



Highway Safety Improvement Program
Data Driven Decisions

New Jersey
Highway Safety Improvement Program
2015 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 Highway Safety Improvement Program (HSIP) is 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.

MAP-21 requires 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.

As shown in the table under the “Overview of General Safety Trends”, over the five year period, 2010-2014, the five-year rolling average for the fatalities as well as fatality rates dropped 11% and 10% respectively. Similarly, for the number of serious injuries and serious injury rates, the five-year rolling average dropped by 27% for both respectively. Over the same five-year period, the actual number of crashes resulting in fatalities in each year has fluctuated. However, there has been a steady drop in the number of incapacitating injuries from 2010 to 2014.

NJDOT have 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

- Local Safety Program.

The ultimate goal of the State of New Jersey is to ensure the safe passage of all roadway users. Since last year, the NJDOT continued to employ data-driven systemic safety improvement approach that concentrated our resources and focused our energies on high risk roadway features that correlate with specific severe crash types. Using crash data, NJDOT screened New Jersey roadways for center line cross over, head-on crashes. A systemic Center Line Rumble Strips Program was developed in 2014. Thanks to this program by the end of next year centerline rumble strips will be installed on all the state roads to mitigate these head-on crashes. NJDOT also encourages and support the local partners for the installation of centerline rumble strips on their roadways. This year New Jersey is in the process of initiating a pilot program to provide high friction surface treatment on roadway curves which experience high roadway departure crashes such as fixed object and overturn crashes. In addition, NJDOT took the initiative to start another systemic pilot program for intersection improvement which is an emphasis area for New Jersey. Under this program, counties and municipalities are encouraged to construct roundabouts, where feasible, as this is one of the FHWA proven countermeasure for intersections. This is also done to get the New Jersey residents familiar with the safety benefits of roundabout who are resistance to incorporating design with modern roundabout due to New Jersey's history with wide use of traffic circle.

New Jersey is in the final stages of completing the first update to NJ's SHSP which was developed in 2007. The updated Strategic Highway Safety Plan (SHSP) that will renew and strengthen the State's vision to protect the safety of roadway users and will introduce the toward zero fatalities vision. The resulting emphasis areas will guide future modifications and refocus New Jersey's HSIP program and sub-programs. In addition, the updated SHSP will continue to 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, counties and municipalities through their respective safety advisory committees. NJDOT not only has shown progress in obligation rate for state projects but has continued to support increased programming and funding obligations to the local roadway agencies, through the MPOs. Part of the success of the program is reflected in the reprogramming of HSIP funds towards the end of the federal fiscal year. Under question #17 in this report, the programmed amount shown is less than the anticipated obligated amount because at the time this report was completed, the official revisions to the programmed amount did not take place. Roadways under local jurisdictions experience 57% of all fatalities and serious injuries based on crash data from 2008 to 2012. In the current reporting period, NJDOT has supported \$26 Million out of almost \$47 million anticipated obligated funds for projects on the local system, which aligns with the percentage of fatalities and serious injuries on local roadways. With the help of state and local partners, NJDOT was also able to obligate \$13.6 million on rural road safety improvements.

New Jersey also recognizes the benefits of collaboration in achieving overall safety. This year Division of Highway Traffic Safety provided \$700,000, 23 USC 408 funds administered through NHTSA grant to motor vehicle crash record section for the processing of crash records. FHWA resource center provides continued technical support to NJDOT and MPOs with the use of AASHTO's Highway Safety Manual to perform project analyses as well as training on the elements and advantages of Road Diets and Roundabouts. The NJDOT along with the MPOs have utilized these resources to provide the support to counties and municipalities. NJDOT also provides support and encouragement to MPOs to use innovative techniques for intersection design under EDC-2 initiative. Another example of collaboration was the participation of various safety partners in USDOT Secretary of Transportation's Bicycle and Pedestrian Assessment that was conducted last spring in northern NJ. The agencies who participated includes Federal Transit Administration, Federal Motor Carrier Safety Administration, Federal Highway Administration, National Highway Transportation Safety Administration, NJDOT, NJ's Division of Highway Traffic Safety, NJTPA, local officials along with bike and pedestrian advocacy groups.

NJTPA

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

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 2015, NJTPA obligated \$18 million in Local Safety and High Risk Rural Road program. NJTPA continues to remain 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 together 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 wrapping up the 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 "Street Smart NJ" 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.beststreetsmartnj.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 application solicitation in January of 2015 for the Local Federal HSIP and HRRR Programs. As in the 2014 round, this year's solicitation also offered design assistance to applicants for completion of final PS&E packages by a consultant and paid for with HSIP. This year's solicitation yielded three applications: Camden County – corridor-wide pedestrian safety improvements (design and construction), Gloucester County – roundabout (construction only), Mercer County – roundabout (design and construction).

DVRPC in partnership with NJDOT participated in the national webinar on Data Driven Safety Analysis.

SJTPO

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

SJTPO has engaged in a number of activities to strengthen its Local Safety Program in recent years, developing a robust, yet intuitive, project application process. SJTPO conducted a solicitation for safety infrastructure projects which guided applicants through a five-step process: selecting a location; identifying the problem; determining an appropriate safety improvement; measuring its effectiveness, and checking for barriers to implementation.

With the instrumental help of NJDOT through its subcontracting and establishment of a Transportation Safety Resource Center housed at Rutgers CAIT, network screening lists were developed 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, pedestrian spot crashes utilizing a weighted severity scale. These lists are shared with the local governments and guides hot spot project location selection.

In working towards authorization of our FY 2015 projects, SJTPO staff worked extensively with NJDOT Traffic Data & Safety to understand and incorporate the Highway Safety Manual (HSM) safety performance analysis. Together with benefit/cost analysis, these analyses were utilized to evaluate the effectiveness of the proposed hot spot projects. SJTPO has worked to invest HSIP funding through a mix of hot spot locations and systemic installations of centerline rumble strips.

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 by NJDOT including all roads under state as well as local jurisdictions. 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. New Jersey's HSIP Manual identifies the process for coordination and delivery of HSIP projects for roadways under state jurisdiction. Regular meetings are conducted between Capital Investment Planning & Grant Administration and staff from Division of Program Management under Division of Project Management to monitor and assist as the projects move through project development to advertisement. NJDOT supports the advancement of projects under local jurisdiction by participating in the Technical Assistance Team for local safety projects. The Technical Assistance Team consist of NJDOT's Safety, Environmental, and Local Aid staff. NJDOT's Division of Local Aid, under the Assistant Commissioner of Capital Investment Planning and Grant Administration is responsible for coordinating with the MPOs in the selection, authorization and oversight of projects implemented on the local road network.

Identify which external partners are involved with 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. Other: Other-all projects whether under state or local jurisdiction now include a Highway Safety Manual evaluation to ensure that invested HSIP funds maximize the return on investment to improved safety performance.

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

The Assistant Commissioner of Capital Investment Planning and Grant Administration conducts 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

Select the programs that are administered under the HSIP.

 Median Barrier Intersection Safe Corridor

- | | | |
|--|---|---|
| <input type="checkbox"/> Horizontal Curve | <input type="checkbox"/> Bicycle Safety | <input type="checkbox"/> Rural State Highways |
| <input type="checkbox"/> Skid Hazard | <input type="checkbox"/> Crash Data | <input type="checkbox"/> Red Light Running Prevention |
| <input checked="" type="checkbox"/> Roadway Departure | <input type="checkbox"/> Low-Cost Spot Improvements | <input type="checkbox"/> Sign Replacement And Improvement |
| <input checked="" type="checkbox"/> Local Safety | <input checked="" type="checkbox"/> Pedestrian Safety | <input type="checkbox"/> Right Angle Crash |
| <input 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: 1/1/2015

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.

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 1

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

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

Other

Exposure

Traffic

Volume

Population

Lane miles

Roadway

Median width

Horizontal curvature

Functional classification

Roadside features

Other 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

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: 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?

30

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: Other-with alternatives Analysis utilizing the HSM

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: Other-The following programs have been eliminated this year: Left Turn Crash and Right Angle Crash
- Other: Other-use/requirement of HSM has been expanded to include all local programs as well

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

The Department has begun to work on the integration of exposure data with crash data to enhance ranking methodologies.

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)	27720000	89 %	43394664	92 %
HRRRP (SAFETEA-LU)				
HRRR Special Rule	3300000	11 %	3700000	8 %
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				

Totals	31020000	100%	47094664	100%
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How much funding is programmed to local (non-state owned and maintained) safety projects?

\$6,000,000.00

How much funding is obligated to local safety projects?

\$25,976,664.00

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

\$7,500,000.00

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

\$6,950,000.00

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?

\$0.00

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

New Jersey requires Highway Safety Manual analyses for all hot spot project selections. There is a difference of opinion among the agencies regarding this requirement as the existing national models have not been calibrated to New Jersey nor has any work been done to establish New Jersey specific Safety Performance Functions (SPFs). In order to use this tool to the maximum level, New Jersey understand the need of these factors and is in the process to hire a consultant to develop calibration factors as well as Safety Performance Functions specific to New Jersey

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

NJDOT has dedicated considerable resources in support of the local jurisdictions to expand the obligation of HSIP funds on local roadways. Subsequently, NJ's obligation rate for local roadways has increased substantially from \$5 million in FY 2009 to \$25 million the last two fiscal years. NJDOT in partnership with its three MPOs is increasing the line item in the STIP next year to a total of \$15 Million.

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
2015 Staff Work Program - Rail	Non-infrastructure Transportation safety planning	0 Numbers	1958000	1958000	HSIP (Section 148)		0	0	State Highway Agency	Rail road	Develop and/or enhance methodologies and establish standardization for problem identification, prioritization, and evaluation.
2015 Staff Work Program	Non-infrastructure Transportation	0 Num	1992000	1992000	HSIP (Section		0	0	State Highway	Safety Planning	Develop and/or enhance

- Safety	safety planning	bers			148)				Agenc y		methodo logies and establish standardi zation for problem identifica tion, prioritiza tion, and evaluatio n.
Bergen St - Ped Safety Corridor Improvements	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	3 Num bers	138957	138957	HSIP (Secti on 148)		0	0	City of Munic ipal Highw ay Agenc y	Pedestrians	Design, develop and impleme nt a transport ation system that accomm odates all users.
Broad St (CR 11) & Bergen	Intersection traffic control Modify	1 Num	76336	76336	HSIP (Secti		0	0	Count y	Intersections	Develop and

Place, Red Bank	traffic signal - modernization/replacement	bers			on 148)				Highway Agency		impleme nt New Jersey Best Practices for Intersection Safety.
Broad Street & Tichenor Street/Lincoln Park; Broad Street & South Street	Intersection traffic control Modify traffic signal - modernization/replacement	2 Numbers	1463000	1463000	HSIP (Section 148)	Urban Principal Arterial - Other	320	25	City of Municipal Highway Agency	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
Burlington County CLRS Local Pilot (Urban miles)	Roadway Rumble strips - center	56 Miles	654000	654000	HSIP (Section 148)		0	0	County Highway Agency	Lane Departure	Identify and implement engineering solutions to

											prevent and minimize roadway departure crashes
Burlington County CLRS Local Pilot (Rural miles)	Roadway Rumble strips - center	94 Miles	1096000	1096000	HSIP (Section 148)		0	0	County Highway Agency	Lane Departure	Identify and implement engineering solutions to prevent and minimize roadway departure crashes
Chancellor Ave Corridor (CR 601), Irvington & Newark	Intersection traffic control Modify traffic signal - modernization/replacement	8 Numbers	2921000	2921000	HSIP (Section 148)		0	0	County Highway Agency	Intersections	Develop and implement New Jersey Best Practices for

											Intersecti on Safety.
Communipaw Ave	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	0 Num bers	242122	242122	HSIP (Secti on 148)		0	0	Count y Highw ay Agenc y	Pedestrians	Develop and impleme nt New Jersey Best Practices for Intersecti on Safety.
CR 545 Roundabout	Intersection traffic control Modify control - two-way stop to roundabout	1 Num bers	2333000	2333000	HSIP (Secti on 148)	Rural Major Collecto r	720 00	50	Count y Highw ay Agenc y	Intersections	Develop and impleme nt New Jersey Best Practices for Intersecti on Safety.
CR 603/606 Roundabout	Intersection traffic control Modify	1 Num	1700000	1700000	HSIP (Secti		105 00	40	Count y	Intersections	Develop and

	control - two-way stop to roundabout	bers			on 148)				Highway Agency		impleme nt New Jersey Best Practices for Intersection Safety.
Cumberland County CLRS Local Pilot (Urban miles)	Roadway Rumble strips - center	68.65 Miles	792000	792000	HSIP (Section 148)		0	50	County Highway Agency	Lane Departure	Identify and implement engineering solutions to prevent and minimize roadway departure crashes
Cumberland County CLRS Local Pilot (Rural miles)	Roadway Rumble strips - center	82.85 Miles	968000	968000	HSIP (Section 148)		0	50	County Highway Agency	Lane Departure	Identify and implement engineering

									y		ng solutions to prevent and minimize roadway departure crashes
Dr. MLK Blvd. & 7th Avenue/Crane Street	Intersection traffic control Modify traffic signal - modernization/replacement	2 Num bers	1073000	1073000	HSIP (Section 148)	Urban Minor Collector	0	25	City of Municipal Highway Agency	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
East Broad Street (CR 509) & Elm Street	Intersection traffic control Modify traffic signal - modernization/replacement	1 Num bers	471000	471000	HSIP (Section 148)	Urban Minor Arterial	24900	25	County Highway Agency	Intersections	Develop and implement New Jersey Best Practices for

											Intersecti on Safety.
Fairlawn Avenue Corridor Safety Improvements - 5+ Intersection Improvements along Fairlawn Avenue (CR 76) from River Road (CR 507) to Saddle River Road (CR 79)	Pedestrians and bicyclists Crosswalk	5 Num bers	438000	438000	HSIP (Secti on 148)	Urban Minor Arterial	0	35	Count y Highw ay Agenc y	Pedestrians	Develop and impleme nt New Jersey Best Practices for Intersecti on Safety.
Garden Road & Mill Road Traffic Signalization	Intersection traffic control Intersection traffic control - other	1 Num bers	100000	100000	HSIP (Secti on 148)		122 00	45	City of Munic ipal Highw ay Agenc y	Intersections	Develop and impleme nt New Jersey Best Practices for Intersecti on Safety.

