---|
| <input checked="" type="checkbox"/> Local Safety                       | <input checked="" type="checkbox"/> Pedestrian Safety | <input checked="" type="checkbox"/> Right Angle Crash |
| <input checked="" type="checkbox"/> Left Turn Crash                    | <input type="checkbox"/> Shoulder Improvement         | <input type="checkbox"/> Segments                     |
| <input checked="" type="checkbox"/> Other: Other-High Risk Rural Roads |   |   |

**Program:** Intersection

**Date of Program Methodology:** 9/16/2009

**What data types were used in the program methodology?**

- | <i>Crashes</i>   | <i>Exposure</i>                     | <i>Roadway</i>                                     |
|--|-------------------------------------|--|
| <input checked="" type="checkbox"/> All crashes                | <input type="checkbox"/> Traffic    | <input type="checkbox"/> Median width              |
| <input type="checkbox"/> Fatal crashes only                    | <input type="checkbox"/> Volume     | <input type="checkbox"/> Horizontal curvature      |
| <input type="checkbox"/> Fatal and serious injury crashes only | <input type="checkbox"/> Population | <input type="checkbox"/> Functional classification |
| <input type="checkbox"/> Other                                 | <input type="checkbox"/> Lane miles | <input type="checkbox"/> Roadside features         |
|  | <input type="checkbox"/> Other      | <input type="checkbox"/> Other                     |

**What project identification methodology was used for this program?**

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)

- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

**How are highway safety improvement projects advanced for implementation?**

- Competitive application process
- Selection committee
- Other
- 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).**

Relative Weight in Scoring

Rank of Priority Consideration

Ranking based on B/C

Available funding

Incremental B/C

Ranking based on net benefit

Cost Effectiveness 2

Quick Fix - i.e., minimal environmental and ROW impacts 1

**Program:** Safe Corridor

**Date of Program Methodology:** 9/18/2005

**What data types were used in the program methodology?**

*Crashes*

All crashes

Fatal crashes only

Fatal and serious injury crashes only

Other

*Exposure*

Traffic

Volume

Population

Lane miles

Other-Centerline Mile

*Roadway*

Median width

Horizontal curvature

Functional classification

Roadside features

Other

**What project identification methodology was used for this program?**

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

**How are highway safety improvement projects advanced for implementation?**

- Competitive application process
- Selection committee
- Other-Road Safety audits were performed for each Safe Corridor to identify safety improvements

**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

Rank of Priority Consideration

Ranking based on B/C

Available funding

Incremental B/C

Ranking based on net benefit

Cost Effectiveness 2

Quick Fix - minimal 1  
environmental and ROW impacts

**Program:** Roadway Departure

**Date of Program Methodology:** 9/16/2008

**What data types were used in the program methodology?**

*Crashes*

All crashes

Fatal crashes only

Fatal and serious injury  
crashes only

Other

*Exposure*

Traffic

Volume

Population

Lane miles

Other

*Roadway*

Median width

Horizontal curvature

Functional classification

Roadside features

Other-Utility poles



**What project identification methodology was used for this program?**

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

**How are highway safety improvement projects advanced for implementation?**

- Competitive application process
- Selection committee
- Other

Other-Top sites investigated for mitigation in conjunction with utility pole owners

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

Rank of Priority Consideration

Ranking based on B/C

Available funding

Incremental B/C

Ranking based on net benefit 1

Other

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**Program:** Local Safety

**Date of Program Methodology:** 9/16/2005

**What data types were used in the program methodology?**

*Crashes*

All crashes

Fatal crashes only

Fatal and serious injury  
crashes only

*Exposure*

Traffic

Volume

Population

*Roadway*

Median width

Horizontal curvature

Functional classification

- |                                |                                     |  |
|--------------------------------|-------------------------------------|--|
| <input type="checkbox"/> Other | <input type="checkbox"/> Lane miles | <input type="checkbox"/> Roadside features |
|                                | <input type="checkbox"/> Other      | <input type="checkbox"/> Other             |

**What project identification methodology was used for this program?**

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

- Yes
- No

**How are highway safety improvement projects 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
- Rank of Priority Consideration
- Ranking based on B/C
- Available funding 20
- Incremental B/C
- Ranking based on net benefit 60
- Other
- Project to address established 20  
safety problem as shown through  
crash history, risk-based  
(systemic) analysis and/or local  
roadway knowledge

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**Program:** Pedestrian Safety

**Date of Program Methodology:** 9/16/2011

**What data types were used in the program methodology?***Crashes*

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other-Pedestrian Crashes

*Exposure*

- Traffic
- Volume
- Population
- Lane miles
- Other-NJ is a pedestrian focus state

*Roadway*

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other

**What project identification methodology was used for this program?**

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

**Are local roads (non-state owned and operated) included or addressed in this program?** Yes No**How are highway safety improvement projects advanced for implementation?** Competitive application process Selection committee Other 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).**

 Relative Weight in Scoring Rank of Priority Consideration Ranking based on B/C Available funding Incremental B/C Ranking based on net benefit 1 Other FHWA Ped Focus State 1

**Program:** Right Angle Crash

**Date of Program Methodology:** 9/16/2010

**What data types were used in the program methodology?**

*Crashes*

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other-All Right Angle Crashes

*Exposure*

- Traffic
- Volume
- Population
- Lane miles
- Other

*Roadway*

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other

**What project identification methodology was used for this program?**

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments

- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

**How are highway safety improvement projects advanced for implementation?**

- Competitive application process
- Selection committee
- Other
- 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).**

- Relative Weight in Scoring
- Rank of Priority Consideration

- Ranking based on B/C
- Available funding
- Incremental B/C
- Ranking based on net benefit
- Cost Effectiveness                      2



- Quick fix, minimal environmental and ROW impacts 1

**Program:** Left Turn Crash

**Date of Program Methodology:** 9/16/2010

**What data types were used in the program methodology?**

*Crashes*

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only

Other-All Left Turn Crashes

*Exposure*

- Traffic
- Volume
- Population
- Lane miles
- Other

*Roadway*

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other-Consideration of pairs of opposing approaches.

**What project identification methodology was used for this program?**

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment
- Relative severity index
- Crash rate
- Critical rate

- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other-4 per year on one or any pair of opposing approaches

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

- Yes
- No

**How are highway safety improvement projects advanced for implementation?**

- Competitive application process
- Selection committee
- Other-Using the ranking to identify priorities, NJDOT selects 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).**

- Relative Weight in Scoring
- Rank of Priority Consideration

- Ranking based on B/C
- Available funding

- Incremental B/C
- Ranking based on net benefit
- Cost Effectiveness 2
- Quick fix, minimal environmental and ROW impacts 1

**Program:** Other-High Risk Rural Roads

**Date of Program Methodology:** 9/16/2005

**What data types were used in the program methodology?**

*Crashes*

- All crashes
- Fatal crashes only
- Fatal and serious injury crashes only
- Other

*Exposure*

- Traffic
- Volume
- Population
- Lane miles
- Other

*Roadway*

- Median width
- Horizontal curvature
- Functional classification
- Roadside features
- Other-Rural

**What project identification methodology was used for this program?**

- Crash frequency
- Expected crash frequency with EB adjustment
- Equivalent property damage only (EPDO Crash frequency)
- EPDO crash frequency with EB adjustment

- Relative severity index
- Crash rate
- Critical rate
- Level of service of safety (LOSS)
- Excess expected crash frequency using SPFs
- Excess expected crash frequency with the EB adjustment
- Excess expected crash frequency using method of moments
- Probability of specific crash types
- Excess proportions of specific crash types
- Other

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

- Yes
- No

If yes, are local road projects identified using the same methodology as state roads?

- Yes
- No

**How are highway safety improvement projects advanced for implementation?**

- Competitive application process
- Selection committee
- Other

**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

Rank of Priority Consideration

Ranking based on B/C

Available funding 20

Incremental B/C

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

**What proportion of highway safety improvement program funds address systemic improvements?**

28

**Highway safety improvement program funds are used to address which of the following systemic improvements?**

Cable Median Barriers

Rumble Strips

Traffic Control Device Rehabilitation

Pavement/Shoulder Widening

Install/Improve Signing

Install/Improve Pavement Marking and/or Delineation

Upgrade Guard Rails

Clear Zone Improvements

Safety Edge

Install/Improve Lighting

Add/Upgrade/Modify/Remove Traffic Signal       Other

**What process is used to identify potential countermeasures?**

Engineering Study

Road Safety Assessment

Other:

**Identify any program methodology practices used to implement the HSIP that have changed since the last reporting period.**

Highway Safety Manual

Road Safety audits

Systemic Approach

Other:

**Describe any other aspects of the Highway Safety Improvement Program methodology on which you would like to elaborate.**

No comments.

## Progress in Implementing Projects

### Funds Programmed

Reporting period for Highway Safety Improvement Program funding.

- Calendar Year
- State Fiscal Year
- Federal Fiscal Year

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

Funding Category	Programmed*		Obligated	
HSIP (Section 148)	43304000	93 %	33392000	82 %
HRRRP (SAFETEA-LU)				
HRRR Special Rule	3333000	7 %	7293000	18 %
Penalty Transfer - Section 154				
Penalty Transfer - Section 164				
Incentive Grants - Section 163				
Incentive Grants (Section 406)				
Other Federal-aid Funds (i.e. STP, NHPP)				
State and Local Funds				



<b>Totals</b>	46637000	100%	40685000	100%
---------------	----------	------	----------	------

**How much funding is programmed to local (non-state owned and maintained) safety projects?**

\$24,900,000.00

**How much funding is obligated to local safety projects?**

\$26,856,000.00

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

\$0.00

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

\$377,000.00

**How much funding was transferred in to the HSIP from other core program areas during the reporting period?**

\$0.00

**How much funding was transferred out of the HSIP to other core program areas during the reporting period?**

\$15,000,000.00

**Discuss impediments to obligating Highway Safety Improvement Program funds and plans to overcome this in the future.**

To date this program has been spot location focused and focused on improvements that could be completed within the existing right-of-way and with minimal impacts. This has resulted in an inability to obligate funds at any significant levels. The authorization process has also been modified over the last year or two and has required Safety Programs staff to change the way business is done. The new process also requires Highway Safety Manual analysis. NJDOT is looking at a multipronged approach to increase obligation of safety funds. First, NJDOT is modifying its program and project development process to provide more resources, both internal and external, to implement safety projects. Second, NJDOT is looking at continuing to expand on the success of the local safety programs, and the systemic deployment of centerline rumblestrips, simultaneously at the state and local highway systems.

Additional challenges existed for HSIP funds designated for use by local roadway owners. The MPOs had noted that the federal process can be too large a time commitment for local agencies, unless projects are above a certain cost/scope. Additionally, local agency staff resources are limited and devoting time to developing projects and proposals for HSIP can be a challenge. The use of HSIP funds for other phases of the project, such as design, is helping to overcome this impediment. Additionally, more proactive local roadway owners have implemented many of the low-cost, quick fix type solutions through non-HSIP funding sources. NJ's HSIP program previously focused on low-cost improvements, even if bundled into larger contracts. A need exists for longer-term programming of larger multi-year projects at top high-crash locations as identified through network screenings. These, and other challenges faced by the local safety program are being proactively addressed through a new active dialogue between the MPOs and NJDOT, and the success of that forum will help NJDOT and the MPOs continue to improve the obligation of local projects, which has significantly increased from past years.

**Describe any other aspects of the general Highway Safety Improvement Program implementation progress on which you would like to elaborate.**

No Comment

**General Listing of Projects**

List each highway safety improvement project obligated during the reporting period.

Project	Improvement Category	Output	HSIP Cost	Total Cost	Funding Category	Functional Classification	AADT	Speed	Roadway Ownership	Relationship to SHSP	
										Emphasis Area	Strategy
<b>Construction of Centerline Rumblestrips Installation - North</b>	Roadway Rumble strips - center	28 Miles	420000	420000	HSIP (Section 148)	various			State Highway Agency	keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure crashes.
<b>Construction of Centerline Rumblestrips Installation - Central (NJTPA)</b>	Roadway Rumble strips - center	22 Miles	326000	326000	HSIP (Section 148)	various			State Highway Agency	keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: Identify and Implement engineering solutions to prevent and

											minimize roadway departure crashes
<b>Construction of NJ 70 &amp; NJ 34 Centerline Rumblestrips</b>	Roadway Rumble strips - center	50 Miles	750000	750000	HRRR Special Rule	various			State Highway Agency	keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure crashes
<b>Construction of CLRS 2 - (NJDOT Region North)</b>	Roadway Rumble strips - center	259 Miles	383000	383000	HSIP (Section 148)	various			State Highway Agency	keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure

											crashes
<b>Construction of Utility Pole Relocation/Replacement (NJTPA)</b>	Roadside Roadside - other		106000	106000	HSIP (Section 148)	various			State Highway Agency	Minimize the consequences of leaving the road	NJ Emphasis Area 1, Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure crashes
<b>Construction of Ocean County CLRS Local Pilot</b>	Roadway Rumble strips - center	7 Miles	107200	107200	HSIP (Section 148)	various			County Highway Agency	Keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure crashes
<b>Construction of Centerline</b>	Roadway Rumble strips - center	3 Miles	40000	40000	HSIP (Section 148)	various			State Highway Agency	Keeping vehicles in	NJ Emphasis Area 1,

<b>Rumblestrips Installation - Central (DVRPC)</b>					on 148)				y Agency	the roadway	Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure crashes
<b>Design of NJ 70 - Rumble Stripe Design</b>	Roadway Rumble strips - center		277000	277000	HRRR Special Rule	various			State Highway Agency	Keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: Identify and Implement engineering solutions to prevent and minimize roadway departure crashes
<b>Construction of Centerline Rumblestrips Installation - South (DVRPC)</b>	Roadway Rumble strips - center	13 Miles	190000	190000	HSIP (Section 148)	various			State Highway Agency	Keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: Identify and implement engineering

											solutions to prevent and minimize roadway departure crashes
<b>Construction of CLRS 2 - DVRPC (NJDOT Region Central)</b>	Roadway Rumble strips - center	5 Miles	79000	79000	HSIP (Section 148)	various			State Highway Agency	Keeping vehicles in the roadway	NJ Emphasis 1, Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure crashes
<b>Constructin of Utility Pole Relocation/Replacement (DVRPC)</b>	Roadside Roadside - other		49000	49000	HSIP (Section 148)	various			State Highway Agency	Minimizin g the consequences of leaving the road	NJ Emphasis Area 1, Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway

											departure crashes
<b>Construction of Centerline Rumblestrips Installation - South (SJTPO)</b>	Roadway Rumble strips - center	31 Miles	466000	466000	HSIP (Section 148)	various			State Highway Agency	Keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure crashes
<b>Construction of CLRS 2 - (NJDOT Region South) SJTPO</b>	Roadway Rumble strips - center	63 Miles	930000	930000	HSIP (Section 148)	various			State Highway Agency	keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure crashes
<b>Construction of</b>	Roadside Roadside -		78000	78000	HSIP	various			State	Minimize	NJ Emphasis



