



U.S. Department of Transportation
Federal Highway Administration



Local Road Safety Plans

New Jersey

September 14, 2023



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Why Local Road Safety Plans?



Why Local Road Safety Plans?

- **91%** of roads are maintained by local agencies in New Jersey (1)
- **52%** of fatalities occur on locally owned roadways in New Jersey (2)
- **54%** of serious injuries occur on locally owned roadways in New Jersey (3)

- (1) HPMS 2020
- (2) FARS 2017-2021
- (3) NJDHTS 2018-2022

Office of Innovation Implementation



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Safety Benefits:

Agencies have experienced the following benefits after LRSP implementation:

25%

reduction in county road fatalities in Minnesota.

17%

reduction in fatal and serious injury crashes on county-owned roads in Washington State.

35%

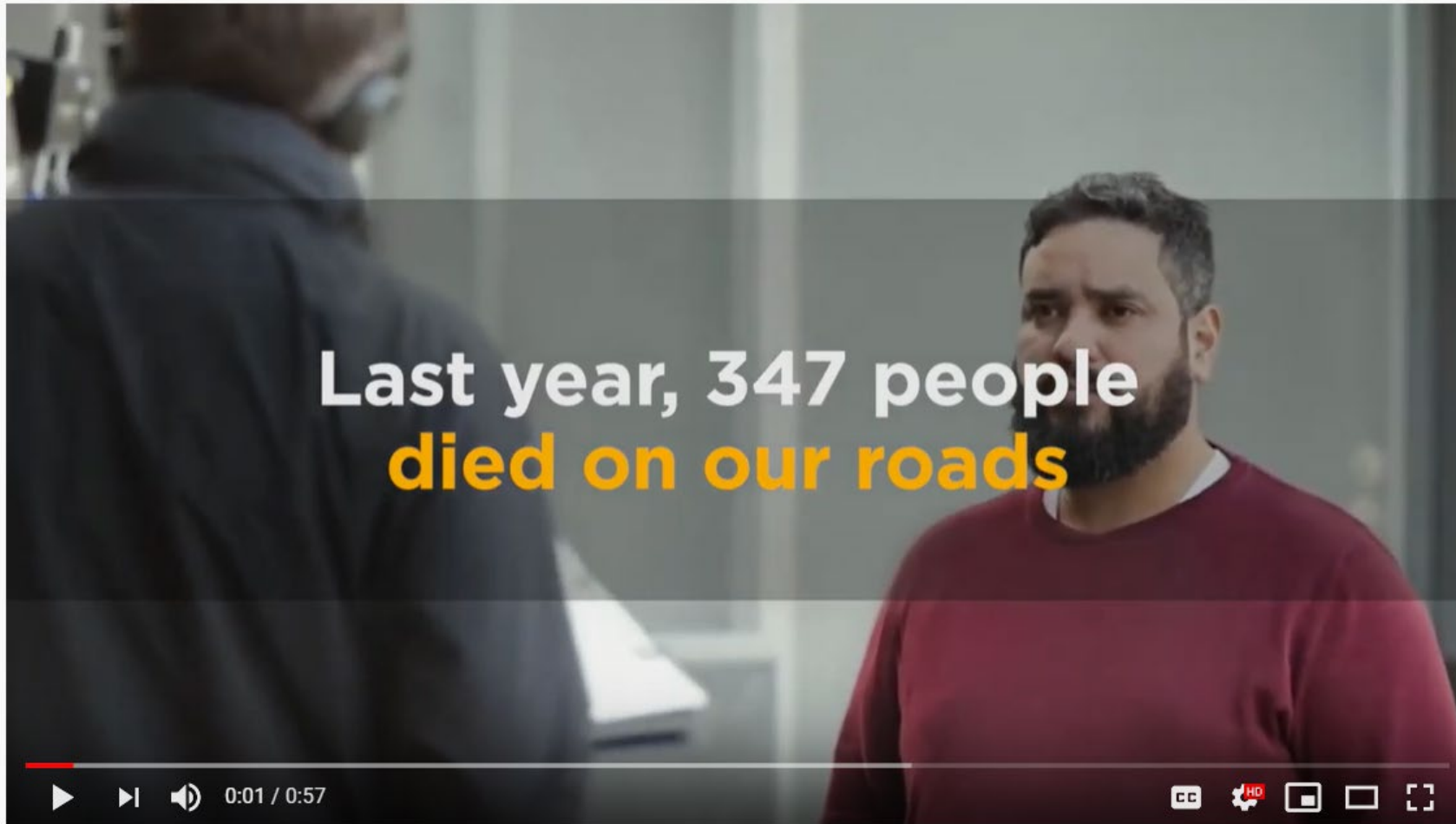
reduction in severe curve crashes in Thurston County, WA.