<p>JFK Blvd from Communipaw Ave to Sip Ave</p>	<p>Intersection traffic control Modify traffic signal - modernization/replacement</p>	<p>0 Numbers</p>	<p>374540</p>	<p>374540</p>	<p>HSIP (Section 148)</p>		<p>0</p>	<p>0</p>	<p>County Highway Agency</p>	<p>Intersections</p>	<p>Develop and implement New Jersey Best Practices for Intersection Safety.</p>
<p>Lyons Avenue Corridor (CR 619), Irvington</p>	<p>Intersection traffic control Modify traffic signal - modernization/replacement</p>	<p>6 Numbers</p>	<p>2257000</p>	<p>2257000</p>	<p>HSIP (Section 148)</p>		<p>0</p>	<p>0</p>	<p>County Highway Agency</p>	<p>Intersections</p>	<p>Develop and implement New Jersey Best Practices for Intersection Safety.</p>
<p>MLK Blvd Intersection Improvements (Jersey City)</p>	<p>Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists</p>	<p>0 Numbers</p>	<p>105686</p>	<p>105686</p>	<p>HSIP (Section 148)</p>		<p>0</p>	<p>0</p>	<p>County Highway Agency</p>	<p>Pedestrians</p>	<p>Develop and implement New Jersey Best</p>

									y		Practices for Intersection Safety.
Montgomery St (ped. and int. Improvements)	Intersection traffic control Modify traffic signal - modernization/replacement	1 Numbers	205874	205874	HSIP (Section 148)		0	0	County Highway Agency	Pedestrians	Develop and implement New Jersey Best Practices for Intersection Safety.
Mountain Ave. (CR 642)	Pedestrians and bicyclists Crosswalk	22 Miles	658000	658000	HSIP (Section 148)	Urban Minor Arterial	7010	25	County Highway Agency	Pedestrians	Develop and implement New Jersey Best Practices for Intersection Safety.

<p>NJ 27 and NJ 439 (Elmora), Elizabeth</p>	<p>Intersection traffic control Modify traffic signal - miscellaneous/other/unspecified</p>	<p>1 Num bers</p>	<p>154000</p>	<p>154000</p>	<p>HSIP (Secti on 148)</p>	<p>Urban Principa l Arterial - Other</p>	<p>0</p>	<p>30</p>	<p>State Highw ay Agenc y</p>	<p>Intersections</p>	<p>Develop and implement New Jersey Best Practices for Intersection Safety.</p>
<p>NJ 7 Road Diet</p>	<p>Roadway Roadway narrowing (road diet, roadway reconfiguration)</p>	<p>3 Num bers</p>	<p>850000</p>	<p>850000</p>	<p>HSIP (Secti on 148)</p>	<p>Urban Principa l Arterial - Other</p>	<p>0</p>	<p>30</p>	<p>State Highw ay Agenc y</p>	<p>Road Diet</p>	<p>Design, develop and implement a transportation system that accommodates all users.</p>
<p>NJ 82, Caldwell to Lehigh Ave</p>	<p>Pedestrians and bicyclists Miscellaneous pedestrians and</p>	<p>0 Num bers</p>	<p>1000000</p>	<p>1000000</p>	<p>HSIP (Secti on 148)</p>	<p>Urban Principa l Arterial</p>	<p>0</p>	<p>40</p>	<p>State Highw ay Agenc</p>	<p>Pedestrians</p>	<p>Develop and implement New Jersey</p>

	bicyclists					- Other			y		Best Practices for Intersection Safety.
NJ 93 and W. Palisades, Palisades Park	Intersection traffic control Intersection traffic control - other	1 Numbers	7000	7000	HSIP (Section 148)	Urban Principal Arterial - Other	0	35	State Highway Agency	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
S. Salem St & Franklin Road (CR 665)	Intersection traffic control Modify traffic signal - modernization/replacement	1 Numbers	279000	279000	HSIP (Section 148)		0	0	County Highway Agency	Intersections	Develop and implement New Jersey Best Practices for Intersection

											Safety.
Salem County CLRS Local Pilot (all rural)	Roadway Rumble strips - center	15.17 Miles	255000	255000	HSIP (Section 148)		4550	50	County Highway Agency	Lane Departure	Identify and implement engineering solutions to prevent and minimize roadway departure crashes
US 206 Whitehorse Circle	Intersection traffic control Modify control - modifications to roundabout	1 Numbers	650000	650000	HSIP (Section 148)	Urban Principal Arterial - Other	0	45	State Highway Agency	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
W. Seventh St	Intersection traffic	3	115403	115403	HSIP		0	0	Count	Intersections	Develop

(CR 601) Intersection Improvements	control Modify traffic signal - modernization/replacement	Numbers			(Section 148)				y Highway Agency		and implement New Jersey Best Practices for Intersection Safety.
Washington Ave (CR 529) Safety Improvements (Somerset)	Intersection traffic control Modify traffic signal - modernization/replacement	1 Numbers	776000	776000	HSIP (Section 148)		0	0	County Highway Agency	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
Pedestrian Concept Development, Consultant Services	Non-infrastructure Transportation safety planning	0 Numbers	1500000	1500000	HSIP (Section 148)		0	0	State Highway Agency	Pedestrians	Design, develop and implement a transportation

											system that accommodates all users.
CR 539 Safety Improvements (HRRR)	Roadway Superelevation / cross slope	0 Numbers	3700000	3700000	HRRR Special Rule		0	0	County Highway Agency	Roadway Departure	Identify and implement engineering solutions to prevent and minimize roadway departure crashes
Safety Enhancements to CR 622 & CR 653 (Clove Rd) (HRRR)	Roadway Pavement surface - high friction surface	0 Numbers	2360000	2360000	HSIP (Section 148)		0	0	County Highway Agency	Roadway Departure	Identify and implement engineering solutions to prevent

											and minimize roadway departure crashes
JFK Blvd E at Bergenline Improvements	Intersection traffic control Modify traffic signal - modernization/replacement	2 Num bers	88134	88134	HSIP (Section 148)		0	0	Count y Highw ay Agenc y	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.
Paterson Plank Rd (CR 681) at Webster Ave Improvements	Intersection traffic control Modify traffic signal - modernization/replacement	1 Num bers	84193	84193	HSIP (Section 148)		0	0	Count y Highw ay Agenc y	Intersections	Develop and implement New Jersey Best Practices for Intersection Safety.

MLK Blvd - Ped Safety Corridor Improvements (Newark)	Pedestrians and bicyclists Miscellaneous pedestrians and bicyclists	2 Num bers	179998	179998	HSIP (Secti on 148)		0	0	City of Munic ipal Highw ay Agenc y	Pedestrians	Design, develop and impleme nt a transport ation system that accomm odates all users.
CR 524 (Stage Coach Road) Improvements and Resurfacing (HRRR)	Roadway Superelevation / cross slope	0 Num bers	71421	71421	HSIP (Secti on 148)		0	0	Count y Highw ay Agenc y	Roadway Departure	Identify and impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS DES - North -	Roadway Rumble	34	169242.45	169242.45	HSIP (Secti	Various	0	0	State Highw	Lane	Identify and

NJTPA - Urban	strips - center	Miles	9988523	9988523	on 148)				ay Agenc y	Departure	impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS DES - Central - NJTPA - Urban	Roadway Rumble strips - center	38 Miles	157145.08 7497092	157145.08 7497092	HSIP (Secti on 148)	Various	0	0	State Highw ay Agenc y	Lane Departure	Identify and impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS DES - South -	Roadway Rumble	14	160282.05	160282.05	HSIP (Secti	Various	0	0	State Highw	Lane	Identify and

DVRPC - Urban	strips - center	Miles	8572647	8572647	on 148)				ay Agenc y	Departure	impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS DES - Central - DVRPC - Urban	Roadway Rumble strips - center	28 Miles	399722.58 5397293	399722.58 5397293	HSIP (Secti on 148)	Various	0	0	State Highw ay Agenc y	Lane Departure	Identify and impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS DES - South -	Roadway Rumble	38	86429.794	86429.794	HSIP (Secti	Various	0	0	State Highw	Lane	Identify and

SJTPO - Urban	strips - center	Miles	6782064	6782064	on 148)				ay Agenc y	Departure	impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS DES - North - NJTPA - Rural	Roadway Rumble strips - center	29 Miles	141757.54 0011477	141757.54 0011477	HSIP (Secti on 148)	Various	0	0	State Highw ay Agenc y	Lane Departure	Identify and impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS DES - Central -	Roadway Rumble	18	48854.912	48854.912	HSIP (Secti	Various	0	0	State Highw	Lane	Identify and

NJTPA - Rural	strips - center	Miles	502908	502908	on 148)				ay Agenc y	Departure	impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS DES - South - DVRPC - Rural	Roadway Rumble strips - center	7 Miles	15717.941 4273529	15717.941 4273529	HSIP (Secti on 148)	Various	0	0	State Highw ay Agenc y	Lane Departure	Identify and impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS DES - Central -	Roadway Rumble	5	17277.414	17277.414	HSIP (Secti	Various	0	0	State Highw	Lane	Identify and

DVRPC - Rural	strips - center	Miles	6027069	6027069	on 148)				ay Agenc y	Departure	impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS DES - South - SJTPO - Rural	Roadway Rumble strips - center	38 Miles	46570.205 3217936	46570.205 3217936	HSIP (Secti on 148)	Various	0	0	State Highw ay Agenc y	Lane Departure	Identify and impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS CON - North -	Roadway Rumble	34	2074000	2074000	HSIP (Secti	Various	0	0	State Highw	Lane	Identify and

NJTPA - Urban	strips - center	Miles			on 148)				ay Agenc y	Departure	impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS CON - Central - NJTPA - Urban	Roadway Rumble strips - center	38 Miles	1003000	1003000	HSIP (Secti on 148)	Various	0	0	State Highw ay Agenc y	Lane Departure	Identify and impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS CON - Central -	Roadway Rumble	14	367000	367000	HSIP (Secti	Various	0	0	State Highw	Lane	Identify and

DVRPC - Urban	strips - center	Miles			on 148)				ay Agenc y	Departure	impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS CON - South - DVRPC - Urban	Roadway Rumble strips - center	28 Miles	1114000	1114000	HSIP (Secti on 148)	Various	0	0	State Highw ay Agenc y	Lane Departure	Identify and impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS CON - South -	Roadway Rumble	38	1484000	1484000	HSIP (Secti	Various	0	0	State Highw	Lane	Identify and

SJTPO - Urban	strips - center	Miles			on 148)				ay Agenc y	Departure	impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS CON - North - NJTPA - Rural	Roadway Rumble strips - center	29 Miles	1737000	1737000	HSIP (Secti on 148)	Various	0	0	State Highw ay Agenc y	Lane Departure	Identify and impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS CON - Central -	Roadway Rumble	18	483000	483000	HSIP (Secti	Various	0	0	State Highw	Lane	Identify and

NJTPA - Rural	strips - center	Miles			on 148)				ay Agenc y	Departure	impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS CON - Central - DVRPC - Rural	Roadway Rumble strips - center	7 Miles	182000	182000	HSIP (Secti on 148)	Various	0	0	State Highw ay Agenc y	Lane Departure	Identify and impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS CON - South -	Roadway Rumble	5	177000	177000	HSIP (Secti	Various	0	0	State Highw	Lane	Identify and

DVRPC - Rural	strips - center	Miles			on 148)				ay Agenc y	Departure	impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 CLRS CON - South - SJTP0 - Rural	Roadway Rumble strips - center	38 Miles	1495000	1495000	HSIP (Secti on 148)	Various	0	0	State Highw ay Agenc y	Lane Departure	Identify and impleme nt engineeri ng solutions to prevent and minimize roadway departur e crashes
2015 Statewide	Roadway Roadway	0	148000	148000	HSIP (Secti	various	0	0	State Highw	Utility pole relocation/re	Identify and

Utility Pole Relocation/Replacement	- other	Miles			on 148)				ay Agency	placement	impleme nt engineering solutions to prevent and minimize roadway departure crashes
2015 Verifiers	Non-infrastructure Data/traffic records	0 Miles	1500000	1500000	HSIP (Section 148)	various	0	0	State Highway Agency	Data	(blank)