<b>Utility Pole Relocation/Replacement (SJTP0)</b>	other				(Section 148)				Highway Agency	the consequences of leaving the road	Area 1, Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure crashes
<b>US 206 Whitehorse Circle Design</b>	Intersection traffic control Modify control - modifications to roundabout	1	655000	655000	HSIP (Section 148)	Urban Principal Arterial - Other		45	State Highway Agency	Improving the design and operation of highway intersections	NJ Emphasis Area 2, Strategy 1, Action 5: Implement engineering countermeasures at problem locations
<b>Design of Local Safety/HRRR - Final Design Assistance</b>	Non-infrastructure Non-infrastructure - other	9	1222000	1222000	HSIP (Section 148)	various			County Highway Agency	Creating more effective processes and safety management	NJ Emphasis Area 2, Strategy 1: Develop and/or enhance methodology

										system	es and establish standardization for problem identification, prioritization and evaluation
<b>Construction of Promenade Boulevard (CR 685)</b>	Roadway narrowing (road diet, roadway reconfiguration)	1 Miles	681000	681000	HSIP (Section 148)	Urban Minor Arterial		25	County Highway Agency	Making walking and street crossing easier	NJ Emphasis Area 8, Strategy 2: Design, develop and implement a transportation system that accommodates all users
<b>Construction of JFK Boulevard east (CR 693)</b>	Roadway Pavement surface - high friction surface	0 Miles	376000	376000	HSIP (Section 148)	Urban Minor Arterial	15470	25	County Highway Agency	Keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: Identify and implement engineering solutions to

											prevent and minimize roadway departure crashes
<b>Construction of East Broad Street (CR 509) &amp; Elm Street</b>	Intersection traffic control Modify traffic signal - modernization/replacement	1	445000	445000	HSIP (Section 148)	Urban Minor Arterial	24900	25	County Highway Agency	Improving the design and operation of highway intersections	NJ Emphasis Area 2, Strategy 1, Action 5: Implement engineering countermeasures at problem locations
<b>Construction of Fairlawn Avenue Corridor Safety Improvements - 5+ intersection improvements along Fairlawn Avenue (CR 76) from River Road (CR 507) to Saddle River Road (CR 79)</b>	Pedestrians and bicyclists Crosswalk	5	512000	512000	HSIP (Section 148)	Urban Minor Arterial		35	County Highway Agency	Making walking and street crossing easier	NJ Emphasis Area 8, Strategy 2: Design, develop and implement a transportation system that accommodates all users

<b>Construction of Washington Avenue (CR 503) Phase I &amp; II</b>	Roadway delineation Roadway delineation - other	1 Miles	19200 00	19200 00	HSIP (Section 148)	Urban Principal Arterial - Other	200 00	40	County Highway Agency	Improving the design and operation of highway intersections	NJ Emphasis Area 2, Strategy 1, Action 5: Implement engineering countermeasures at problem locations
<b>Construction of Eight Essex County intersections (4-Irvington, 4-Newark)</b>	Intersection traffic control Modify traffic signal - modernization/replacement	8	25600 00	25600 00	HSIP (Section 148)	Urban Minor Arterial	267 10	25	County Highway Agency	Improving the design and operation of highway intersections	NJ Emphasis Area 2, Strategy 1, Action 5: Implement engineering countermeasures at problem locations
<b>Construction of JFK Boulevard (CR 501)</b>	Systemic	87	75000 0	75000 0	HSIP (Section 148)	Urban Minor Arterial	220 00	25	County Highway Agency	Improving the design and operation of highway intersections	NJ Emphasis Area 2, Strategy 1, Action 5: Implement engineering countermeasures at

										ons	problem loctions
<b>Construction of McGinley Square Area - Phase 2</b>	Pedestrians and bicyclists Crosswalk		45000 0	45000 0	HSIP (Section 148)	various			City of Municipal Highway Agency	Making walking and street crossing easier	NJ Emphasis Area 8, Strategy 2: Design, develop and implement a transportation system that accommodates all users
<b>Construction of Memorial Drive (CR 40A) between SH 33 and Munroe Avenue</b>	Roadway Roadway narrowing (road diet, roadway reconfiguration)	1 Miles	93100 0	93100 0	HSIP (Section 148)	Urban Minor Collector		30	County Highway Agency	Making walking and street crossing easier	NJ Emphasis Area 8, Strategy 2: Design, develop and implement a transportation system that accommodates all users
<b>Construction of Broad Street &amp; Tichenor</b>	Intersection traffic control Modify traffic signal -	2	15950 00	15950 00	HSIP (Section	Urban Principal Arterial -	320 50	25	City of Municipal	Improving the design and	NJ Emphasis Area 2, Strategy 1,

<b>Street/Lincoln park; Broad Street &amp; South Street</b>	modernization/replacement				148)	Other			Highway Agency	operation of highway intersections	Action 5: Implement engineering countermeasures at problem locations
<b>Construction of Dr. MLK Blvd. &amp; 7th Avenue/Crane Street</b>	Intersection traffic control Modify traffic signal - modernization/replacement	2	115000	115000	HSIP (Section 148)	Urban Minor Collector		25	City of Municipal Highway Agency	Improving the design and operation of highway intersections	NJ Emphasis Area 2, Strategy 1, Action 5: Implement engineering countermeasures at problem locations
<b>Cnstruction of Chimney Rock Road (CR 525)</b>	Roadway Pavement surface - high friction surface	1 Miles	500000	500000	HSIP (Section 148)	Urban Minor Collector	8760	40	County Highway Agency	Keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure

											crashes
<b>Construction of Mountain Ave. (CR 642)</b>	Pedestrians and bicyclists Crosswalk	22	833000	833000	HSIP (Section 148)	Urban Minor Arterial	7010	25	County Highway Agency	Making walking and street crossing easier	NJ Emphasis Area 8, Strategy 2: Design, develop and implement a transportation system that accommodates all users
<b>Construction of Vauxhall Road (CR 630)</b>	Intersection traffic control Modify traffic signal - modernization/replacement	2	396000	396000	HSIP (Section 148)	Urban Minor Arterial		25	County Highway Agency	improving the design and operation of highway intersections	NJ Emphasis Area 2, Strategy 1, Action 5: Implement engineering countermeasures at problem locations
<b>Construction of Main Avenue (CR 601)</b>	Pedestrians and bicyclists Crosswalk	8	1248000	1248000	HSIP (Section 148)	Urban Principal Arterial - Other	11830	35	County Highway Agency	Making walking and street crossing easier	NJ Emphasis Area 8, Strategy 2: Design, develop and

											implement a transportation system that accommodates all users
<b>Construction of HRRR - Squankum Yellowbrood Rd (CR 524A) &amp; West Farm Road</b>	Intersection traffic control Intersection flashers - add overhead (continuous)	1	326000	326000	HRRR Special Rule	Rural Major Collector	7330	45	County Highway Agency	Improving the design and operation of highway intersections	NJ Emphasis Area 2, Strategy 1, Action 5: Implement engineering countermeasures at problem locations
<b>Construction of HRRR - Burnt mills Road (CR 620); Lamington Road (CR 523); Potterville Road (CR 512)</b>	Roadway Pavement surface - high friction surface	10 Miles	406600	406600	HRRR Special Rule	Rural Major Collector	4490	45	County Highway Agency	Keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure



											crashes
<b>Construction of HRRR - Tuttle's Corner - Dingman's Road (CR 560); Newton-McDonalds Corner Road (CR 519)</b>	Roadway Pavement surface - high friction surface	9 Miles	1874000	1874000	HRRR Special Rule	Rural Major Collector		45	County Highway Agency	Keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: identify and implement engineering solutions to prevent and minimize roadway departure crashes
<b>Construction of West Blackwell Street (CR 513) - Additional Funds</b>	Pedestrians and bicyclists Crosswalk	6	222000	222000	HSIP (Section 148)	Urban Minor Arterial	17440	25	County Highway Agency	Making walking and street crossing easier	NJ Emphasis Area 8, Strategy 2: Design, develop and implement a transportation system that accommodates all users
<b>Construction of Burlington County CLRS Local Pilot</b>	Roadway Rumble strips - center	150 Miles	1700000	1700000	HSIP (Section)	various			County Highway	Keeping vehicles in the	NJ Emphasis Area 1, Strategy 2:

					148)				Agency	roadway	Identify and implement engineering solutions to prevent and minimize roadway departure crashes
<b>Construction of CR 545 Roundabout</b>	Intersection traffic control Modify control - two-way stop to roundabout	1	190000	190000	HSIP (Section 148)	Rural Major Collector	72000	50	County Highway Agency	Improving the design and operation of highway intersection	NJ Emphasis Area 2, Strategy 1, Action 5: Implement engineering countermeasures at problem locations
<b>Strategic Highway Safety Plan update</b>	Non-infrastructure Transportation safety planning	1	250000	250000	HSIP (Section 148)	N/A,	0	0	N/A	Creating more effective processes and safety management system	NJ Emphasis Area 2, Strategy 1: Develop and/or enhance methodologies and establish

											standardization for problem identification, prioritization and evaluation
<b>Safety Planning</b>	Non-infrastructure Transportation safety planning		1692000	1692000	HSIP (Section 148)					Creating more effective processes and safety management system	NJ Emphasis Area 2, Strategy 1: Develop and/or enhance methodologies and establish standardization for problem identification, prioritization and evaluation
<b>Newark Bike/Ped Safety Action Plan</b>	Non-infrastructure Transportation	1	127000	127000	HSIP (Section	various			City of Municipal	Making walking and street	NJ Emphasis Area 8, Strategy 2:

	safety planning				148)				Highway Agency	crossing easier	Design, develop and implement a transportation system that accommodates all users
<b>Planning - Rail</b>			2519000	2519000	HSIP (Section 148)					Creating more effective processes and safety management system	NJ Emphasis Area2, Strategy 1: Develop and/or enhance methodologies and establish standardization for problem identification, prioritization and evaluation
<b>Construction of CLRS 2 - (NJDOT Region Central)</b>	Roadway Rumble strips - center	48 Miles	712000	712000	HSIP (Section	various			State Highway	keeping vehicles in the	NJ Emphasis Area 1, Strategy 2:

<b>NJTPA</b>					148)				Agency	roadway	Identify and implement engineering solutions to prevent and minimize roadway departure
<b>Construction of CLRS 2 - (NJDOT Region South) DVRPC</b>	Roadway Rumble strips - center	31 Miles	46000	46000	HSIP (Section 148)	various			State Highway Agency	keeping vehicles in the roadway	NJ Emphasis Area 1, Strategy 2: Identify and implement engineering solutions to prevent and minimize roadway departure