Why Local Road Safety Plans?

- Reduction in fatal and severe crashes
- Develop lasting partnerships (5 E's)
- Greater awareness of road safety and risks
- Advance methods to improve safety of local roads
- Transparency in funding of projects
- Incorporate safety into routine business



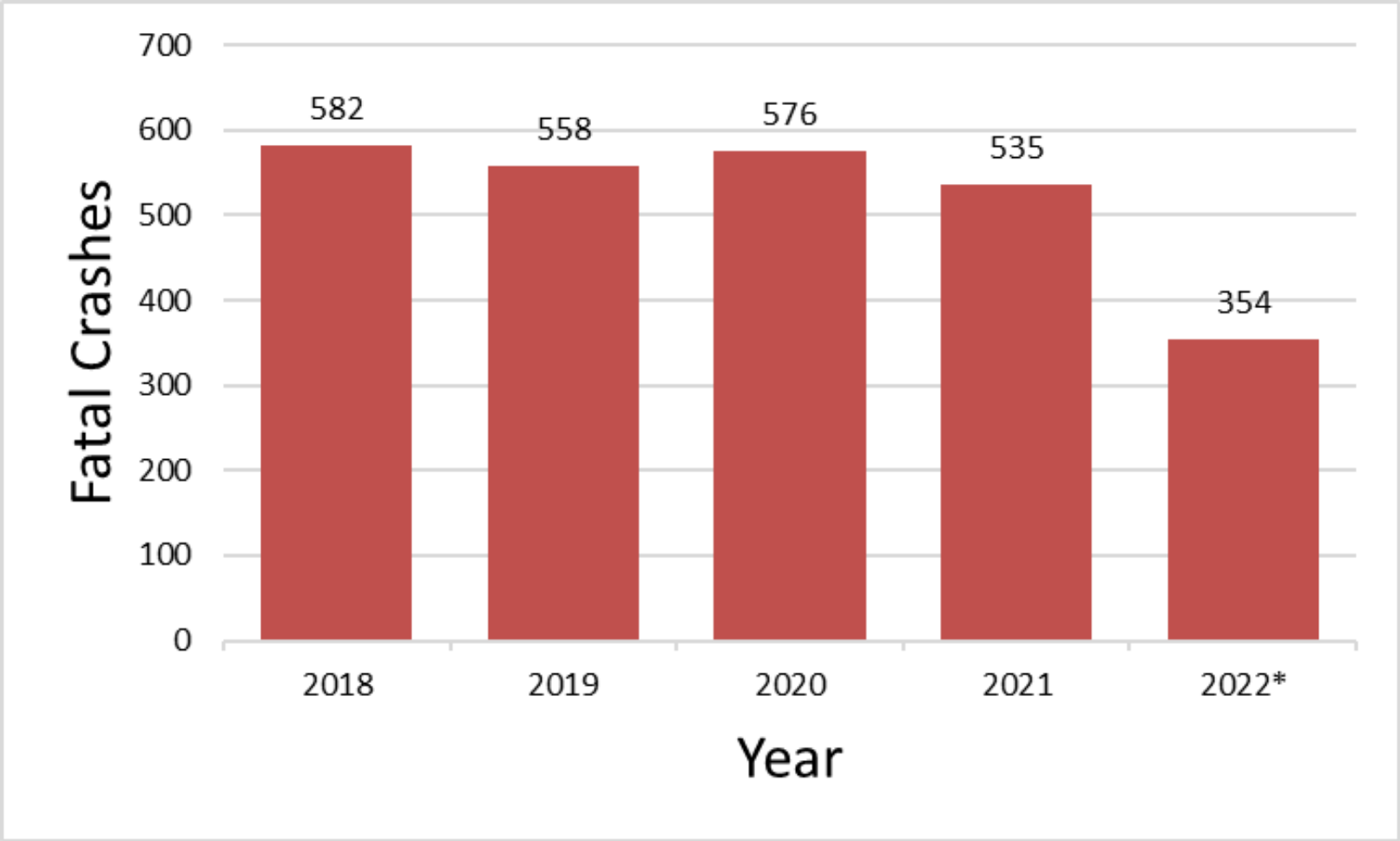
Towards Zero Video – New South Wales



<https://www.youtube.com/watch?v=ra5LK8x86z>



New Jersey Fatalities



Source: NJDHTS, 2018-2022

The years 2022 is incomplete and is subject to modification.



Poll



Do you know how many roadway fatalities occur on your county road network in an average year?

- Zero
- 1-5
- 6 -15
- 16-30
- 30+
- I do not know





NEW JERSEY
2020 Strategic Highway Safety Plan



August 2020

<https://www.state.nj.us/transportation/about/safety/sshsp.shtm>