Progress in Achieving Safety Performance Targets

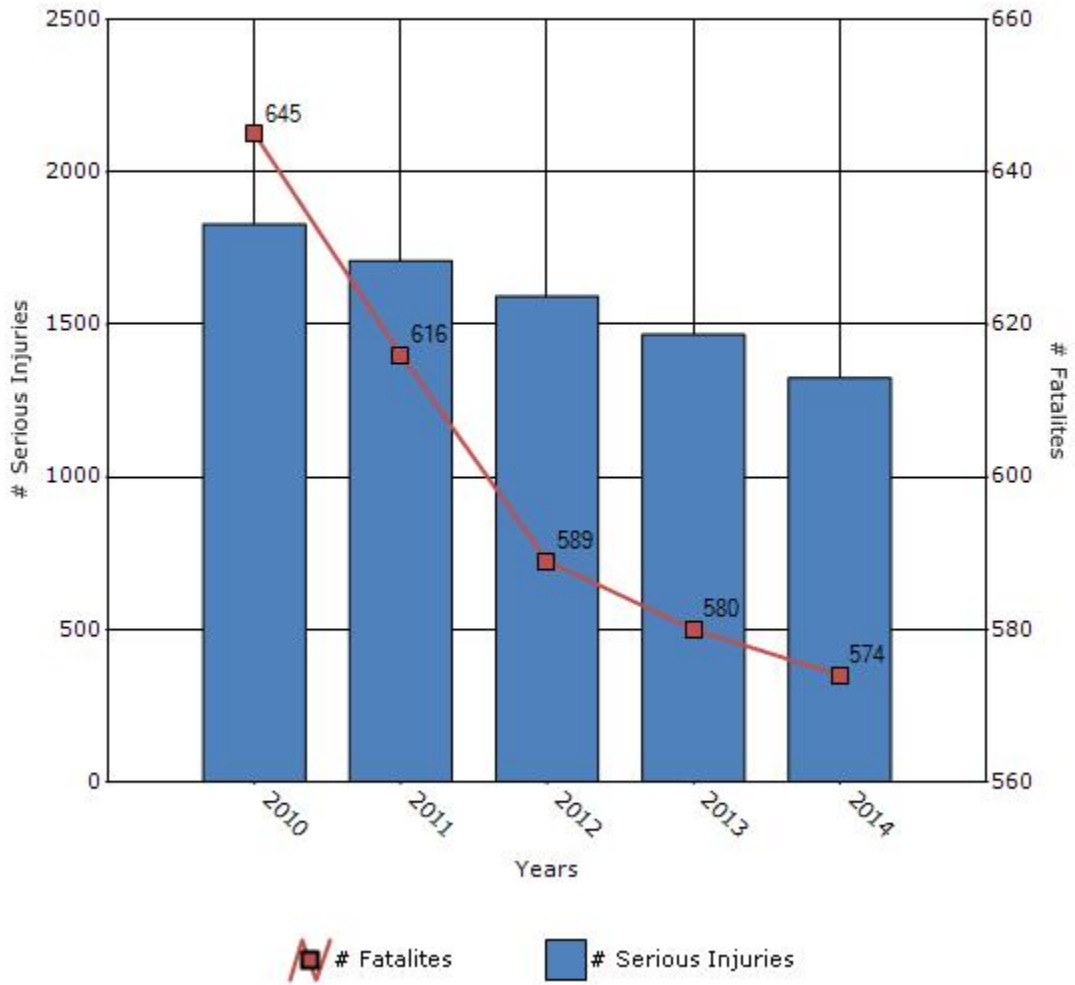
Overview of General Safety Trends

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

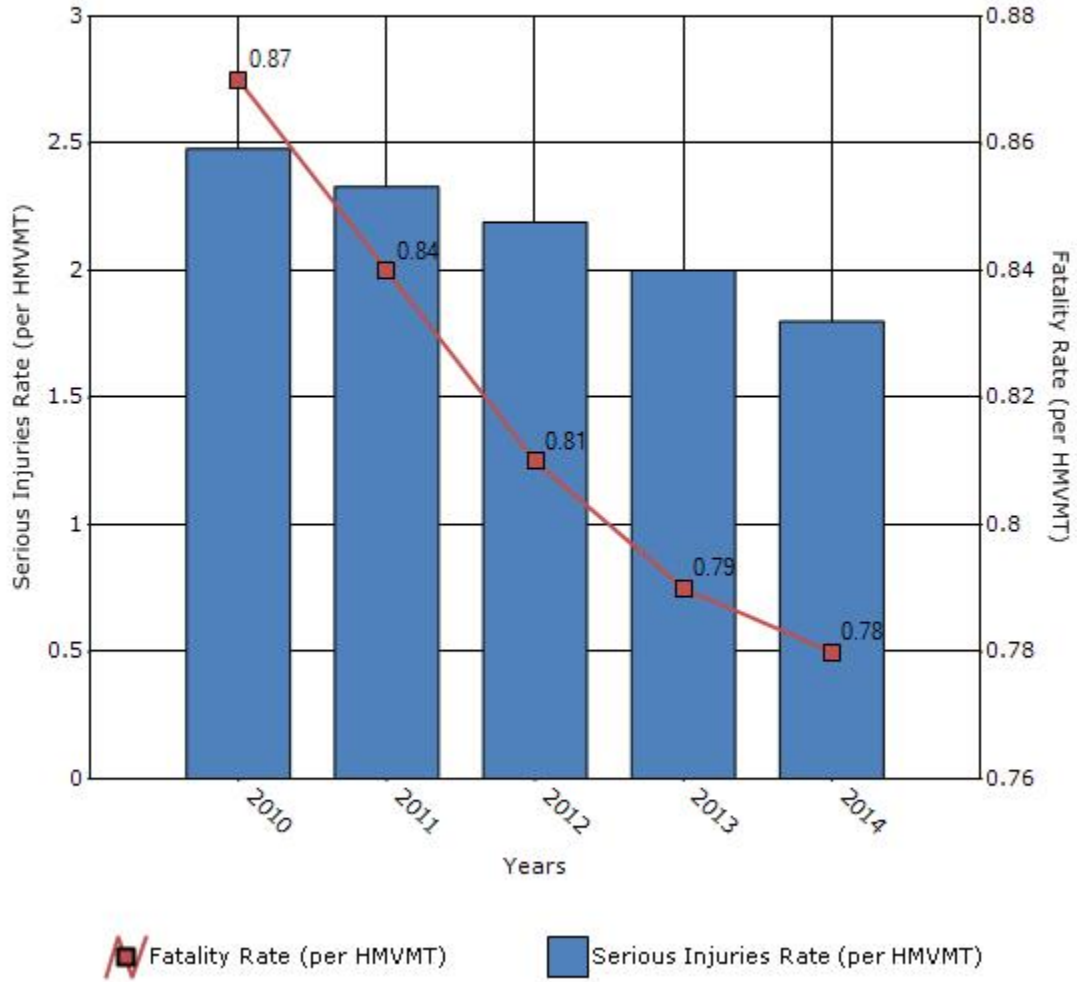
Performance Measures*	2010	2011	2012	2013	2014
Number of fatalities	645	616	589	580	574
Number of serious injuries	1829	1709	1592	1467	1325
Fatality rate (per HMVMT)	0.87	0.84	0.81	0.79	0.78
Serious injury rate (per HMVMT)	2.48	2.33	2.19	2	1.8

*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



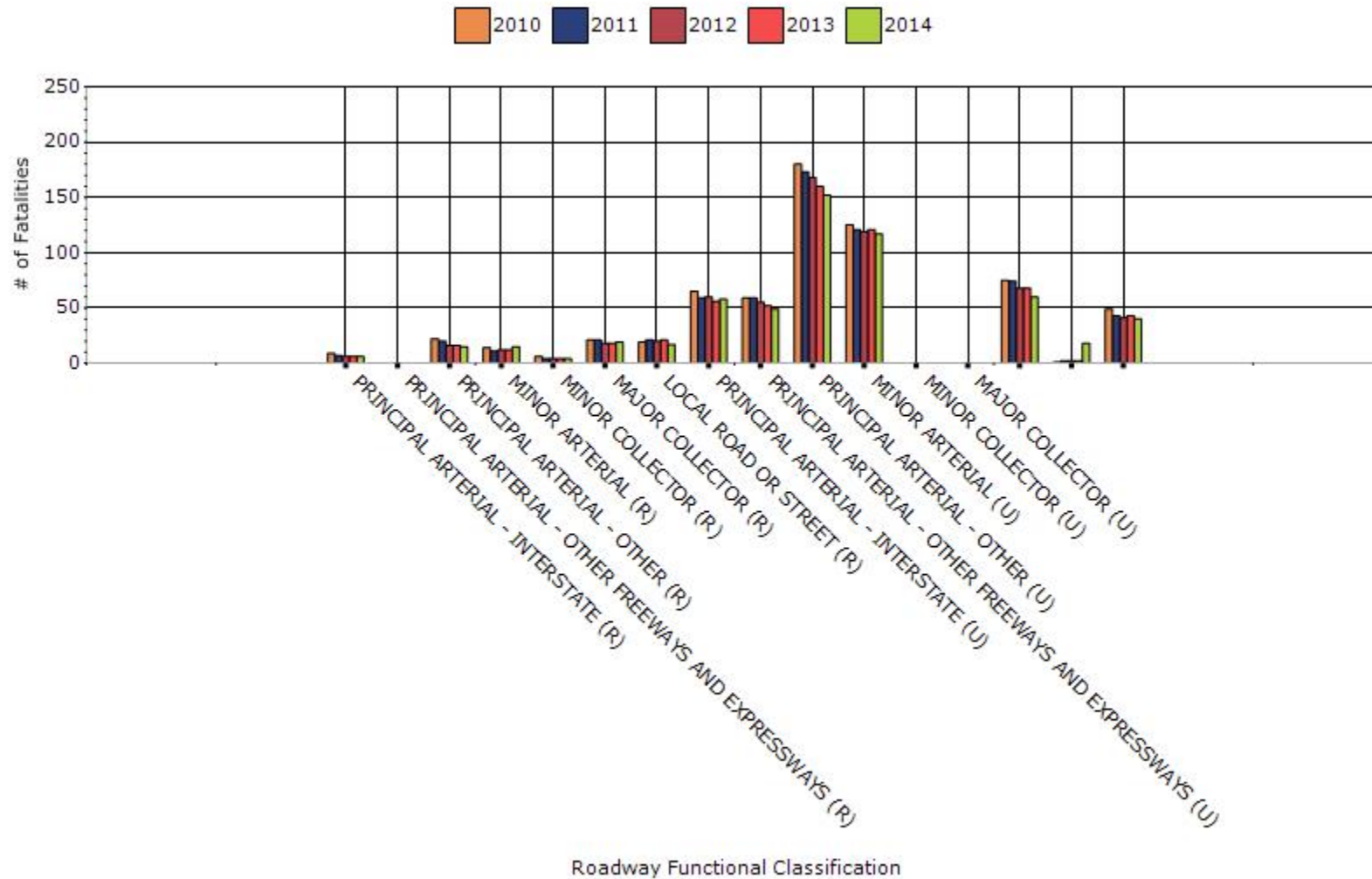
To the maximum extent possible, present performance measure* data by functional classification and ownership.

Year - 2014

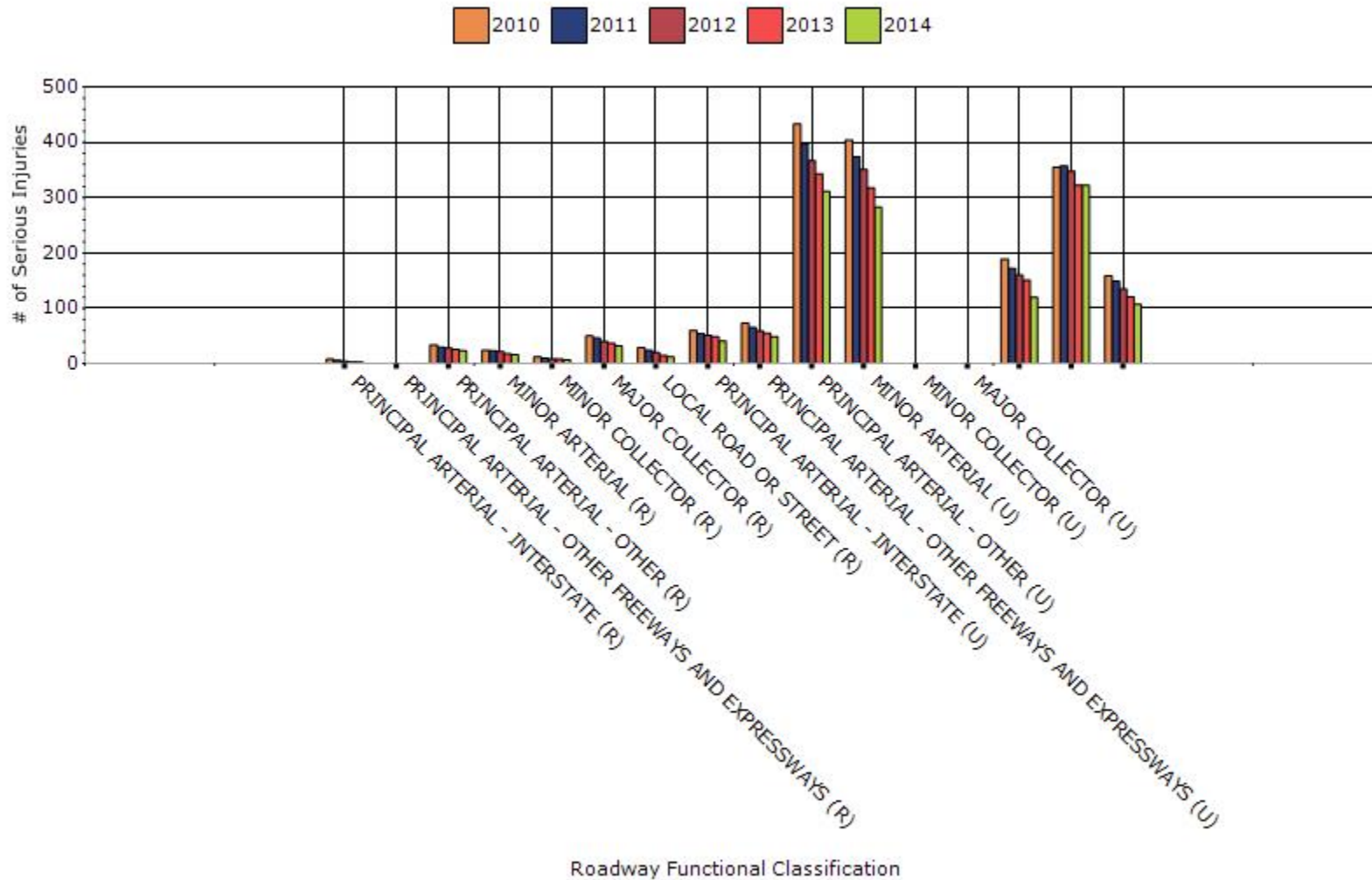
Function Classification	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
RURAL PRINCIPAL ARTERIAL - INTERSTATE	6	3	0.47	0.24
RURAL PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	0	0	0	0
RURAL PRINCIPAL ARTERIAL - OTHER	15	23	1.12	1.56
RURAL MINOR ARTERIAL	15	16	2.17	2.21
RURAL MINOR COLLECTOR	4	7	1.69	2.66
RURAL MAJOR COLLECTOR	19	32	2.03	3.31
RURAL LOCAL ROAD OR STREET	17	12	2.95	1.97
URBAN PRINCIPAL	58	41	0.42	0.3

ARTERIAL - INTERSTATE				
URBAN PRINCIPAL ARTERIAL - OTHER FREEWAYS AND EXPRESSWAYS	49	49	0.4	0.4
URBAN PRINCIPAL ARTERIAL - OTHER	152	311	0.93	1.91
URBAN MINOR ARTERIAL	117	283	1.05	2.56
URBAN MINOR COLLECTOR	0	0	0	0
URBAN MAJOR COLLECTOR	0	0	0	0
URBAN LOCAL ROAD OR STREET	60	120	0.6	1.2
OTHER	18	322	0	0
URBAN COLLECTOR - MAJOR AND MINOR	40	107	0.82	2.24