## Progress in Achieving Safety Performance Targets

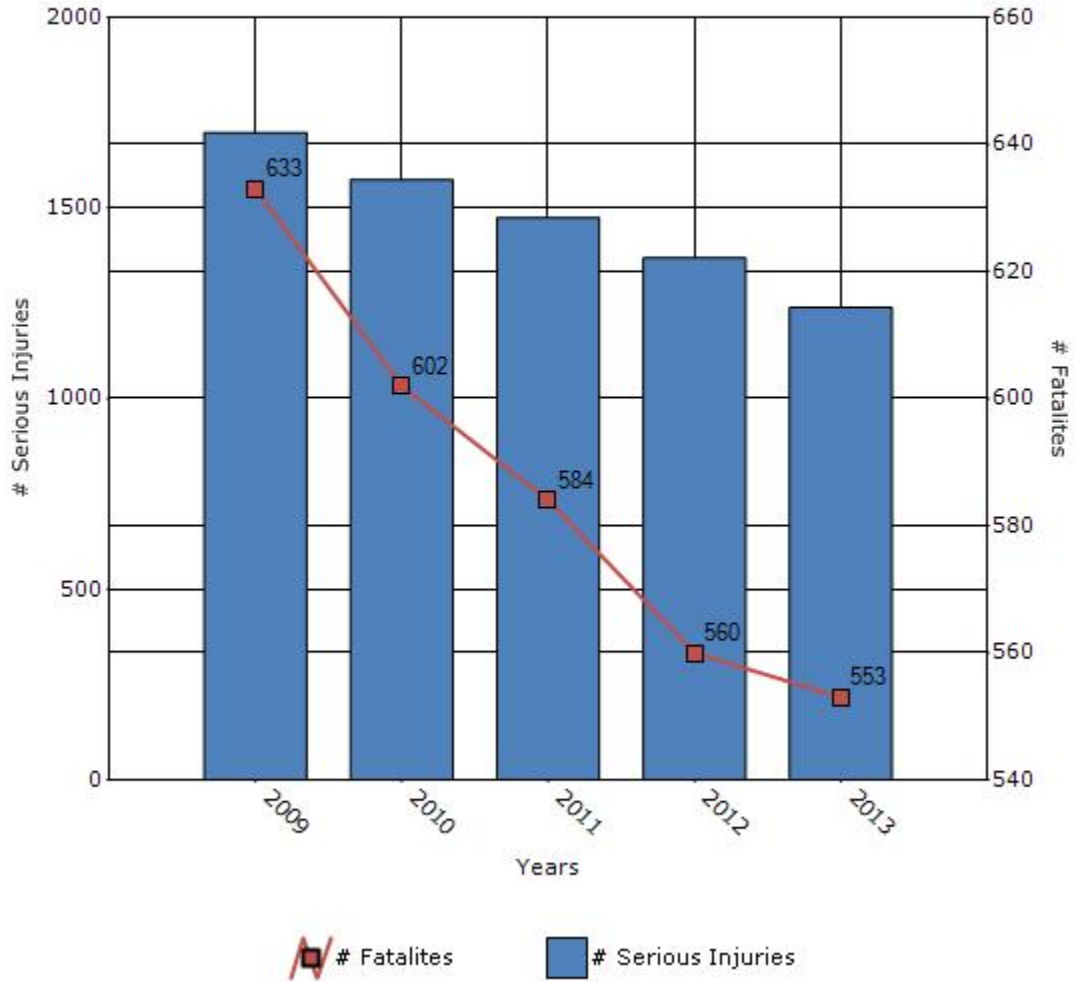
### Overview of General Safety Trends

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

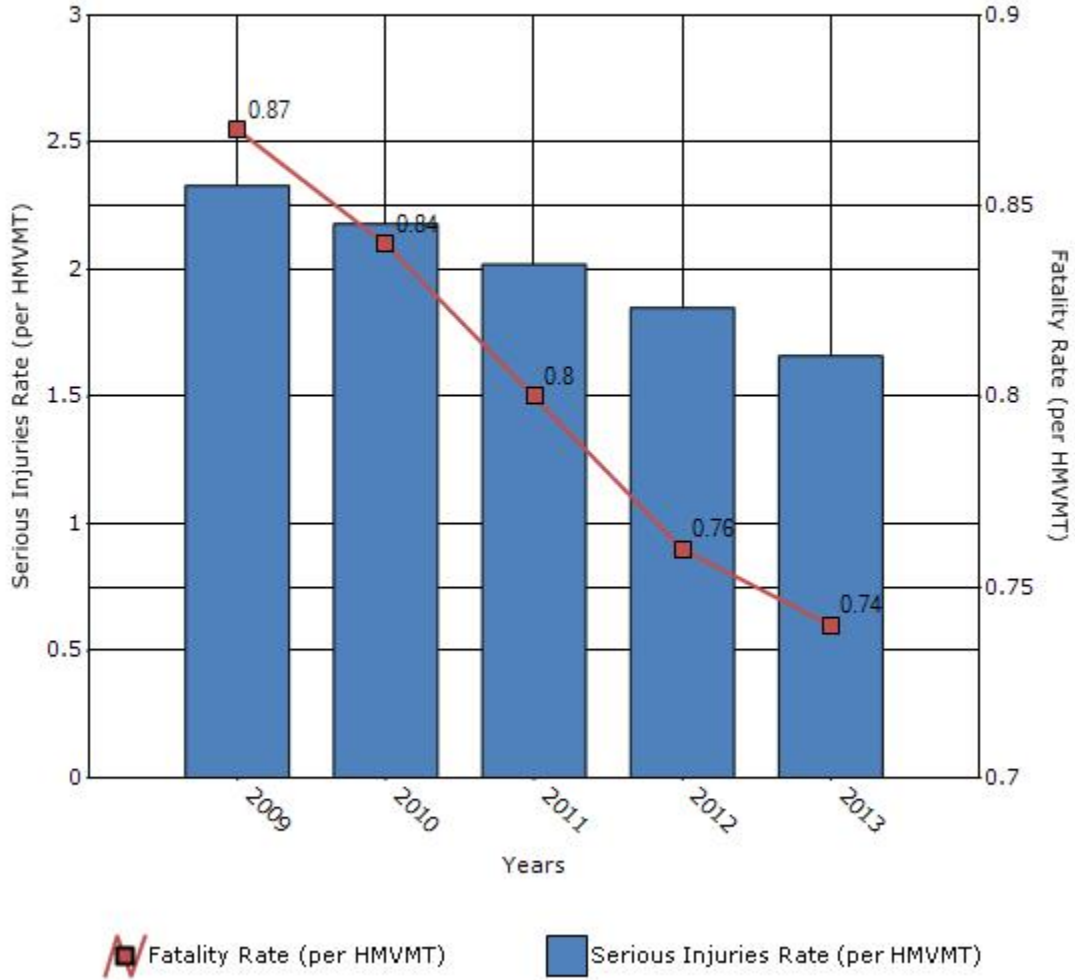
Performance Measures*	2009	2010	2011	2012	2013
<b>Number of fatalities</b>	633	602	584	560	553
<b>Number of serious injuries</b>	1698	1574	1475	1369	1239
<b>Fatality rate (per HMVMT)</b>	0.87	0.84	0.8	0.76	0.74
<b>Serious injury rate (per HMVMT)</b>	2.33	2.18	2.02	1.85	1.66

\*Performance measure data is presented using a five-year rolling average.

### Number of Fatalities and Serious injuries for the Last Five Years



### Rate of Fatalities and Serious injuries for the Last Five Years





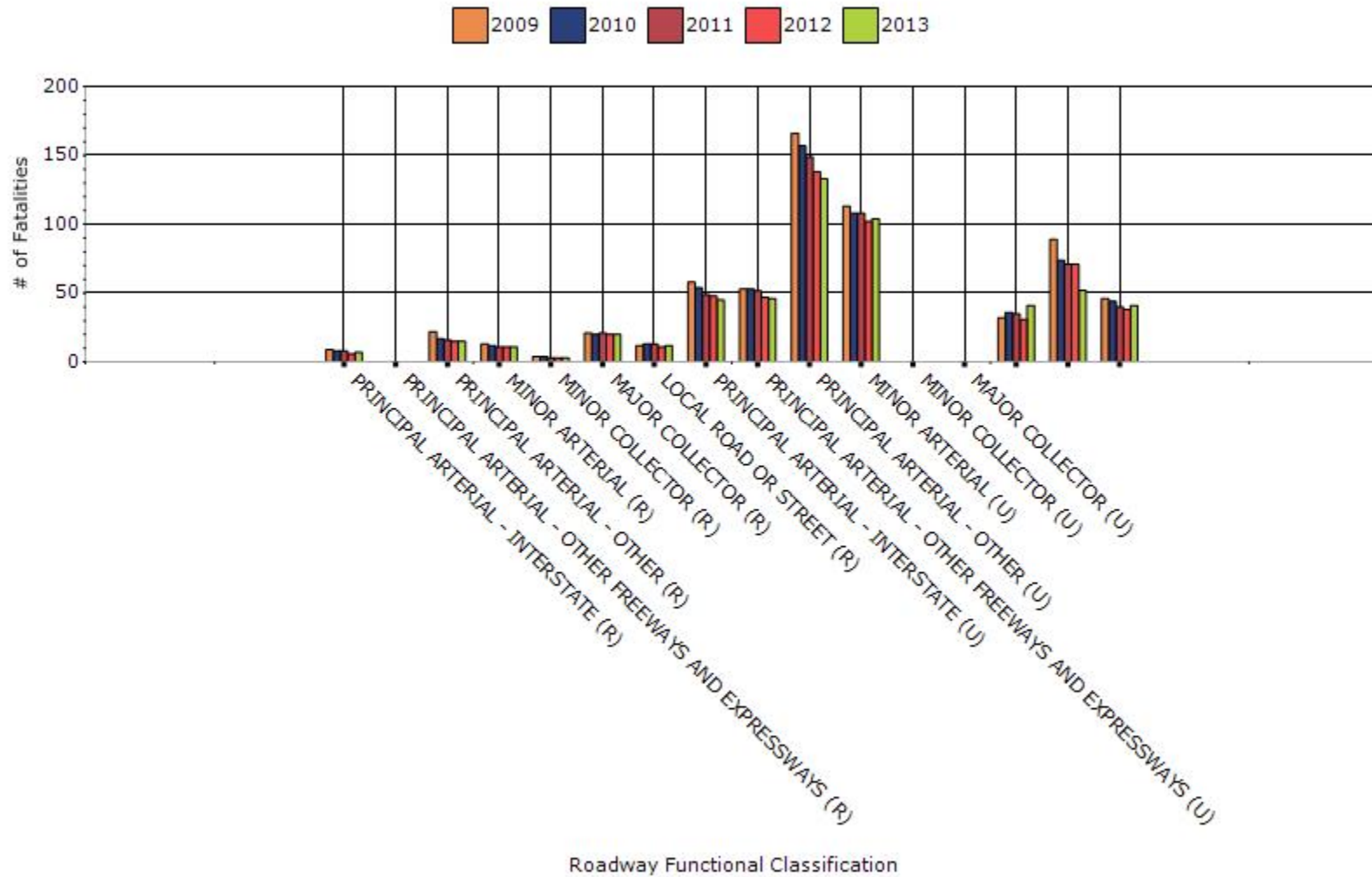
To the maximum extent possible, present performance measure\* data by functional classification and ownership.

### Year - 2013

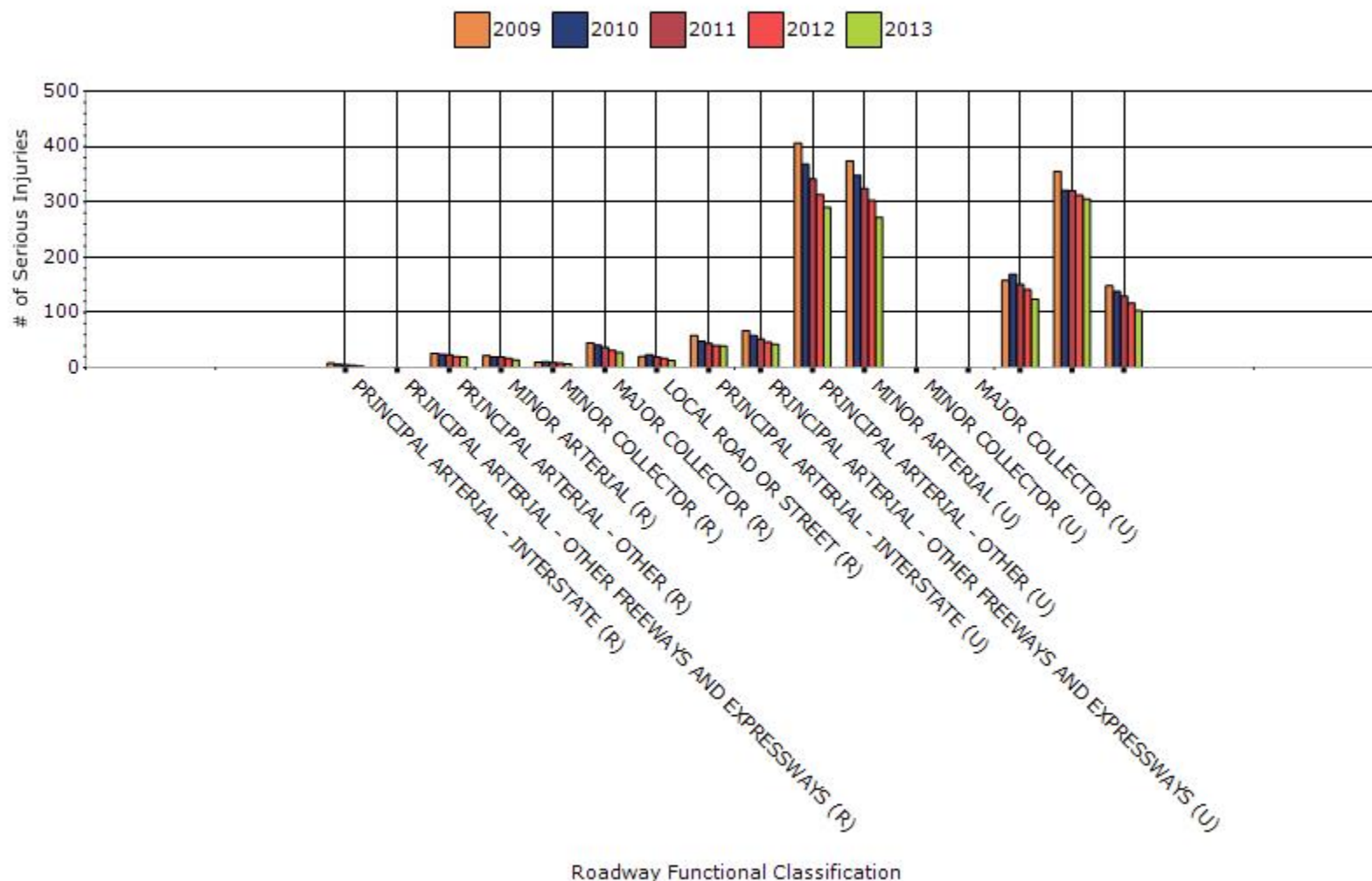
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	7	3	0.61	0.25
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	15	19	1.27	1.53
RURAL MINOR ARTERIAL	11	14	1.74	2.19
RURAL MINOR COLLECTOR	3	7	1.2	2.8
RURAL MAJOR COLLECTOR	20	27	2.4	3.33
RURAL LOCAL ROAD OR STREET	12	13	2.49	2.57
URBAN PRINCIPAL	45	39	0.32	0.27

<b>ARTERIAL - INTERSTATE</b>				
<b>URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS</b>	46	42	0.36	0.33
<b>URBAN PRINCIPAL ARTERIAL - OTHER</b>	133	290	0.81	1.77
<b>URBAN MINOR ARTERIAL</b>	104	272	0.93	2.42
<b>URBAN MINOR COLLECTOR</b>	0	0	0	0
<b>URBAN MAJOR COLLECTOR</b>	0	0	0	0
<b>URBAN LOCAL ROAD OR STREET</b>	41	124	0.41	1.22
<b>OTHER</b>	52	305	0	0
<b>URBAN COLLECTOR - MAJOR AND MINOR</b>	41	103	0.78	1.94

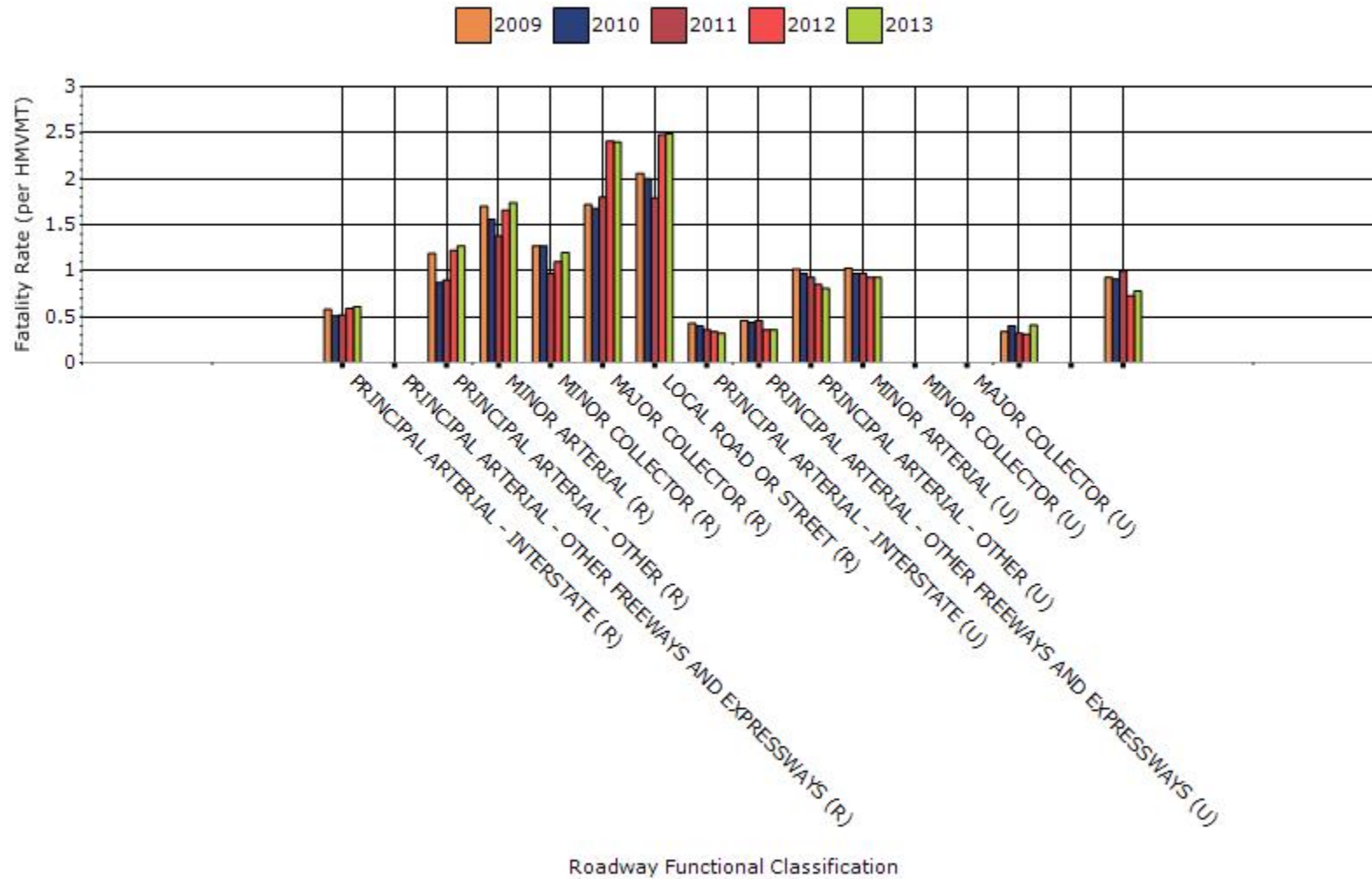
### # Fatalities by Roadway Functional Classification



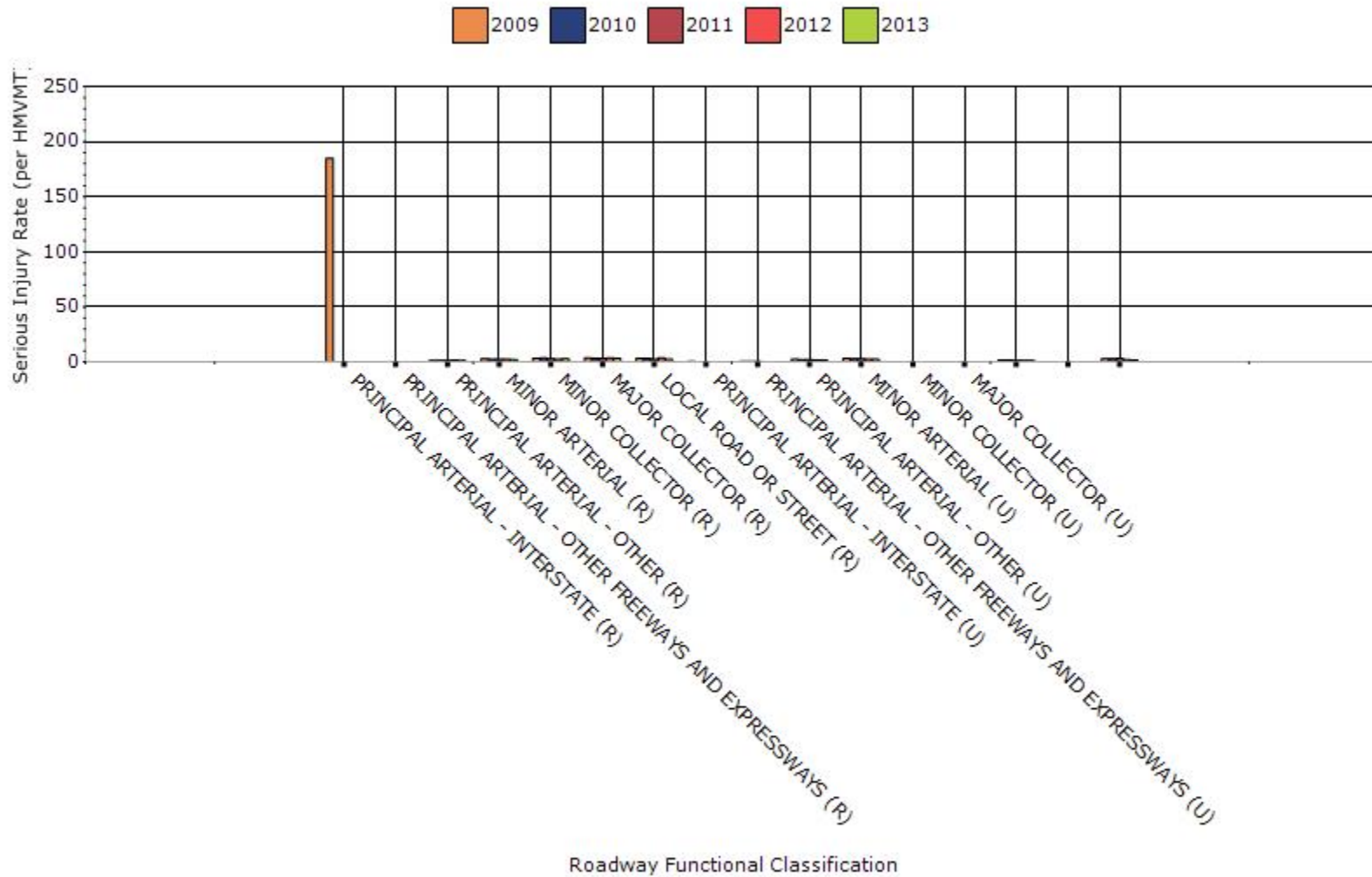
### # Serious Injuries by Roadway Functional Classification



### Fatality Rate by Roadway Functional Classification



### Serious Injury Rate by Roadway Functional Classification



## Year - 2013

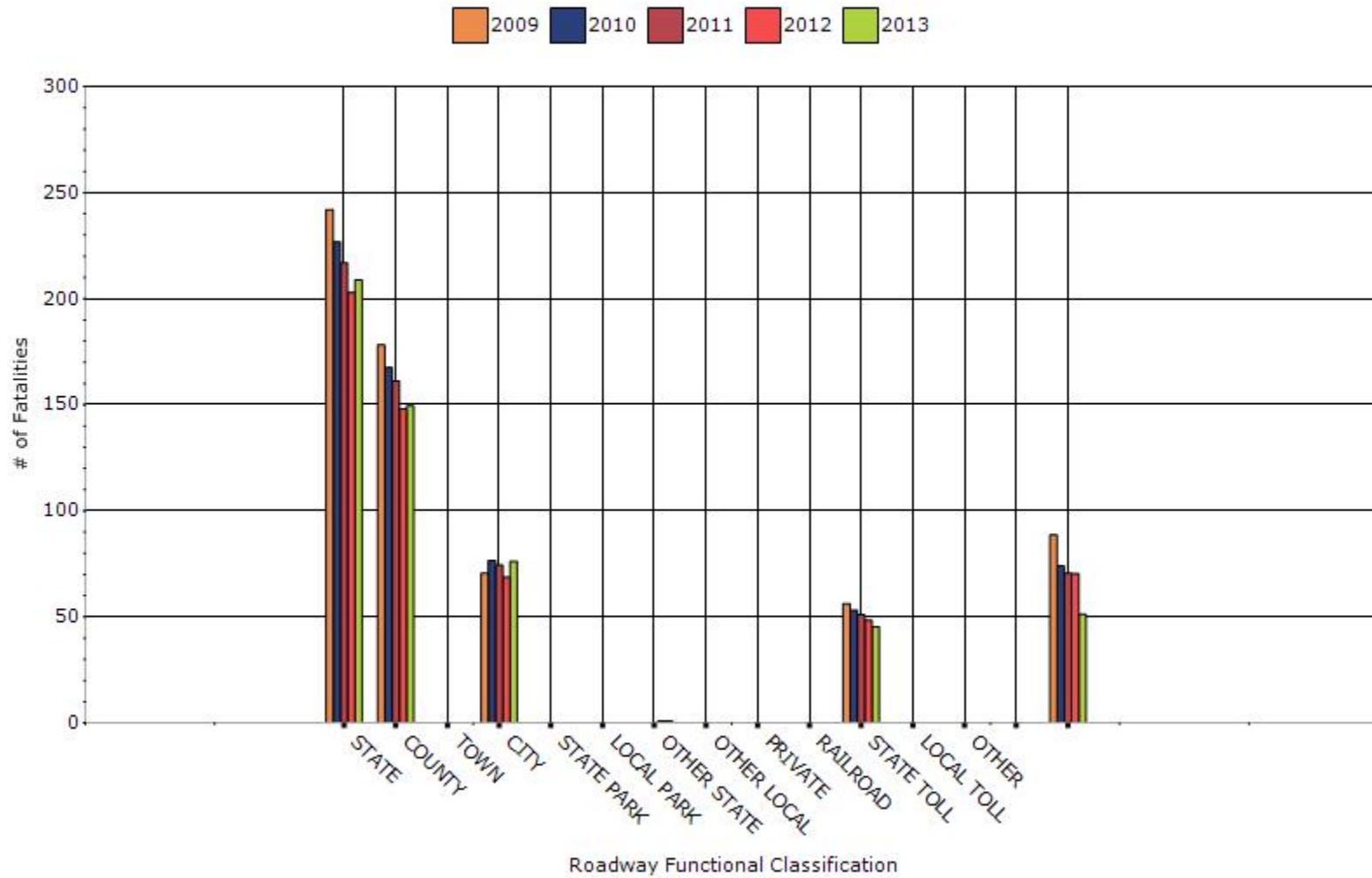
Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	208.8	320.4	0.71	1.09
COUNTY HIGHWAY AGENCY	149.4	364.2	1.04	2.54
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	76.2	229.8	1.46	4.41
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	1	1	0	0
OTHER LOCAL AGENCY	0	0	0	0
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	45.4	37.4	0.34	0.28
LOCAL TOLL AUTHORITY	0	0	0	0
OTHER PUBLIC INSTRUMENTALITY (E.G. AIRPORT, SCHOOL, UNIVERSITY)	0	0	0	0
INDIAN TRIBE NATION	0	0	0	0

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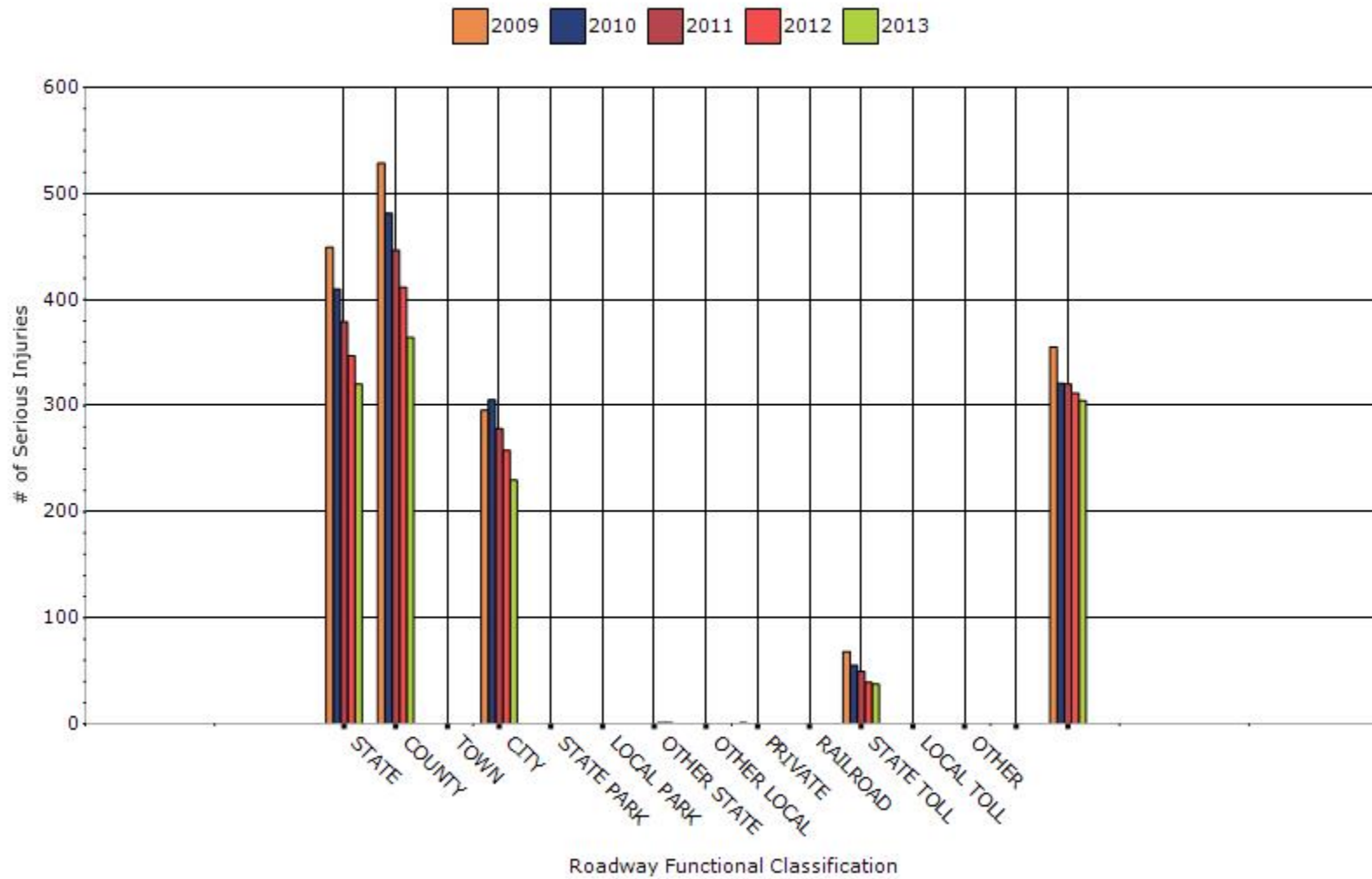
<b>OTHER</b>	51.2	304.8	0.47	2.8
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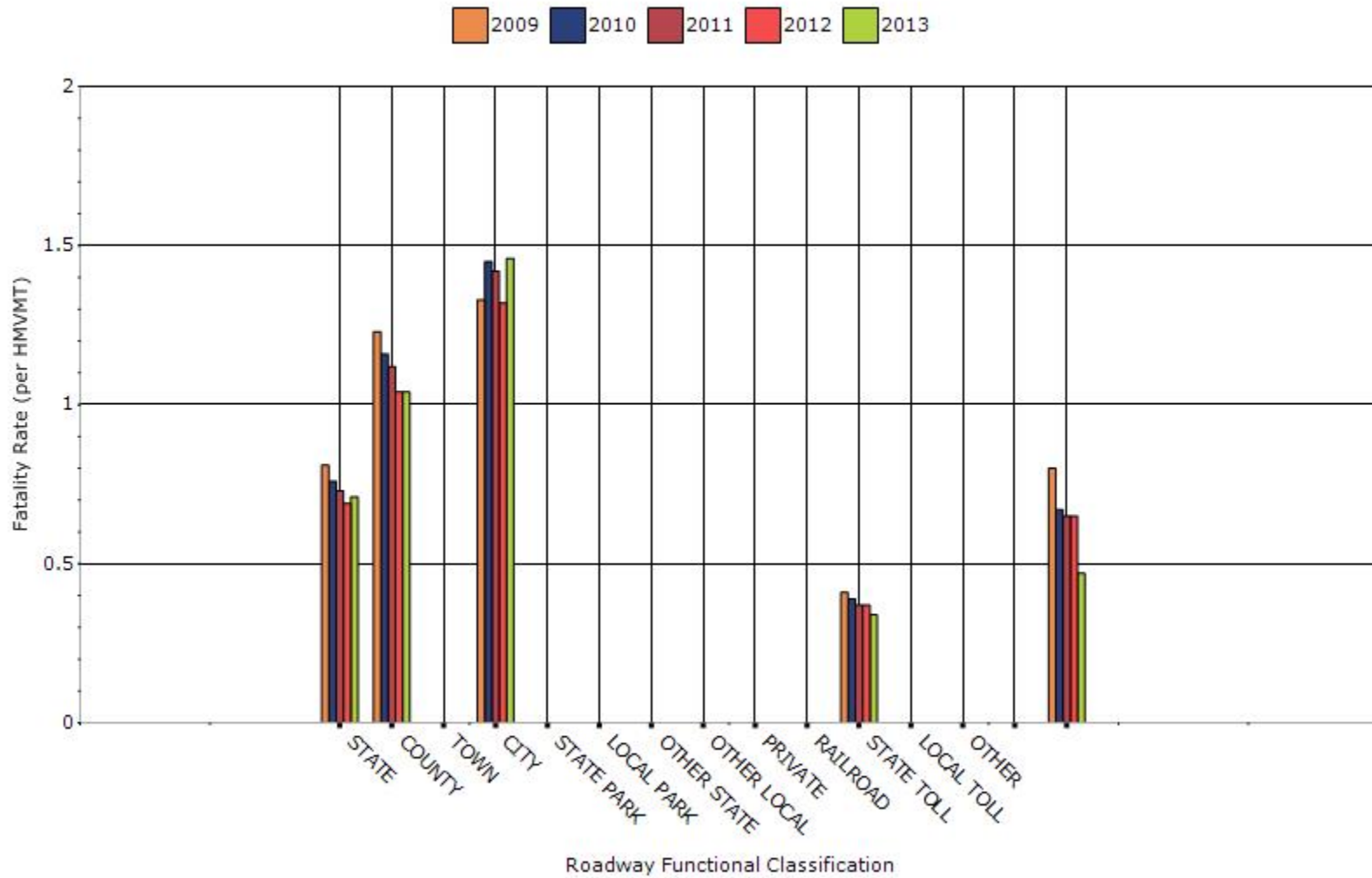
### Number of Fatalities by Roadway Ownership