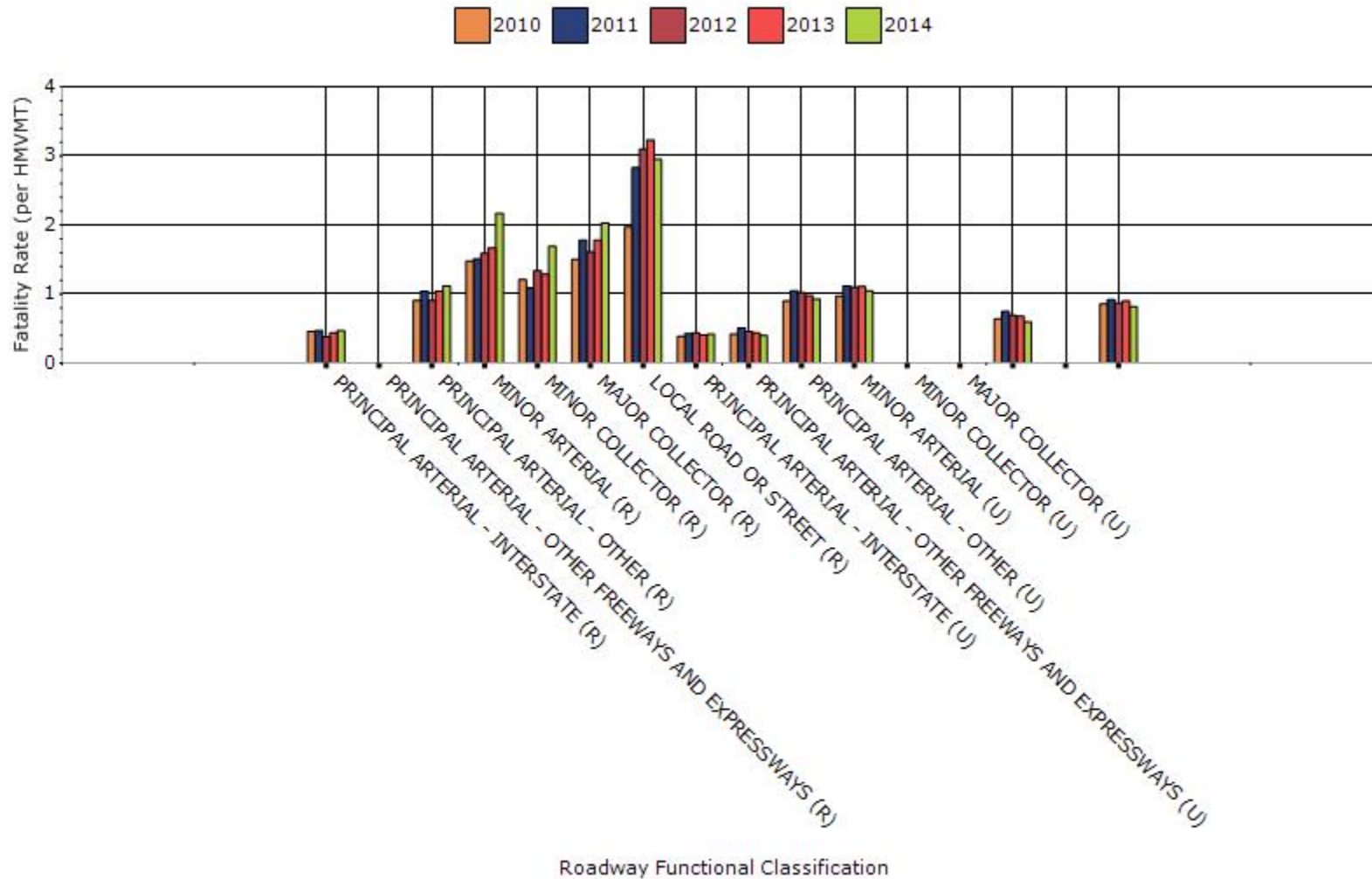
Fatalities by Roadway Functional Classification



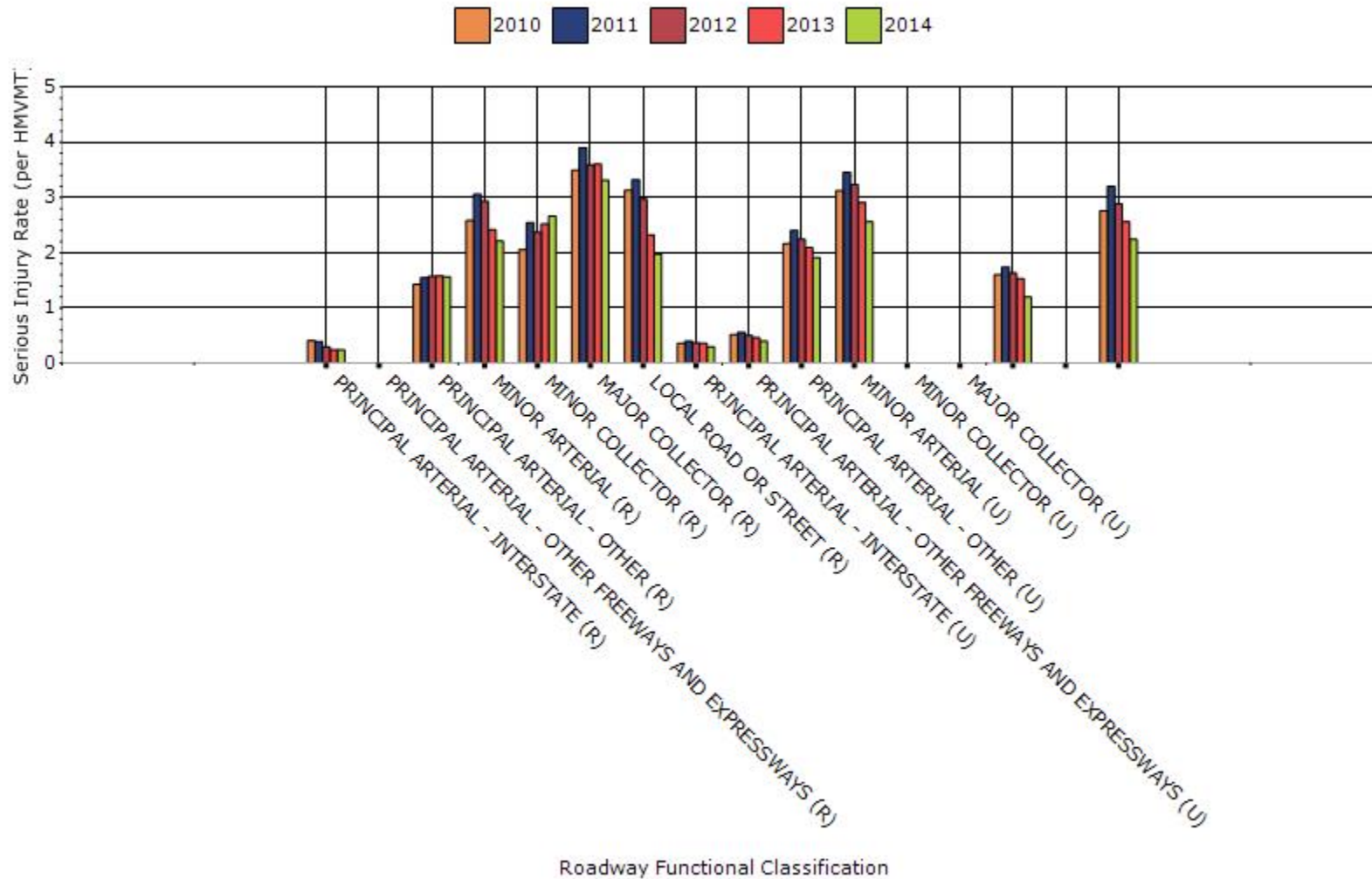
Serious Injuries by Roadway Functional Classification



Fatality Rate by Roadway Functional Classification



Serious Injury Rate by Roadway Functional Classification

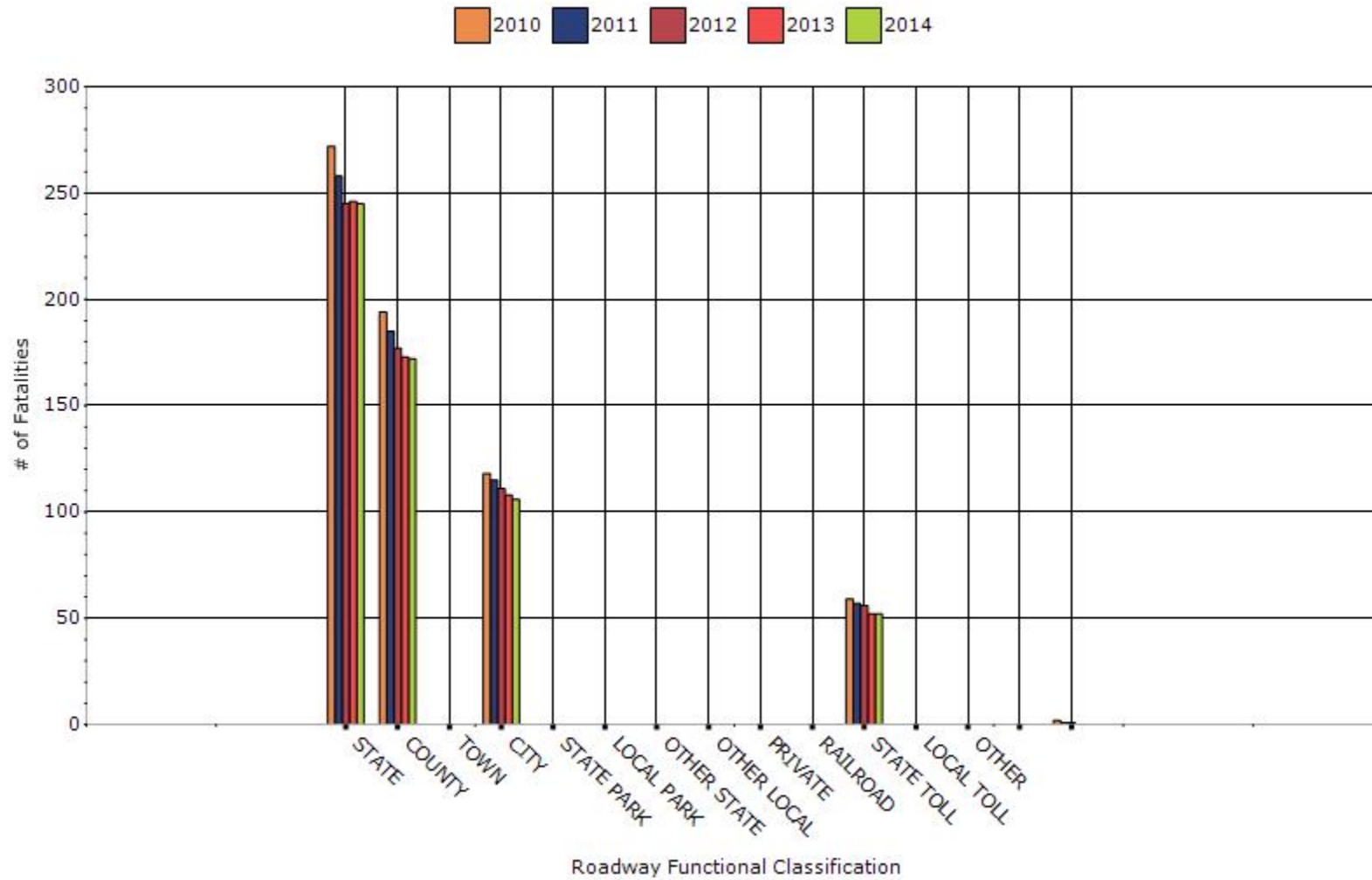


Year - 2014

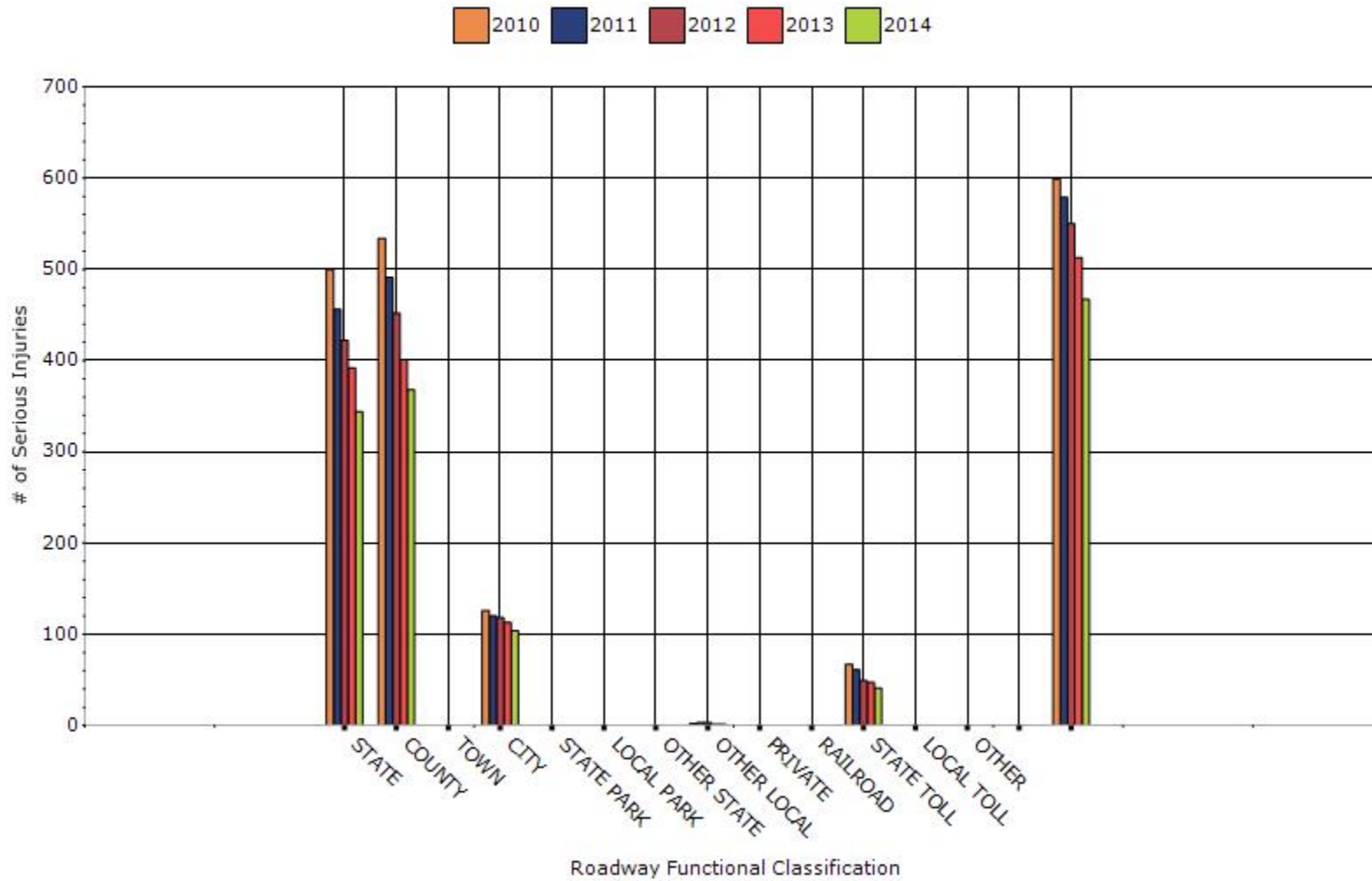
Roadway Ownership	Number of fatalities	Number of serious injuries	Fatality rate (per HMVMT)	Serious injury rate (per HMVMT)
STATE HIGHWAY AGENCY	245	344	0.83	1.16
COUNTY HIGHWAY AGENCY	172	368	1.19	2.56
TOWN OR TOWNSHIP HIGHWAY AGENCY	0	0	0	0
CITY OF MUNICIPAL HIGHWAY AGENCY	106	104	2.02	1.98
STATE PARK, FOREST, OR RESERVATION AGENCY	0	0	0	0
LOCAL PARK, FOREST OR RESERVATION AGENCY	0	0	0	0
OTHER STATE AGENCY	0	0	0	0
OTHER LOCAL AGENCY	0	1	0	1.1
PRIVATE (OTHER THAN RAILROAD)	0	0	0	0
RAILROAD	0	0	0	0
STATE TOLL AUTHORITY	52	41	0.38	0.3
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