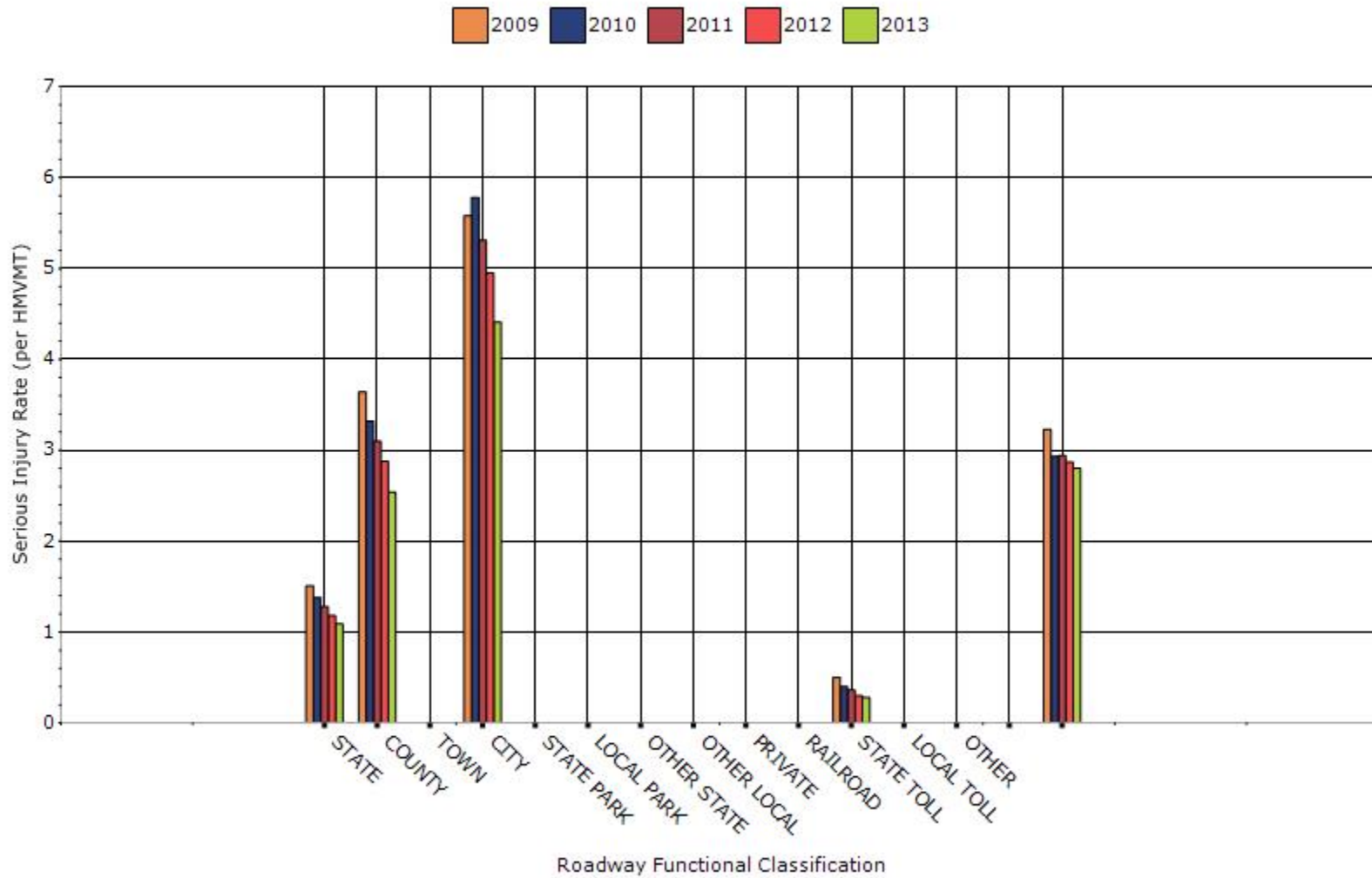
### Number of Serious Injuries by Roadway Ownership



### Fatality Rate by Roadway Ownership



### Serious Injury Rate by Roadway Ownership



Describe any other aspects of the general highway safety trends on which you would like to elaborate.

No comments.

### Application of Special Rules

Present the rate of traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65.

Older Driver Performance Measures	2009	2010	2011	2012	2013
Fatality rate (per capita)	0.796	0.792	0.768	0.768	0.618
Serious injury rate (per capita)	1.356	1.276	1.21	1.168	0.912
Fatality and serious injury rate (per capita)	2.154	2.068	1.978	1.936	1.53

\*Performance measure data is presented using a five-year rolling average.

NJ Number of People 65 Years of Age and Older (Per 1,000 Total Pop)

2005 = 125  
 2006 = 129  
 2007 = 131  
 2008 = 132  
 2009 = 134  
 2010 = 135  
 2011 = 137  
 2012 = 141

#### For Fatal Rate:

(F 2012 Drivers and Pedestrians 65 years of age and older/2012 Population Figure) +(F 2011 Drivers and Pedestrians 65 years of age and older/2011 Population Figure) + (F 2010 Drivers and Pedestrians 65 years of age and older /2010 Population Figure) + (F 2009 Drivers and Pedestrians 65 years of age and older/2009 Population Figure) + (F 2008 Drivers and Pedestrians 65 years of age and older/2008 Population Figure) / 5

$((121/141) + (96/137) + (114/135) + (92/134) + (99/132)) / 5$

#### For Serious Injury Rate:

(SI 2012 Drivers and Pedestrians 65 years of age and older/2012 Population Figure) +(SI 2011 Drivers and

Pedestrians 65 years of age and older/2011 Population Figure) + (SI 2010 Drivers and Pedestrians 65 years of age and older /2010 Population Figure) + (SI 2009 Drivers and Pedestrians 65 years of age and older/2009 Population Figure) + (SI 2008 Drivers and Pedestrians 65 years of age and older/2008 Population Figure)) / 5

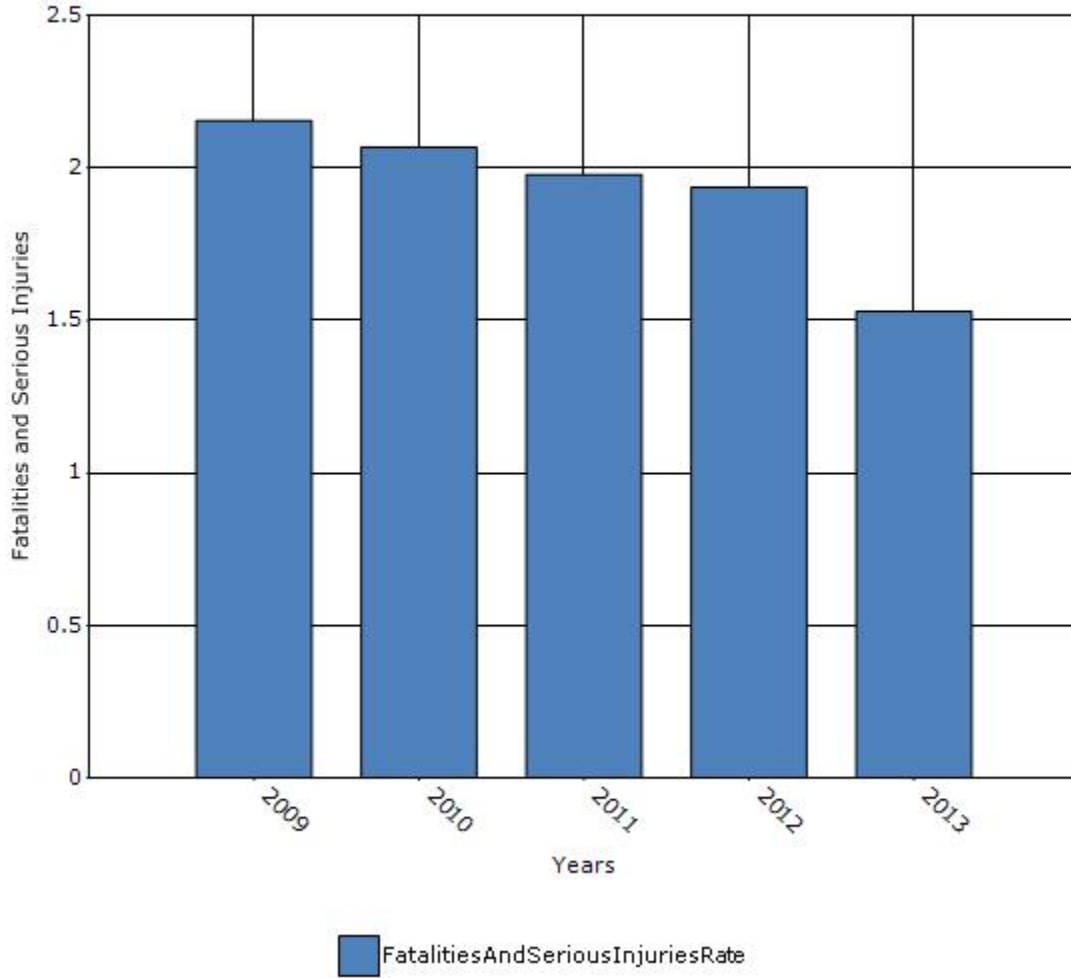
$((181/141)+(133/137)+(148/135)+(162/134)+(169/132))/5$

**For Fatality and Serious Injury Rate:**

(F+SI 2012 Drivers and Pedestrians 65 years of age and older/2012 Population Figure) +(F+SI 2011 Drivers and Pedestrians 65 years of age and older/2011 Population Figure) + (F+SI 2010 Drivers and Pedestrians 65 years of age and older /2010 Population Figure) + (F+SI 2009 Drivers and Pedestrians 65 years of age and older/2009 Population Figure) + (F+SI 2008 Drivers and Pedestrians 65 years of age and older/2008 Population Figure)) / 5

$((302/141)+(229/137)+(262/135)+(254/134)+(268/132))/5$

### Rate of Fatalities and Serious injuries for the Last Five Years



**Does the older driver special rule apply to your state?**

No

## Assessment of the Effectiveness of the Improvements (Program Evaluation)

**What indicators of success can you use to demonstrate effectiveness and success in the Highway Safety Improvement Program?**

- None
- Benefit/cost
- Policy change
- Other: Other-Obligated more funds to MPOs to target crashes on local roadways

**What significant programmatic changes have occurred since the last reporting period?**

- Shift Focus to Fatalities and Serious Injuries
- Include Local Roads in Highway Safety Improvement Program
- Organizational Changes
- None
- Other: Other-More systemic programs included in HSIP
- Other: Other-More systemic programs, more funding available for local roadways
- Other: Other-Udate of SHSP



**Briefly describe significant program changes that have occurred since the last reporting period.**

New Jersey is currently finalizing a revision to the SHSP, which will be the basis for future HSIP program planning. Within the past year, NJDOT has embraced the systemic application of low-cost safety countermeasures, specifically Center-Line Rumble Strips which is planned to be installed in over 500 miles within the state, on both the State and Local systems. New Jersey is looking to build on this success and continue to apply the safety improvements systemically.

Within the last year, NJDOT has also supported increased programing to the local roadway agencies, through the MPOs, whose roadway system experience 51% of all fatalities, and 32% of all serious injury crashes in the state. In the current reporting period, NJDOT has supported over \$26 Million worth of projects on the local system out of total \$40 Million obligated. This funding apportionment of HSIP aligns well with the crash data for local roadways. Additionally, NJDOT oversaw the production of network screening list for each of the MPO regions including both County and Municipal owned roadways.

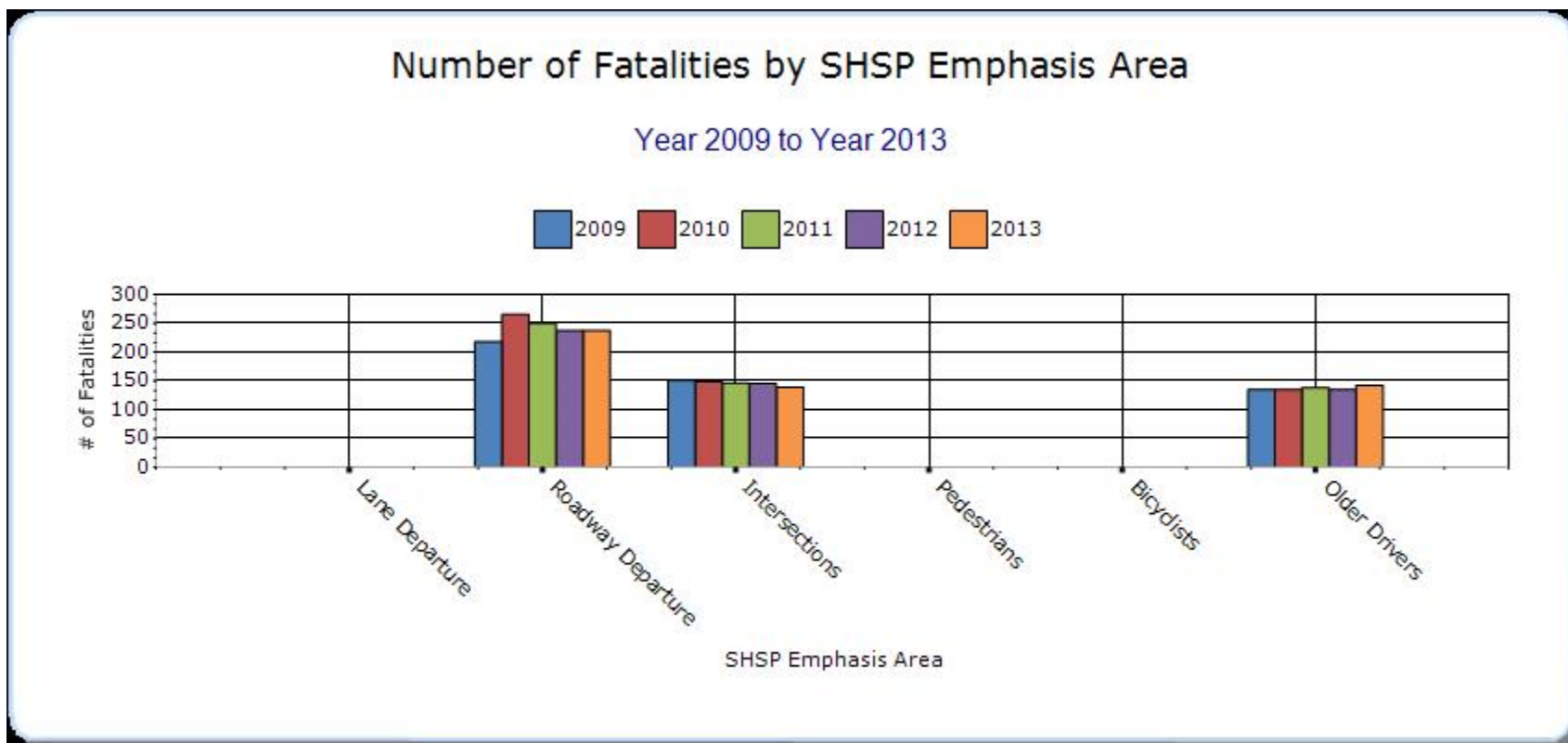
NJDOT is also working to advance more projects and larger HSIP eligible projects through its Division of Project Management for implementation.

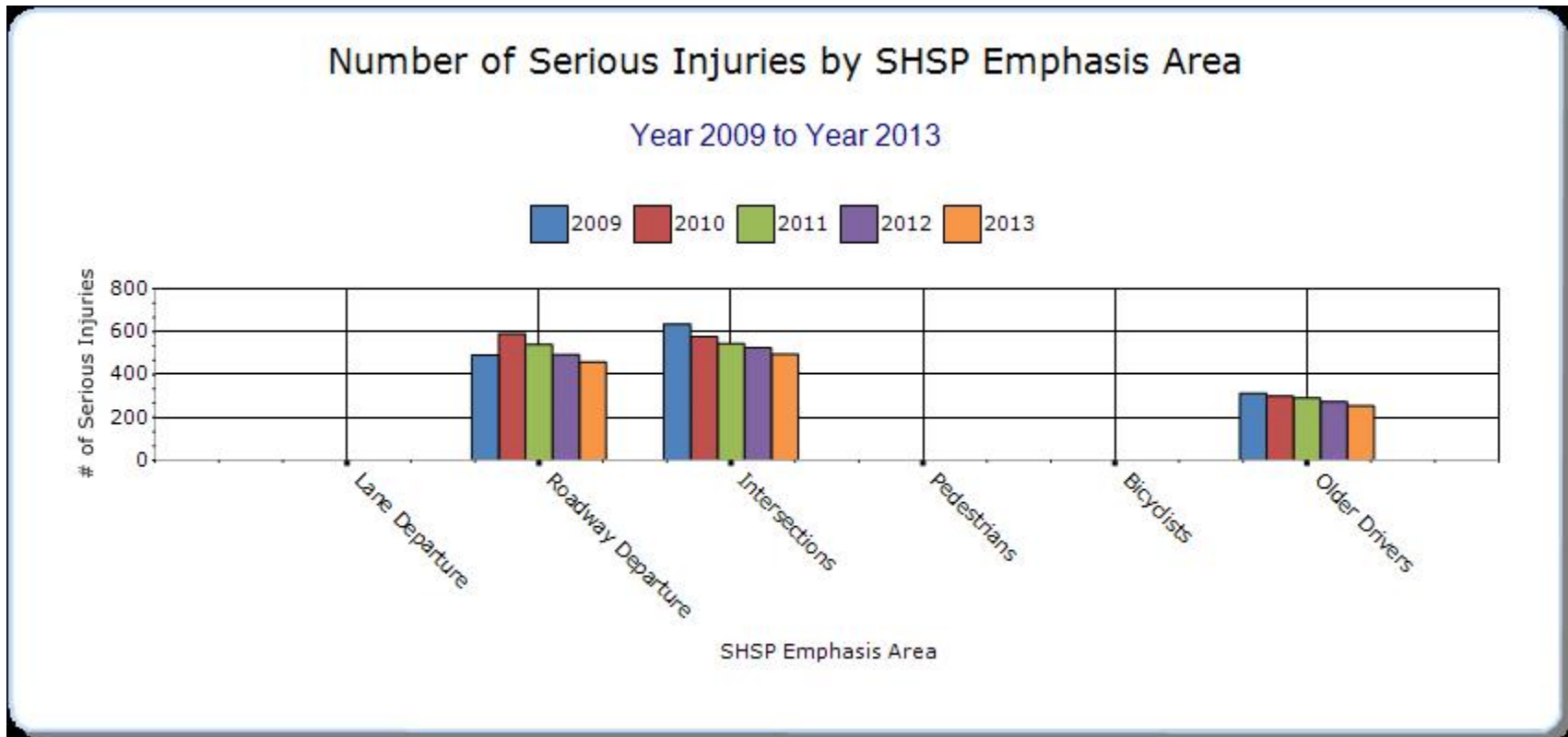
### SHSP Emphasis Areas

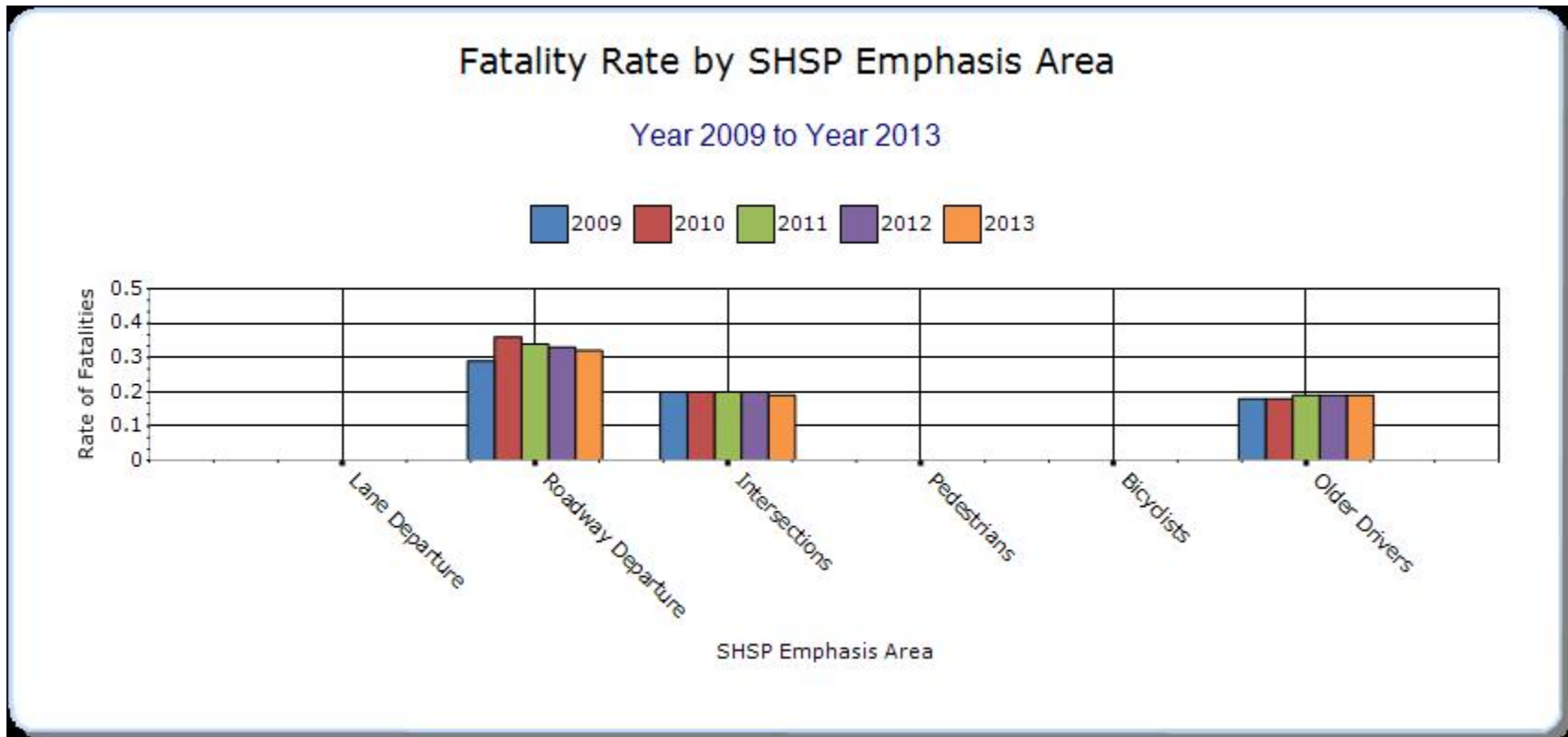
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

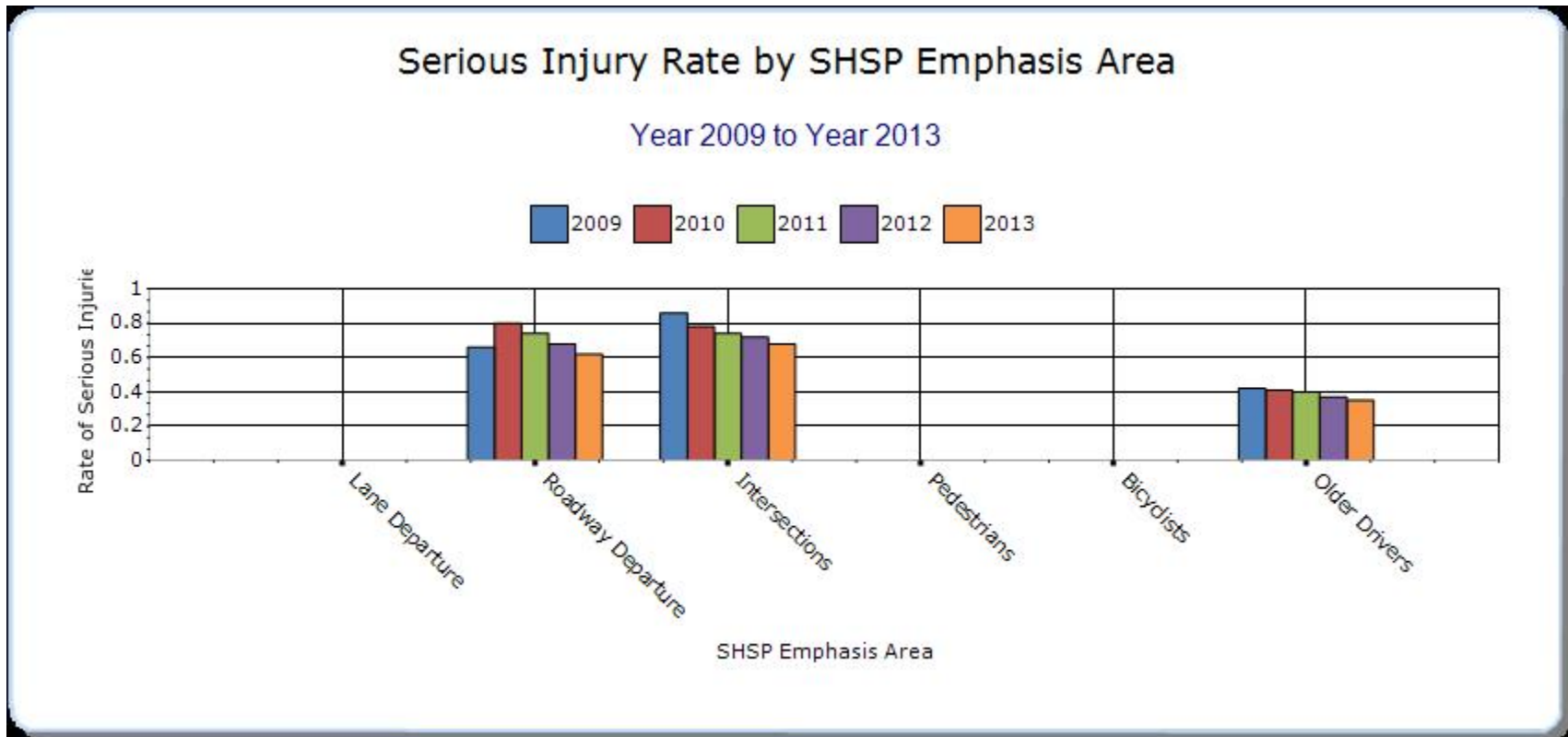
#### Year - 2013

HSIP-related SHSP Emphasis Areas	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Roadway Departure	Run-off-road	237.8	458.8	0.32	0.62	0	0	0
Intersections	All	139.2	496	0.19	0.68	0	0	0
Older Drivers	All	142.6	254.4	0.19	0.35	0	0	0
Curb Aggressive Driving	All	169.2	426.2	0.23	0.58	0	0	0
Increase Driver Safety Awareness	All	50.4	147.6	0.07	0.2	0	0	0
Reduce Young Driver Crashes	All	62.4	195.6	0.09	0.27	0	0	0
Reduce Impaired Driving	All	125.2	431.4	0.17	0.59	0	0	0
Reduce Pedestrian, Bicycle, Rail & Vehicular Conflicts	Ped/Bike/Rail	151.2	309.4	0.21	0.42	0	0	0