OTHER	0	467	0	0
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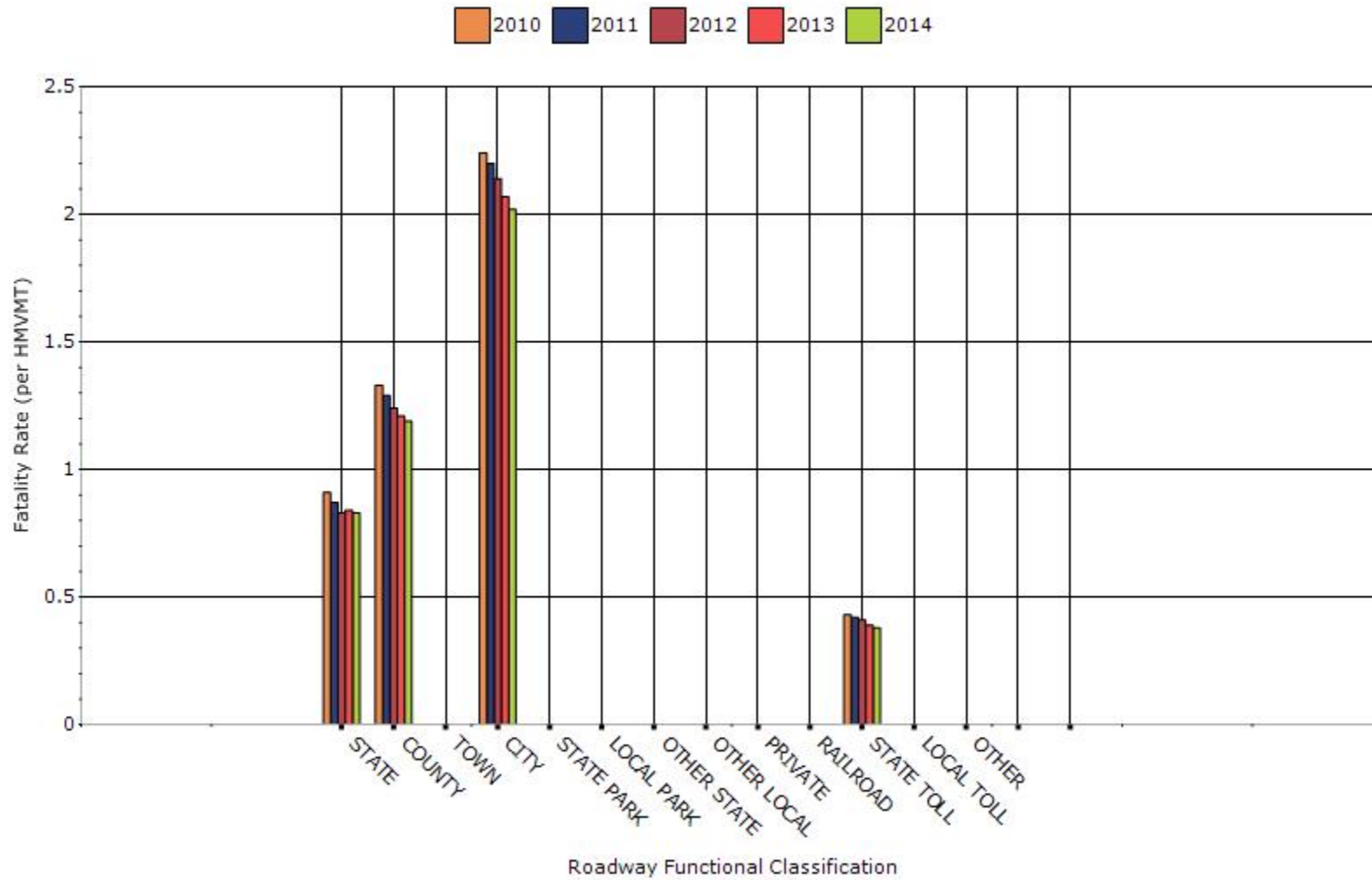
Number of Fatalities by Roadway Ownership



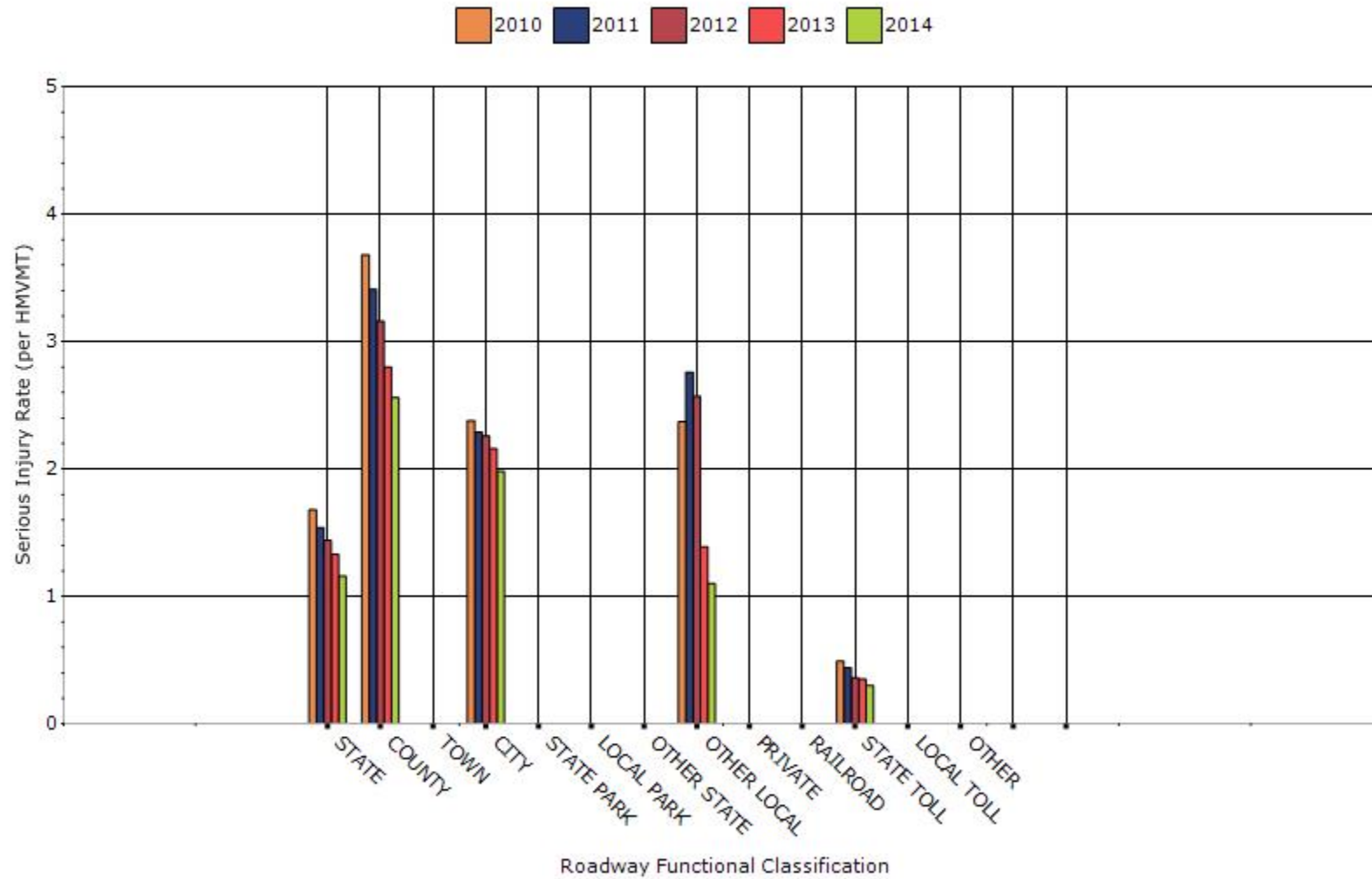
Number of Serious Injuries by Roadway Ownership



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.

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 wrapping up the pedestrian and bicycle safety action plan. NJDOT participated and supported that effort considerably by including staff from BTDS and the Ped/Bike groups on the team. 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.

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)	0.8	0.8	0.79	0.77	0.78
Serious injury rate (per capita)	1.37	1.3	1.21	1.14	1.04
Fatality and serious injury rate (per capita)	2.16	2.1	2	1.91	1.82

*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)

2009 2010 2011 2012 2013

134 135 137 141 144

As per: <http://www.fhwa.dot.gov/map21/guidance/guideolder.cfm>

For Fatal Rate:

[(F 2013 Drivers and Pedestrians 65 years of age and older/2013 Population Figure) + (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)] / 5

$$[(118/144) + (121/141) + (96/137) + (114/135) + (92/134)]/5$$

For Serious Injury Rate:

[(SI 2013 Drivers and Pedestrians 65 years of age and older/2013 Population Figure) + (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)] / 5

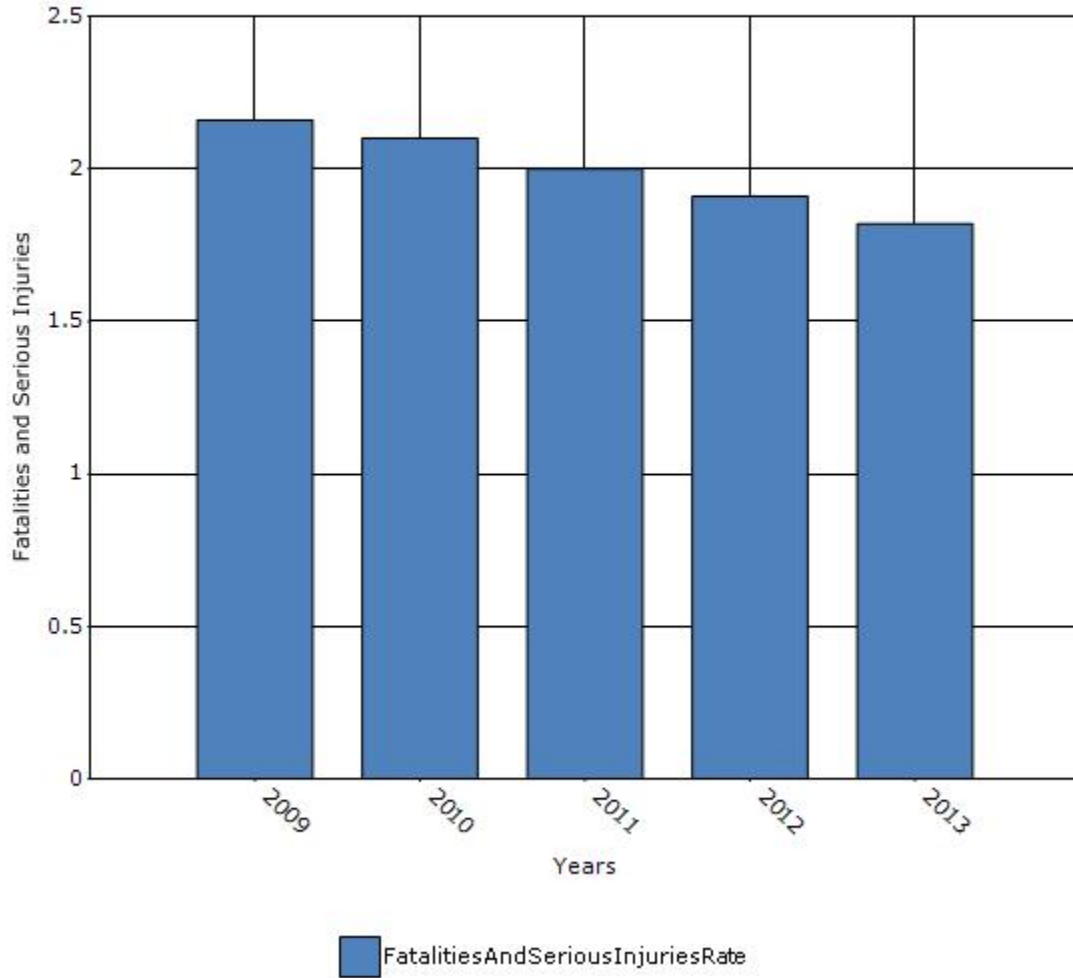
$$[(115/144) + (181/141) + (133/137) + (148/135) + (162/134)]/5$$

For Fatality and Serious Injury Rate:

[(F+SI 2013 Drivers and Pedestrians 65 years of age and older/2013 Population Figure) + (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)] / 5

$$[(233/144) + (302/141) + (229/137) + (262/135) + (254/134) + (268/132)]/5$$

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 as well as to State to target crashes on public 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

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

NJDOT is moving towards electronic crash data collection. Considerable progress has been made towards achieving this goal. NJDOT had to coordinate with many partners to get to the point of advertising, ie State Police, MVC, Treasury and internal SMEs

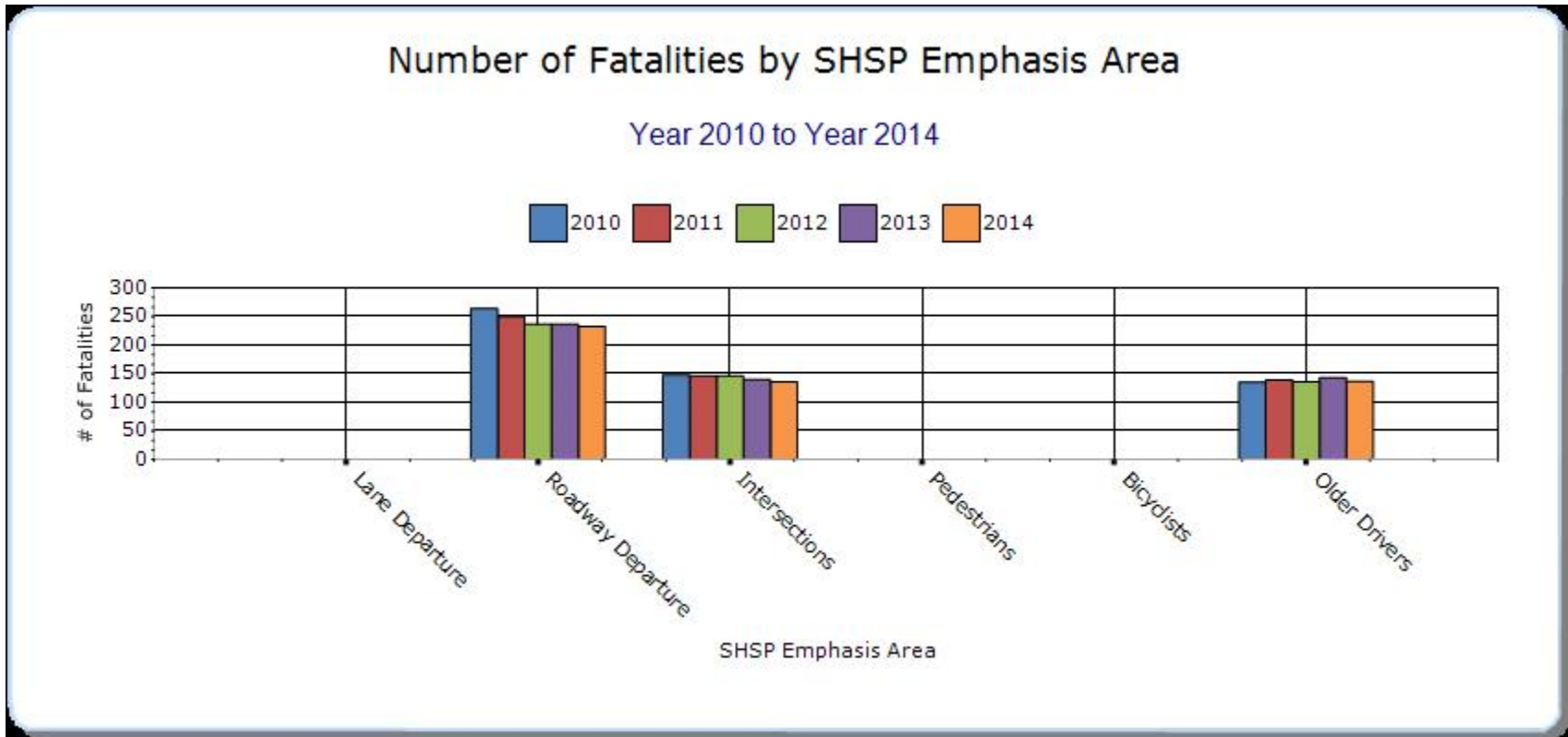
NJDOT has started a new pilot program to build roundabouts as a systemic safety improvement on local roadways. New Jersey citizens are used to traffic circles and do not understand the benefits of a modern roundabout. This program has been initiated to improve public opinion about roundabouts which is one of the FHWA proven countermeasures.