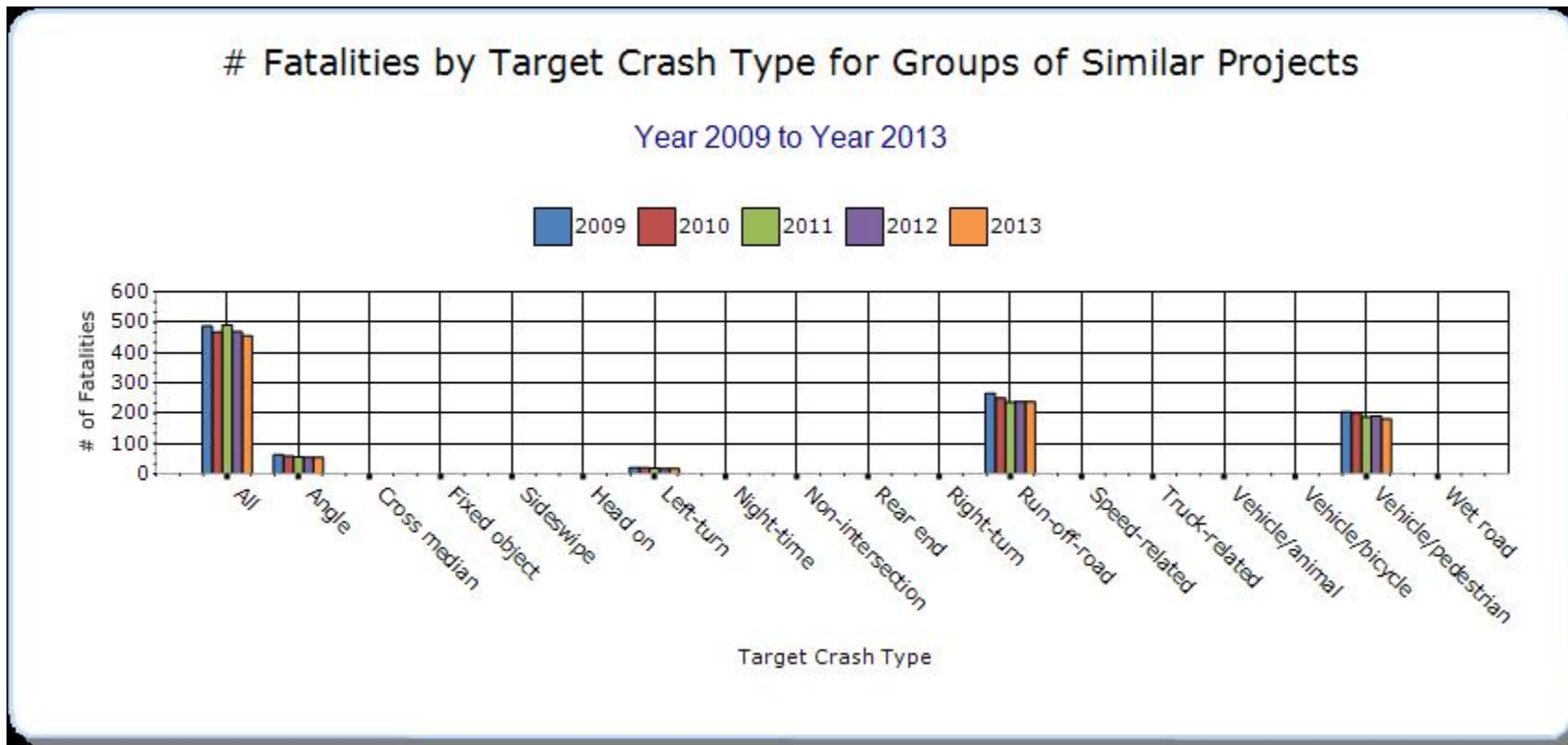


### Groups of similar project types

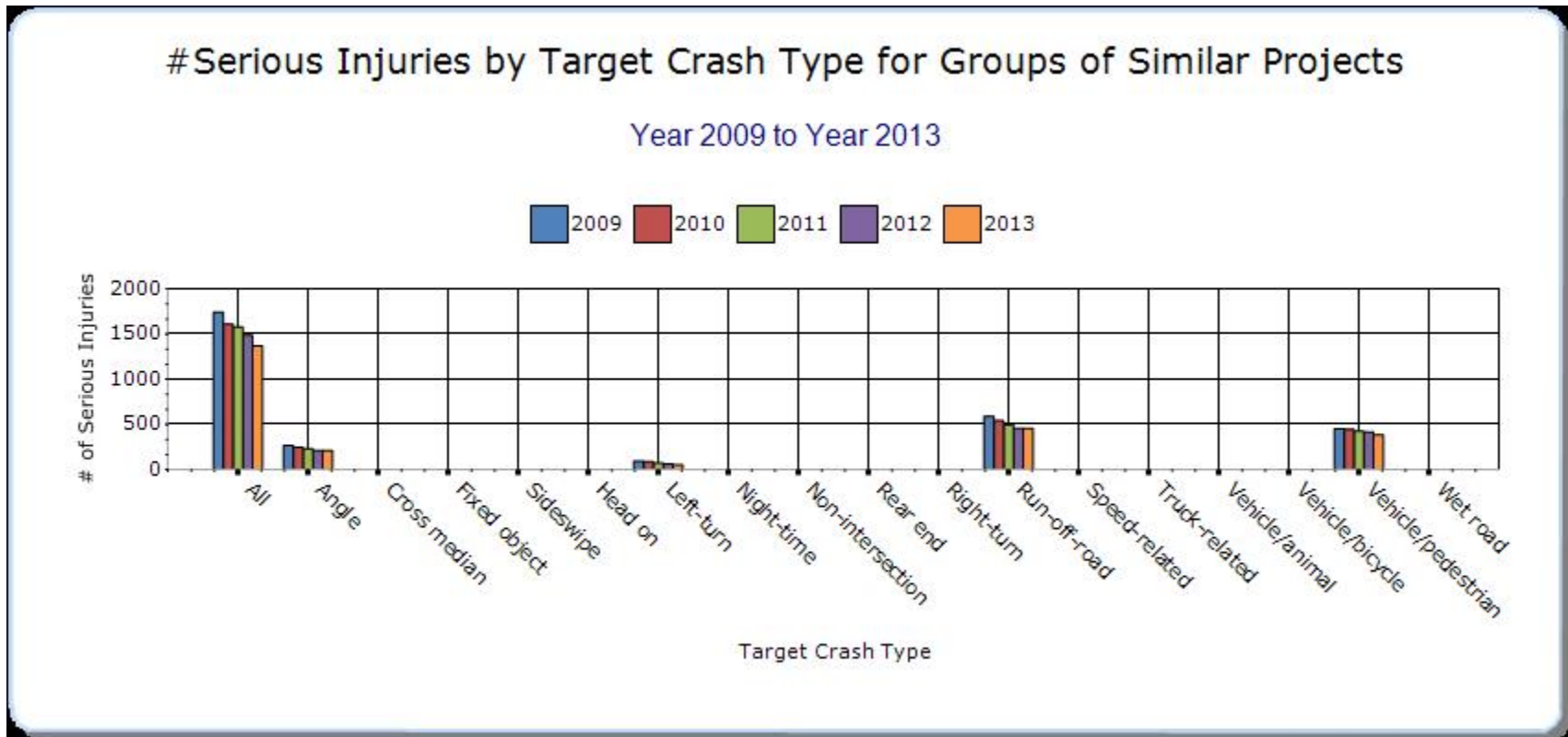
Present the overall effectiveness of groups of similar types of projects.

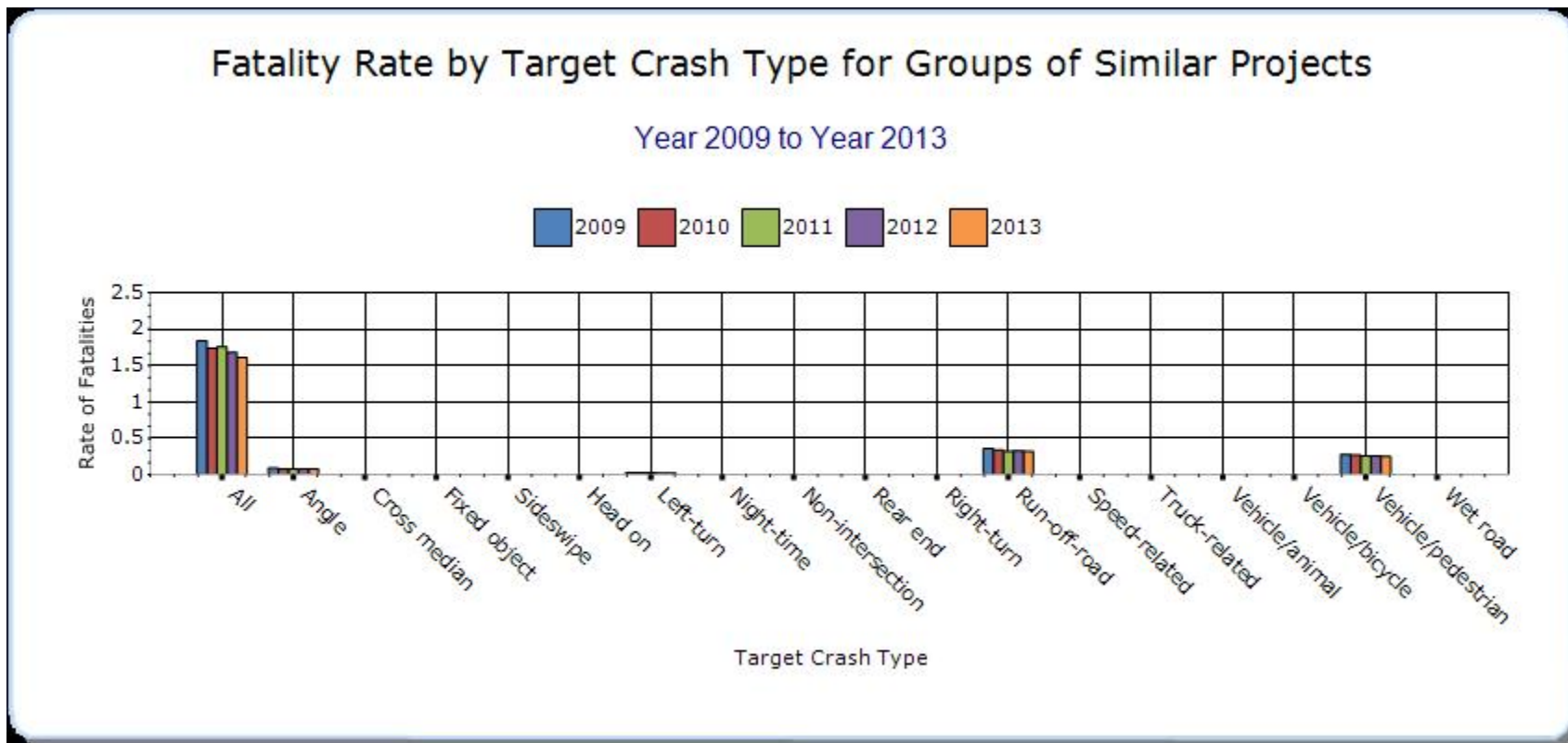
#### Year - 2013

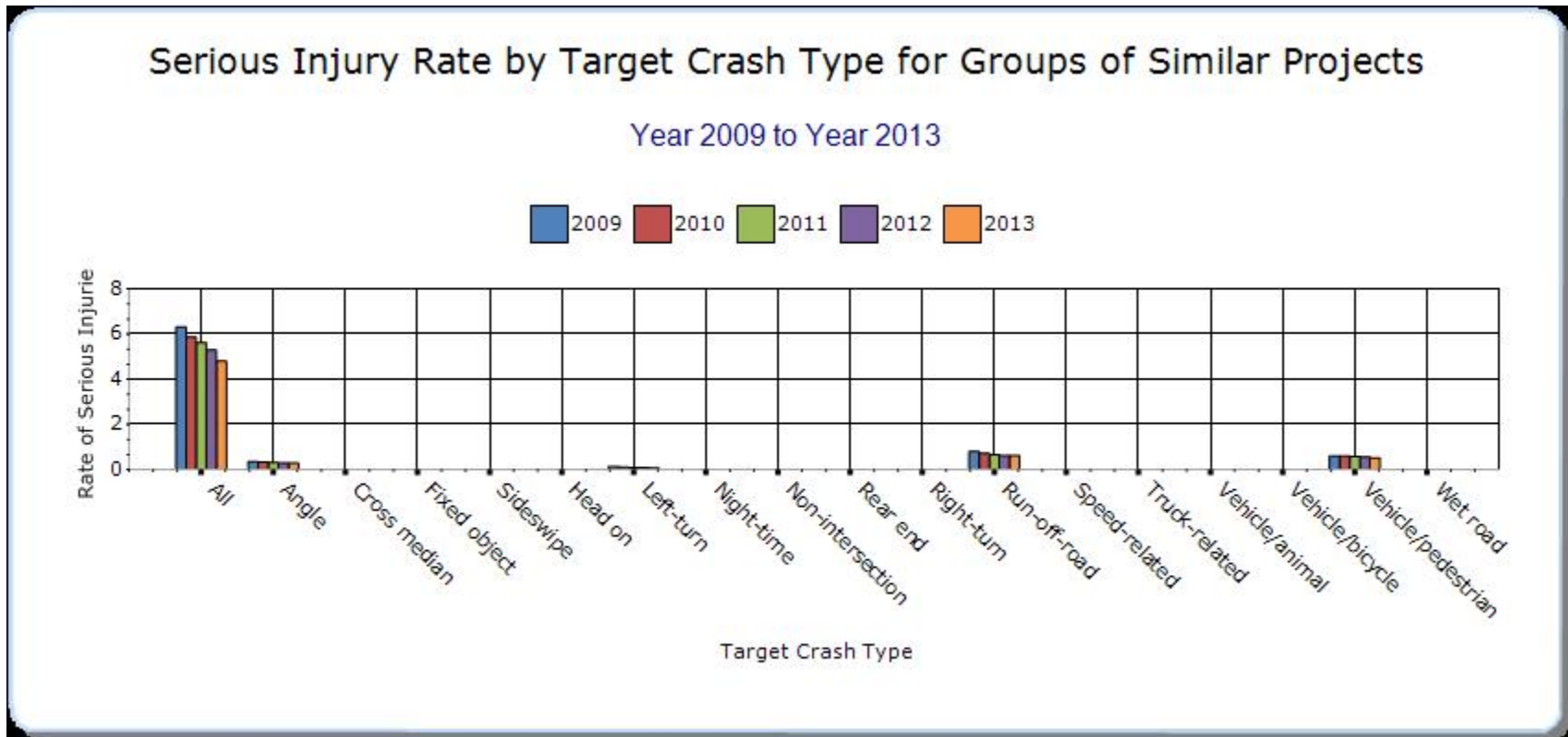
HSIP Sub-program Types	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
Intersection	All	139	496	0.19	0.68	0	0	0
Local Safety	All	268	787	1.36	4	0	0	0
Pedestrian Safety	Vehicle/pedestrian	181	387	0.25	0.53	0	0	0
Right Angle Crash	Angle	55	213	0.08	0.29	0	0	0
Safe Corridor	All	23	46	0.03	0.06	0	0	0
Left Turn Crash	Left-turn	17	55	0.02	0.08	0	0	0
Roadway Departure	Run-off-road	238	459	0.32	0.62	0	0	0
Other-High Risk Rural Roads	All	25	41	0.03	0.06	0	0	0