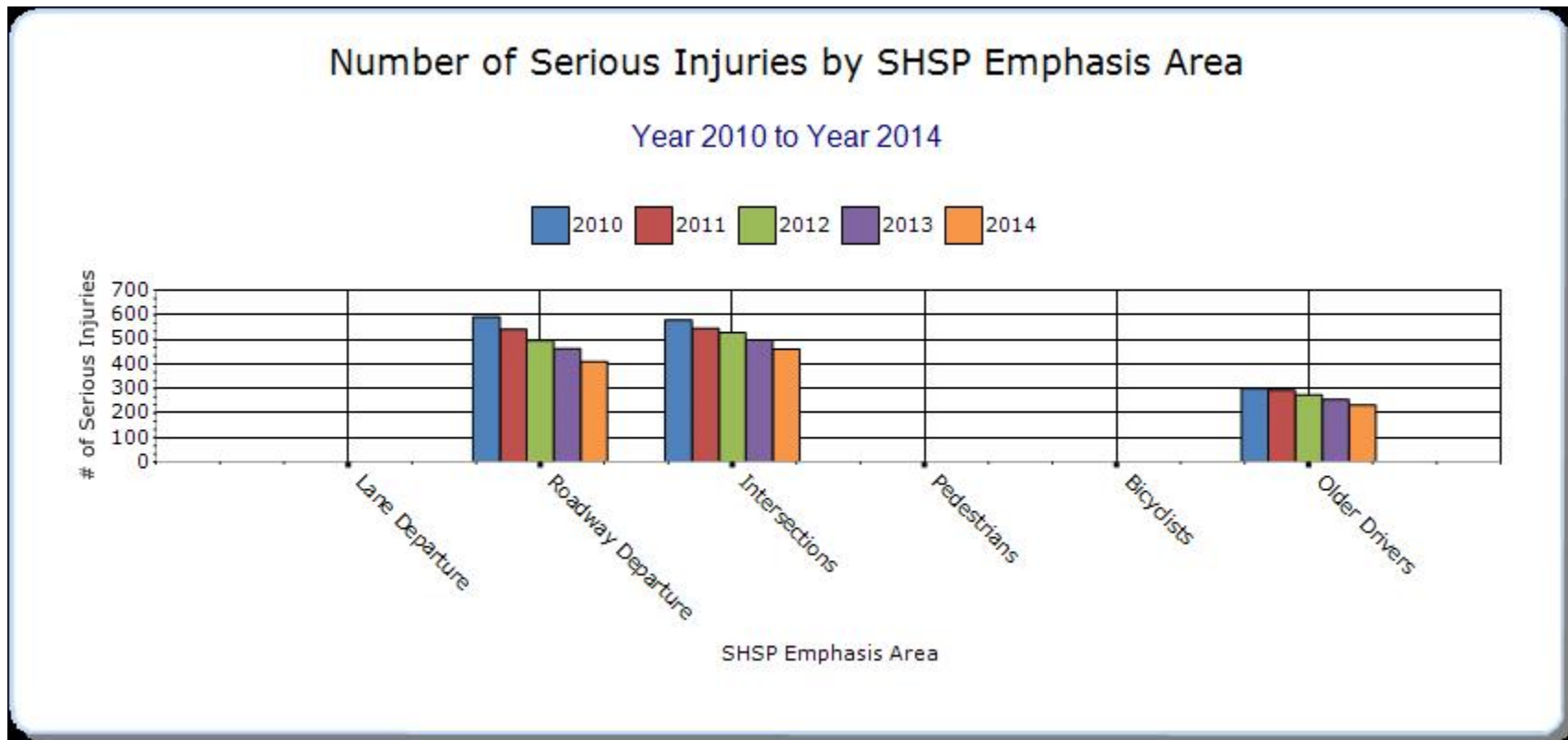
SHSP Emphasis Areas

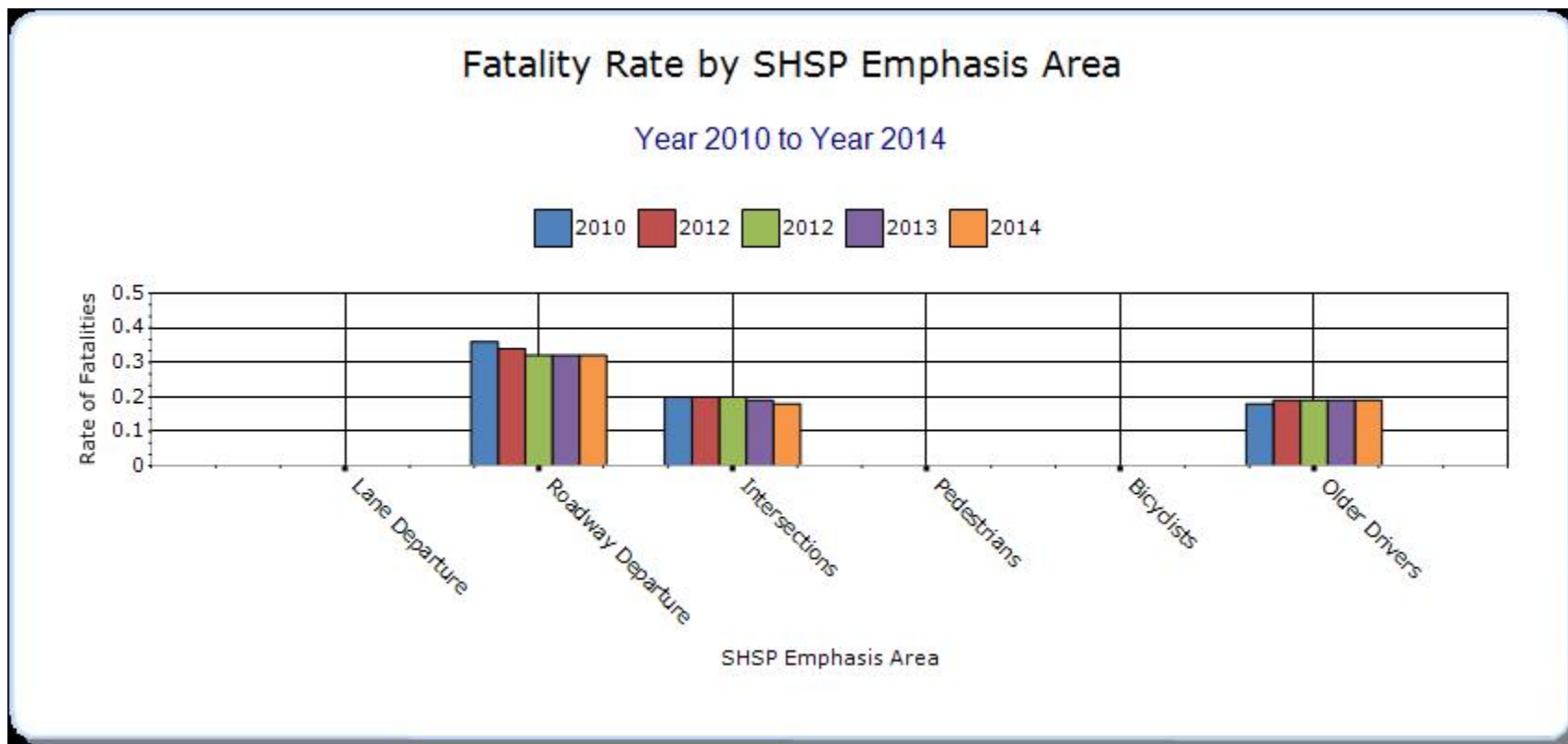
For each SHSP emphasis area that relates to the HSIP, present trends in emphasis area performance measures.

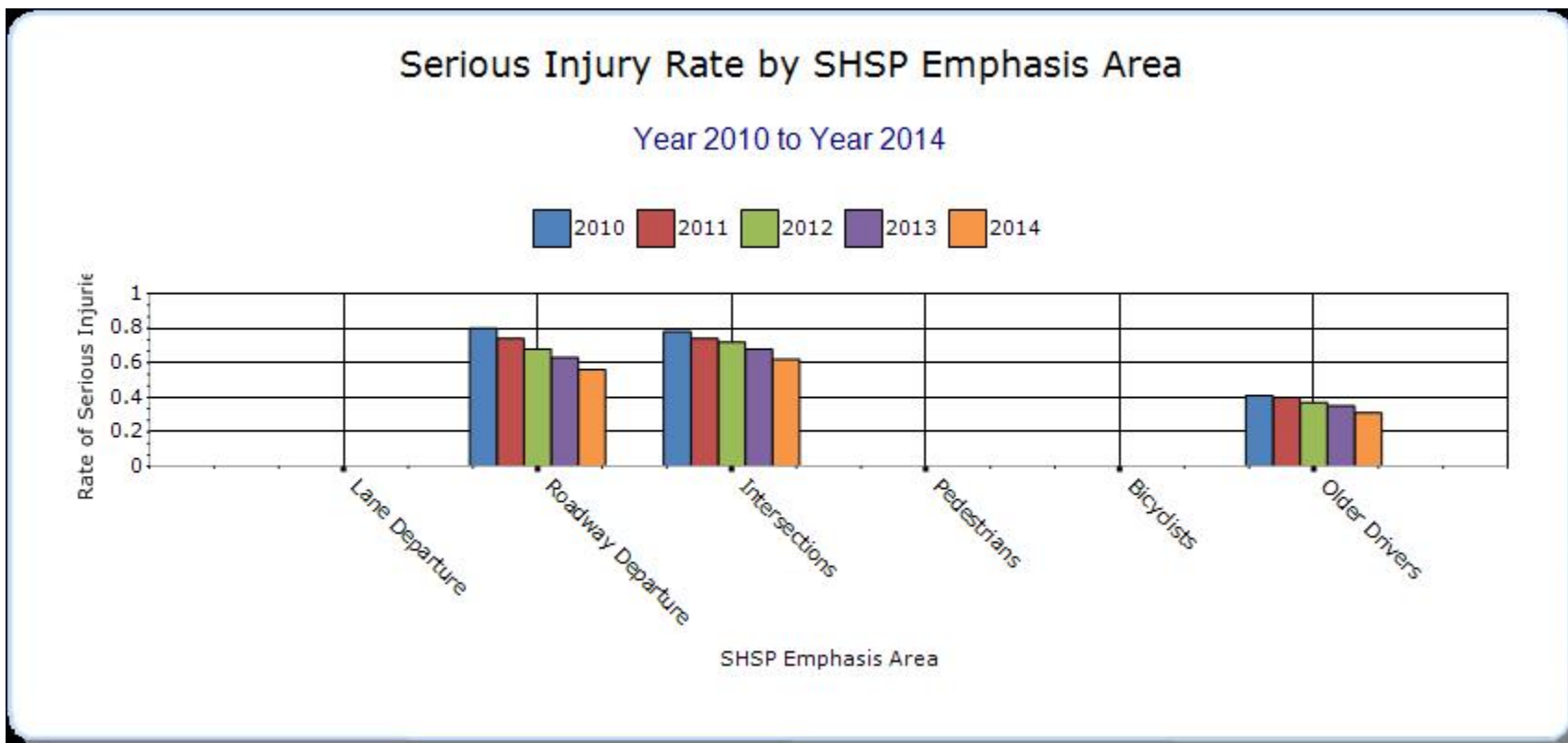
Year - 2014

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	233	410	0.32	0.56	0	0	0
Intersections	All	136	460	0.18	0.62	0	0	0
Older Drivers	All	137	232	0.19	0.31	0	0	0
Curb Aggressive Driving	All	166	384	0.22	0.52	0	0	0
Increase Driver Safety Awareness	All	51	137	0.07	0.19	0	0	0
Reduce Young Driver Crashes	All	59	167	0.08	0.23	0	0	0
Reduce Impaired Driving	All	115.4	383	0.16	0.52	0	0	0
Reduce Pedestrian, Bicycle, Rail & Vehicular Conflicts	Ped/Bike/Rail	149	280.2	0.2	0.38	0	0	0