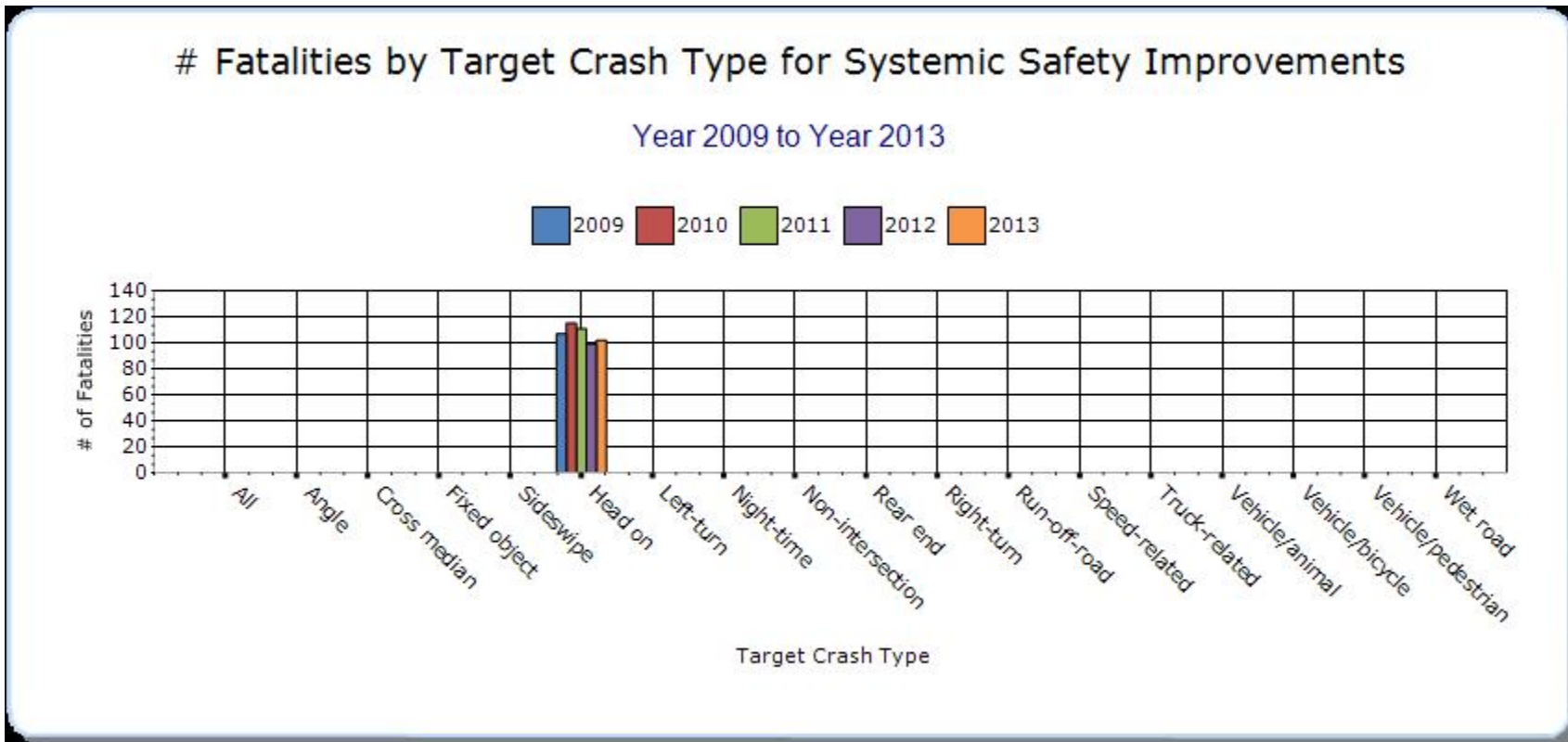


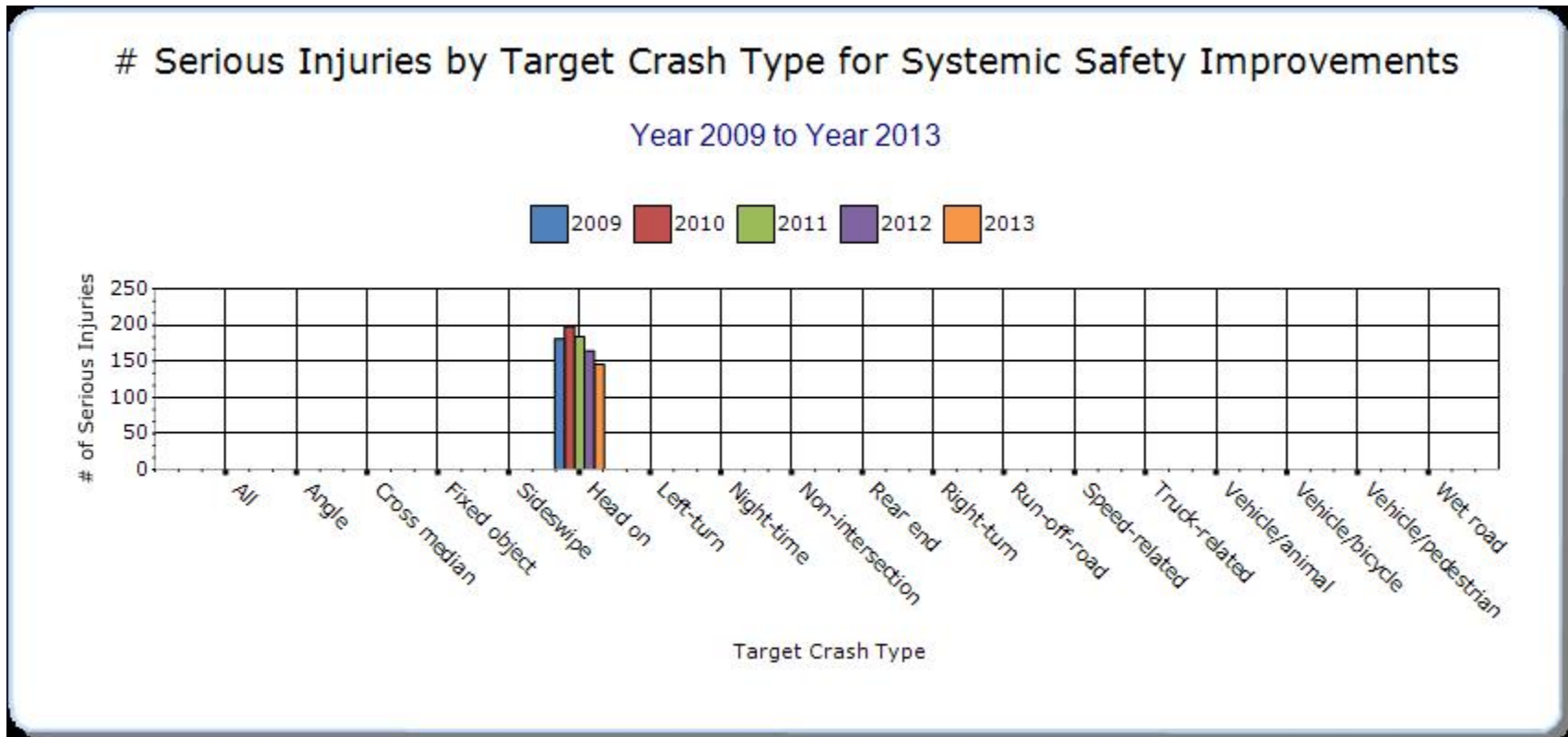
### Systemic Treatments

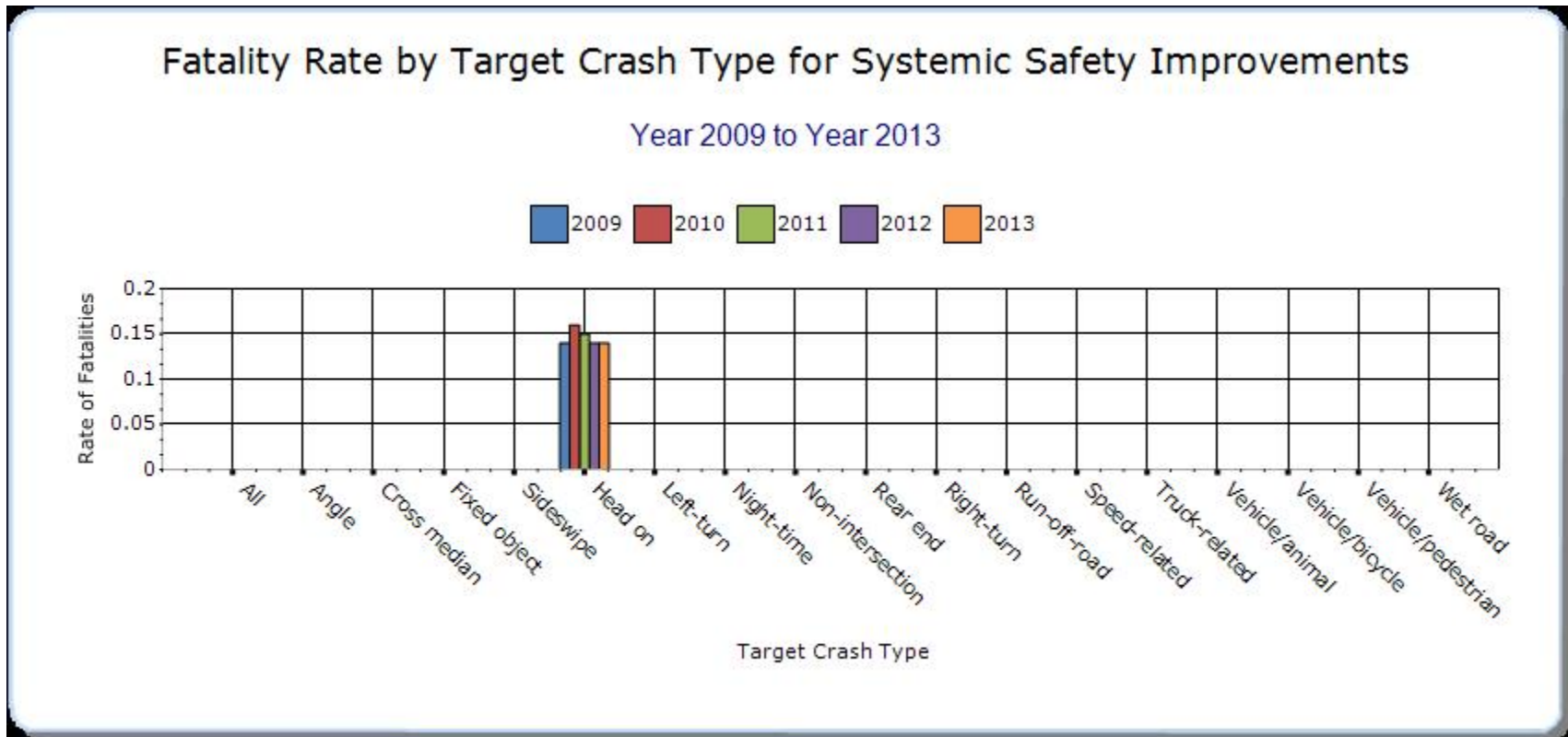
Present the overall effectiveness of systemic treatments.

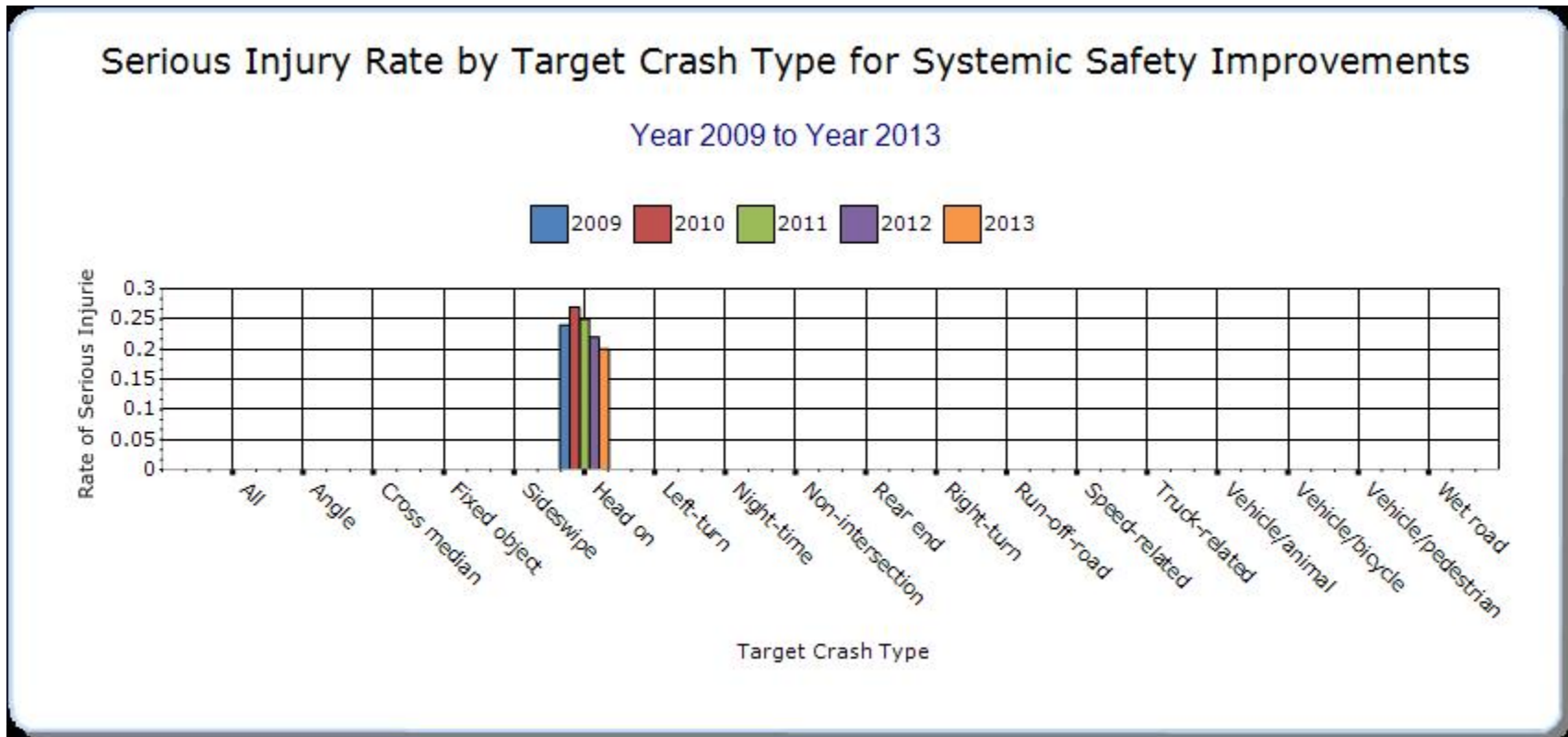
#### Year - 2013

Systemic improvement	Target Crash Type	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)	Other-1	Other-2	Other-3
State Cross Center Line Crashes	Head on	102	146	0.14	0.2	0	0	0











**Describe any other aspects of the overall Highway Safety Improvement Program effectiveness on which you would like to elaborate.**

No comments.

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-Other Injury	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-Other Injury	Aft-PDO	Aft-Total	Evaluation Results (Benefit/Cost Ratio)
No evaluation data														

## **Optional Attachments**

### **Sections**

### **Files Attached**

**Program Structure: Program Administration**

[General Notes for the Annual Safety Report 2014.docx](#)

Program Structure: Program Administration

[Final HSIP Manual Nov 22 rd 1.pdf](#)

## Glossary

**5 year rolling average** means the average of five individual, 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.

**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.