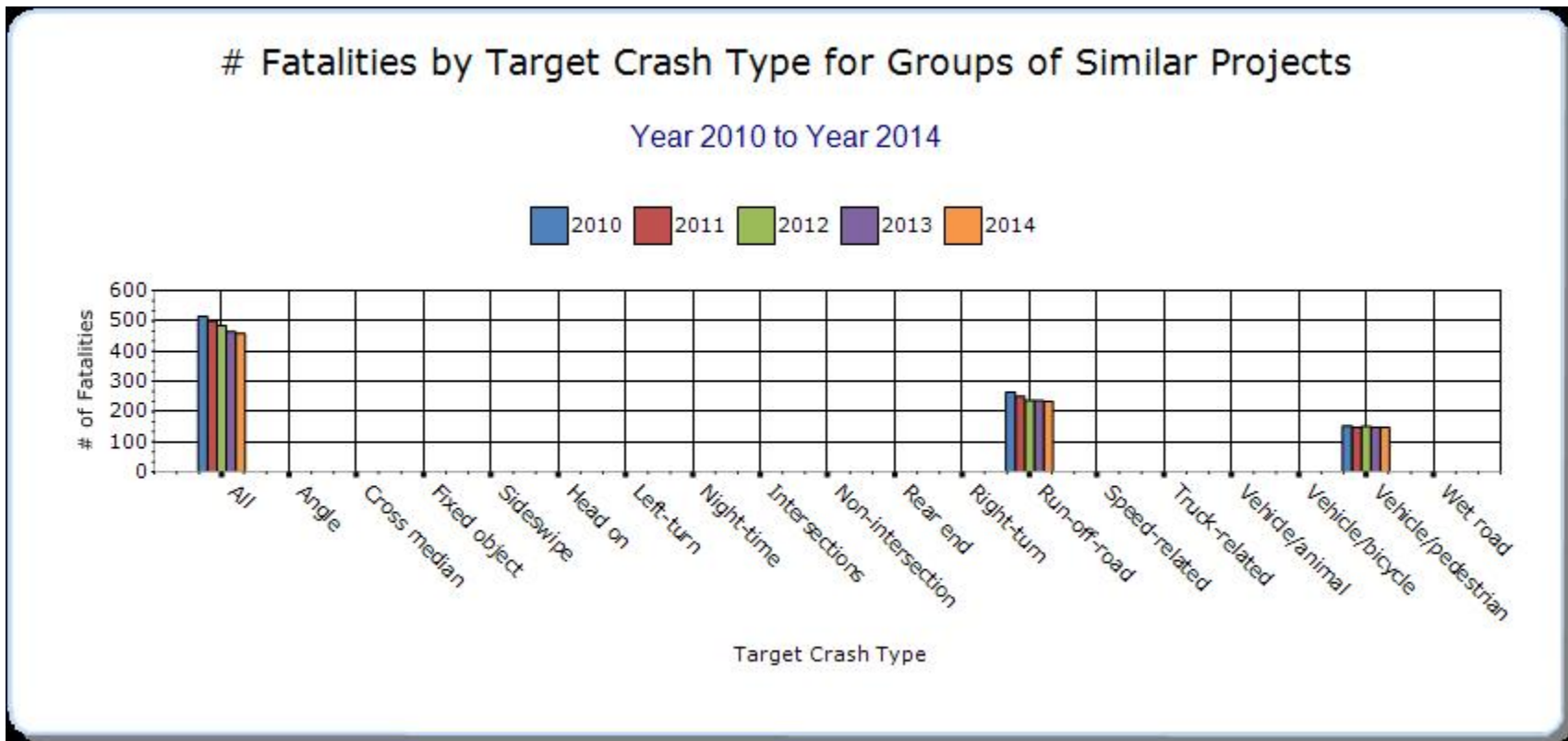


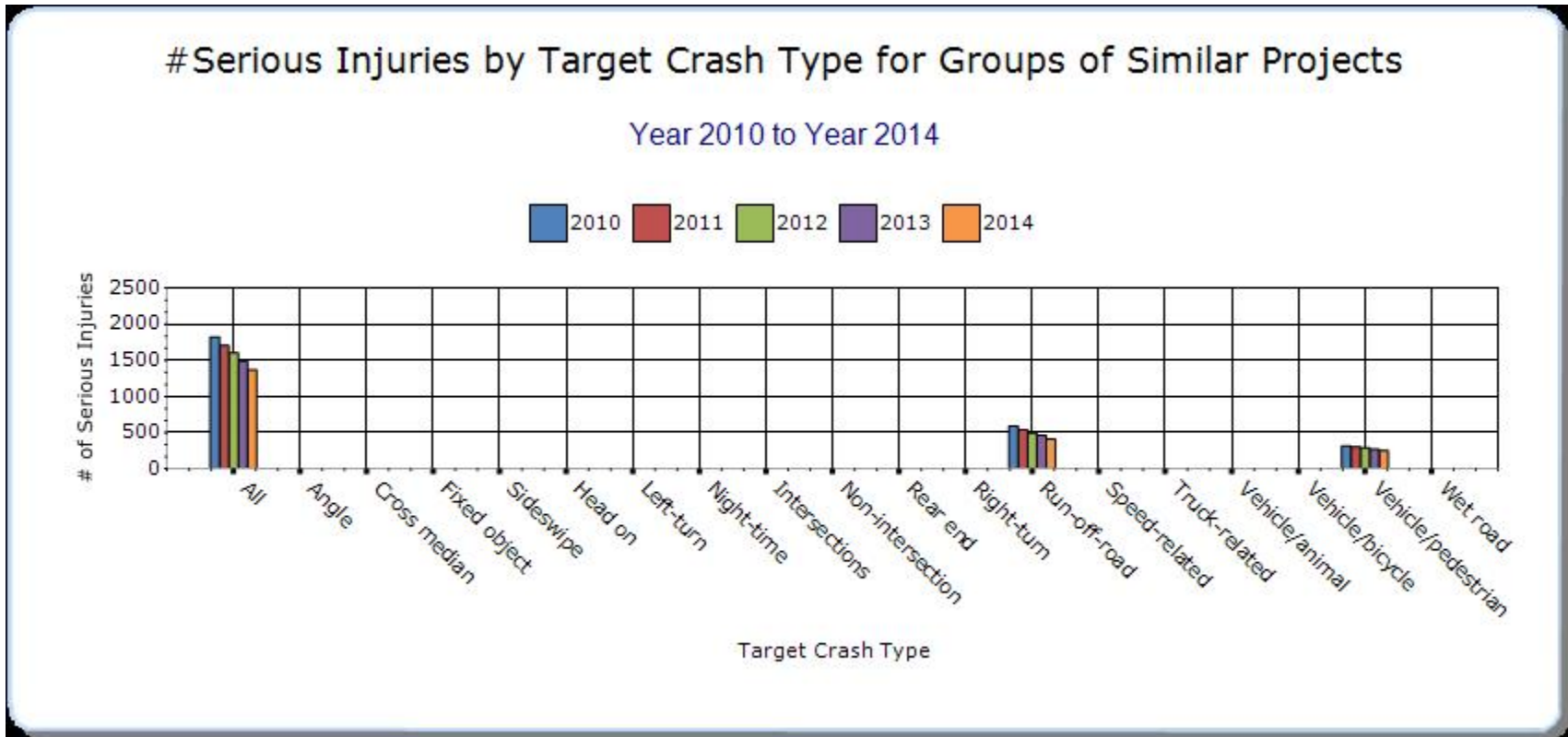
Groups of similar project types

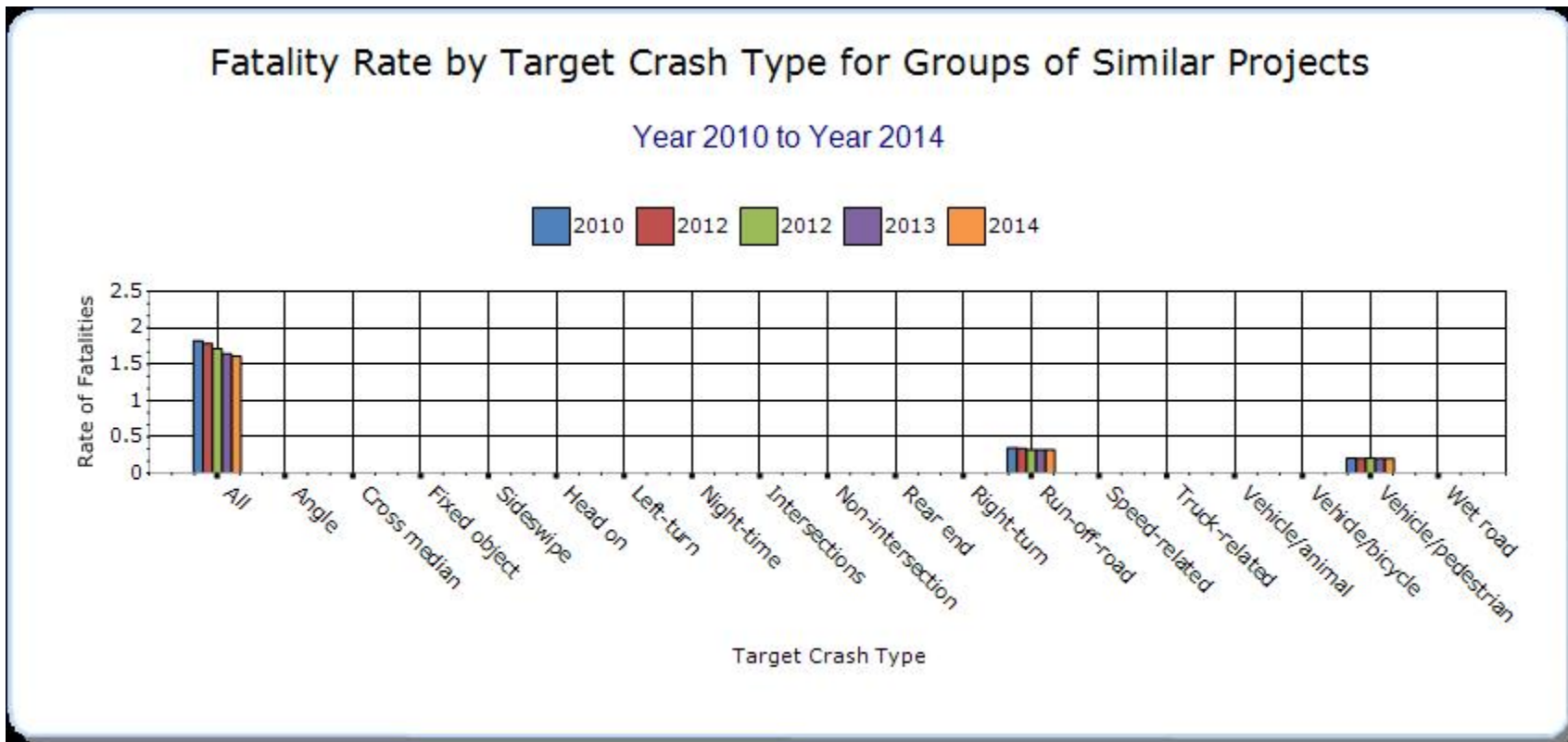
Present the overall effectiveness of groups of similar types of projects.

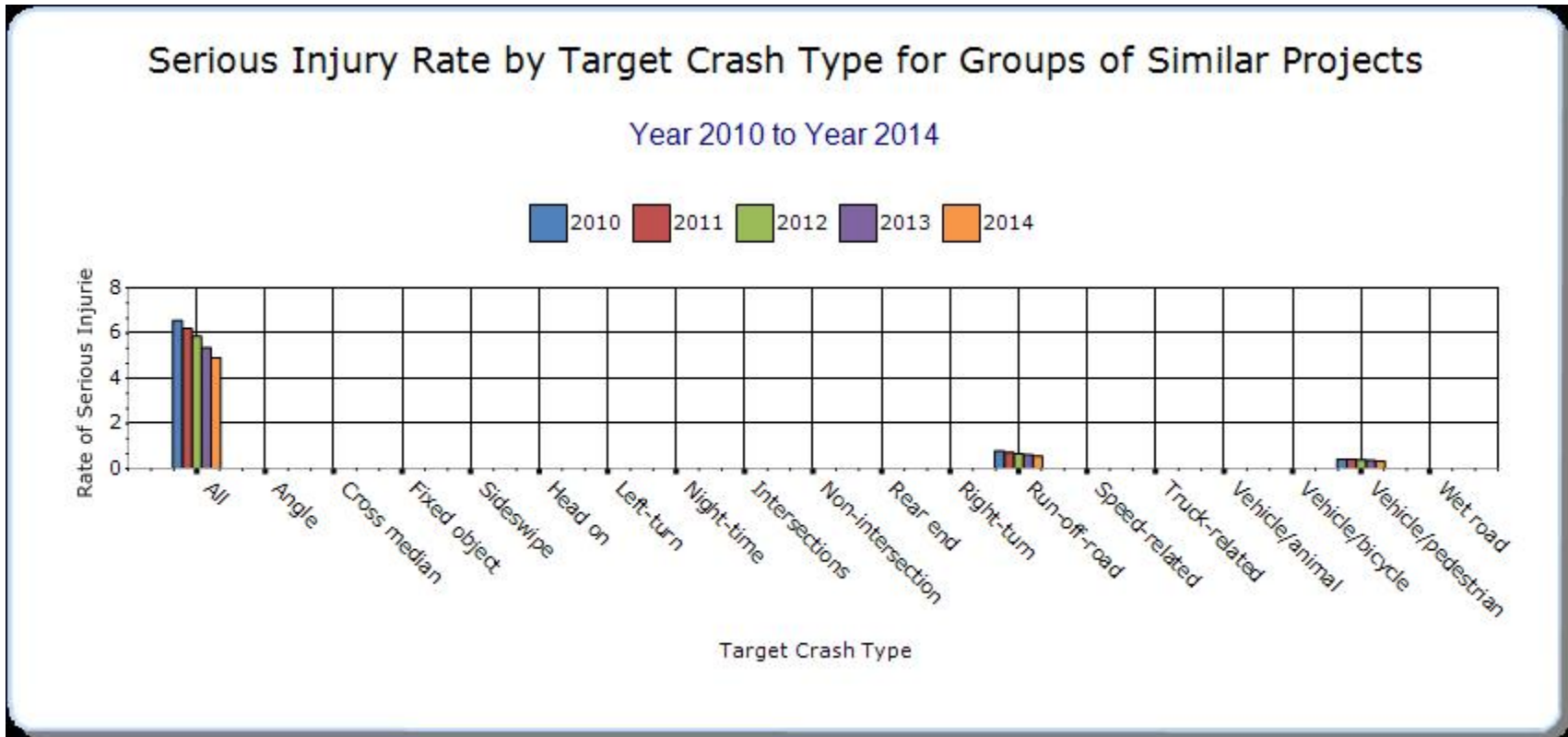
Year - 2014

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
Roadway Departure	Run-off-road	234	410	0.32	0.56	0	0	0
Safe Corridor	All	24	40	0.03	0.05	0	0	0
Intersection	All	137	460	0.19	0.62	0	0	0
Other-High Risk Rural Roads	All	33	51	0.05	0.07	0	0	0
Pedestrian Safety	Vehicle/pedestrian	147	249	0.2	0.34	0	0	0
Local Safety	All	264	819	1.34	4.17	0	0	0







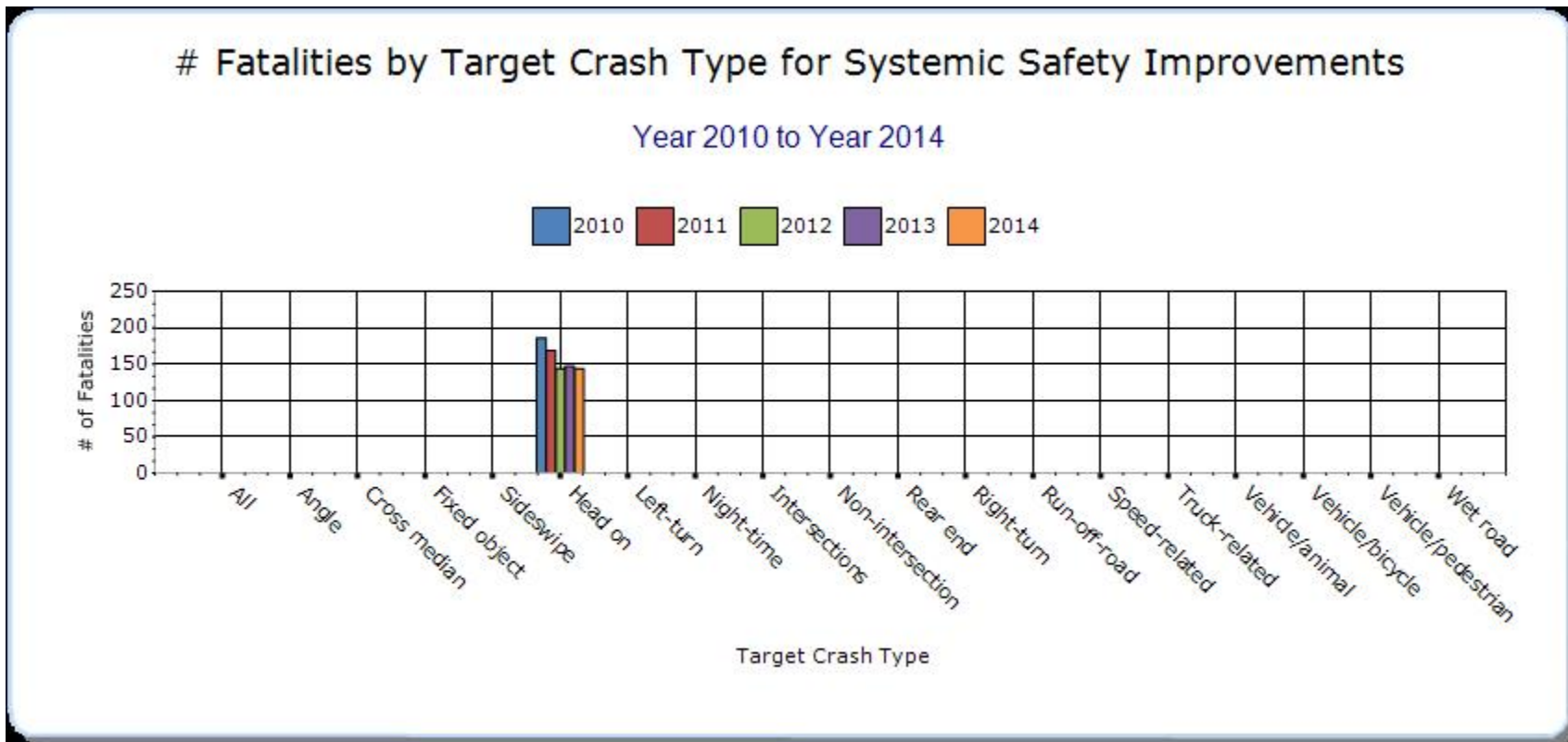


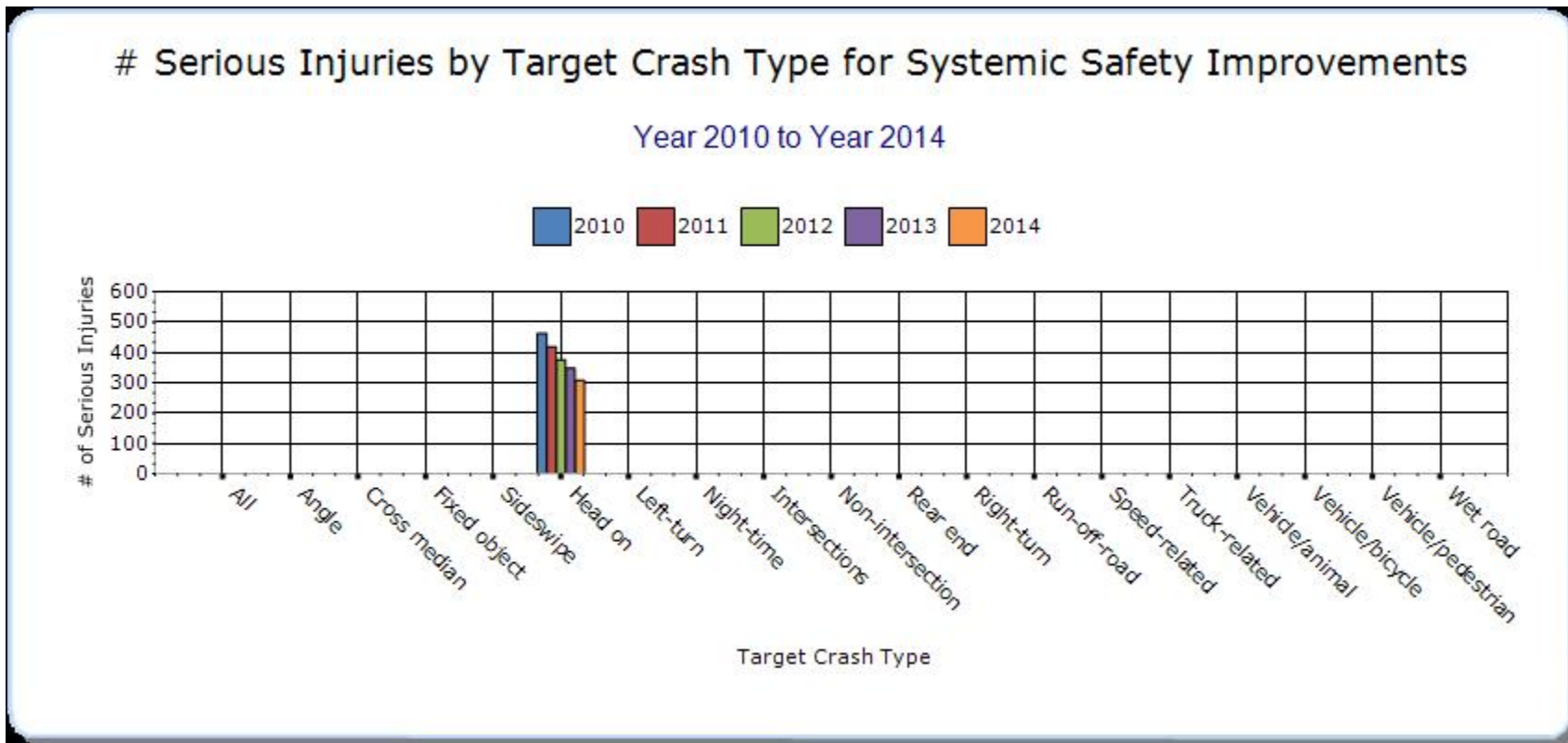
Systemic Treatments

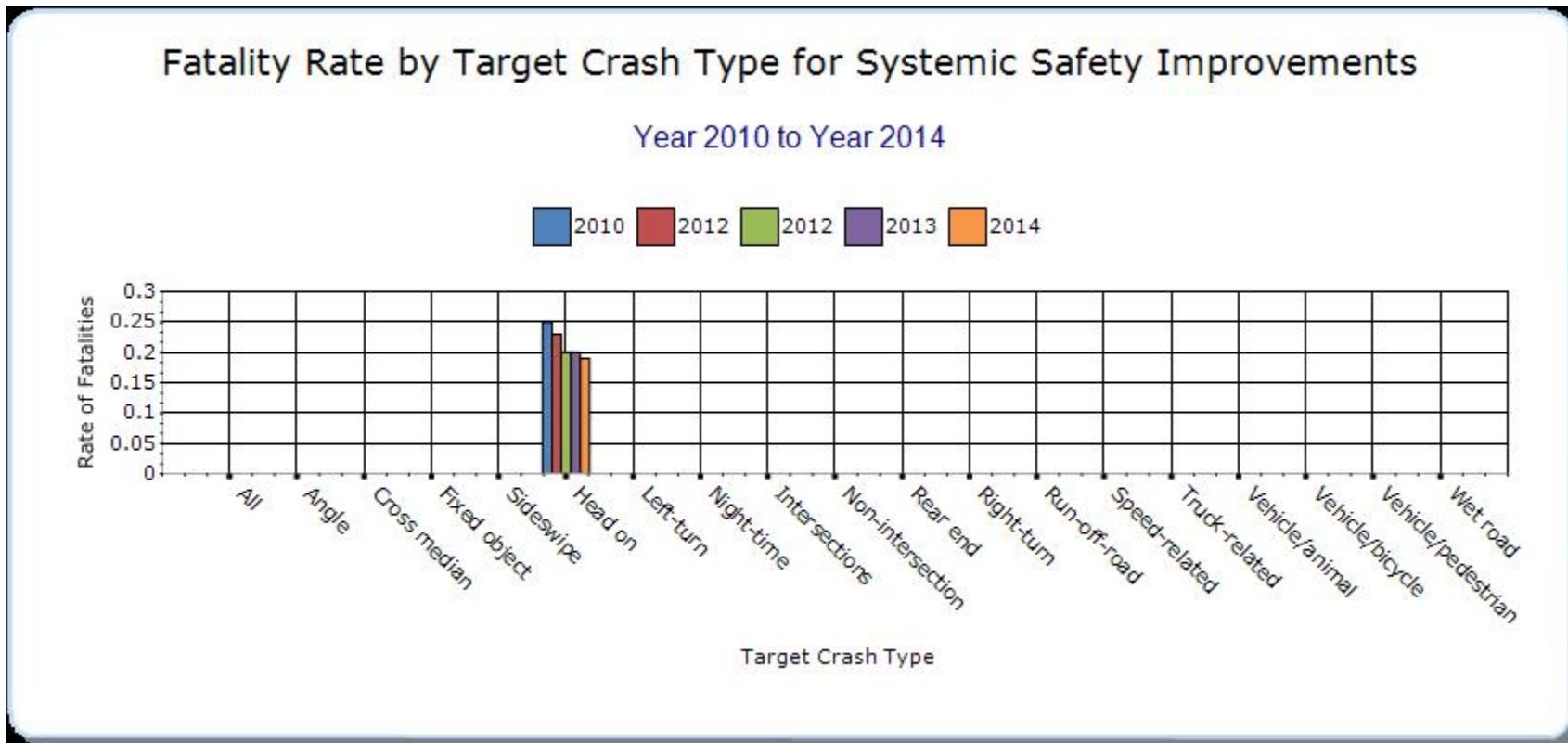
Present the overall effectiveness of systemic treatments.

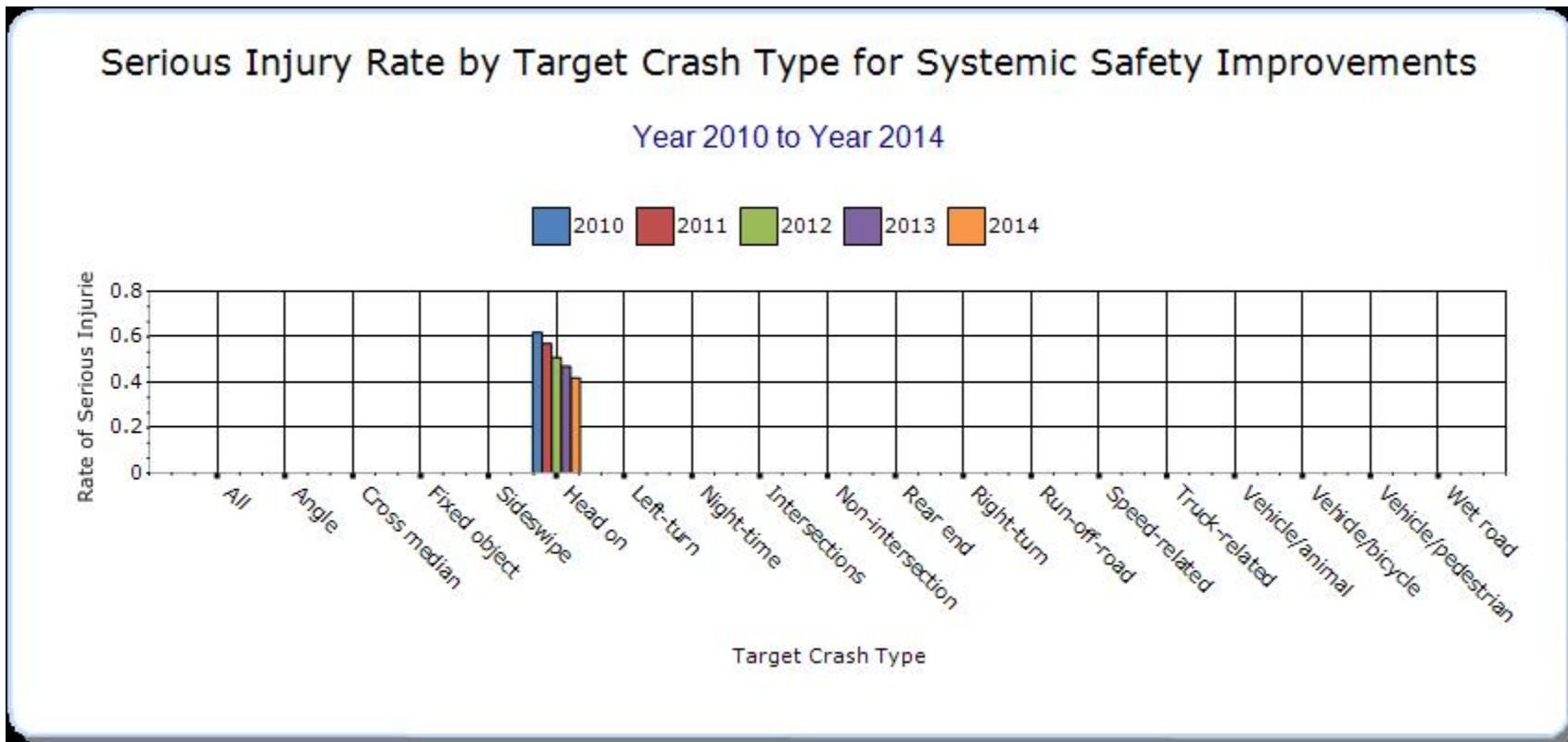
Year - 2014

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	144	308	0.19	0.42	0	0	0









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

While considerable progress has been made in most of the SHSP focus areas, NJ has struggled to reduce the pedestrian fatalities and injuries. In an effort to more effectively identify opportunities to reduce these crashes, NJDOT has developed a new network screening tool for pedestrian involved crashes.

Project Evaluation

Provide project evaluation data for completed projects (optional).

Location	Functional Class	Improvement Category	Improvement Type	Bef-Fatal	Bef-Serious Injury	Bef-All Injuries	Bef-PDO	Bef-Total	Aft-Fatal	Aft-Serious Injury	Aft-All Injuries	Aft-PDO	Aft-Total	Evaluation Results (Benefit/Cost Ratio)
	None.													

Optional Attachments

Sections

Program Structure: Program Administration

Files Attached

[General Notes for the Annual Safety Report 2015.docx](#)

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.