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“Zero deaths and zero serious injuries on all of New Jersey’s public roads is our collective goal and can be achieved.”



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NEW JERSEY

2020 Strategic Highway Safety Plan



August 2020

<https://www.state.nj.us/transportation/about/safety/sshsp.shtm>

Office of Innovation Implementation

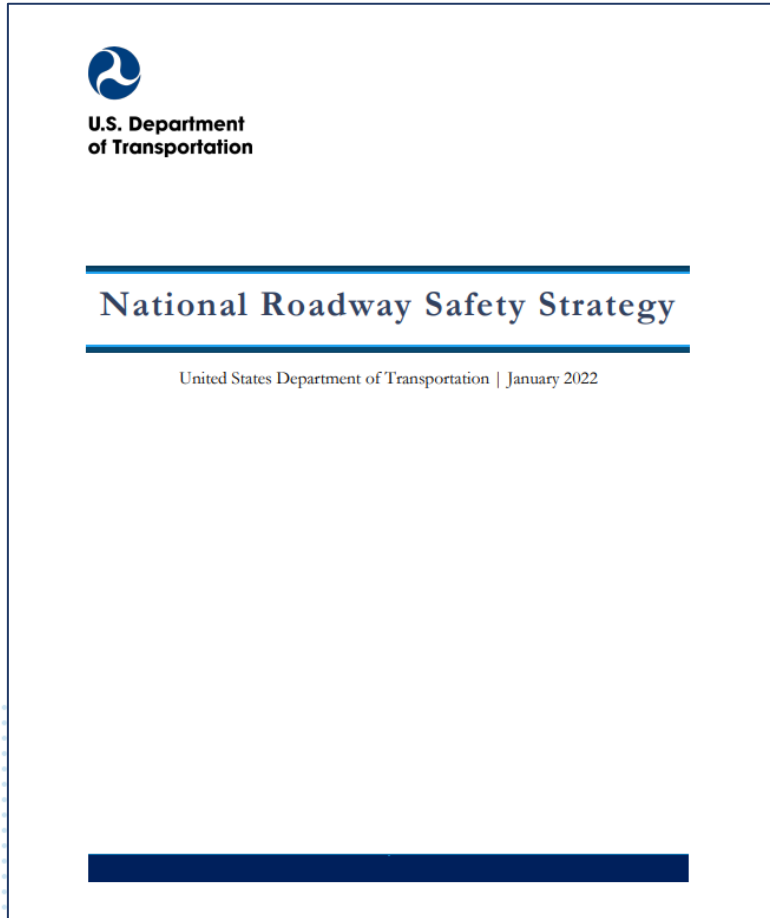
- Emphasis Areas
 - Equity
 - Lane Departure
 - Intersections
 - Driver Behavior
 - Pedestrian and Bicyclists
 - Other Vulnerable Road Users
 - Data



U.S. Department of Transportation
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National Roadway Safety Strategy



Poll



Are you familiar with your states Strategic Highway Safety Plan?

- Yes
- No
- I don't know what an SHSP is



Poll



Are you familiar with National Road Safety Strategy?

- Yes
- No
- I don't know what the NRSS is

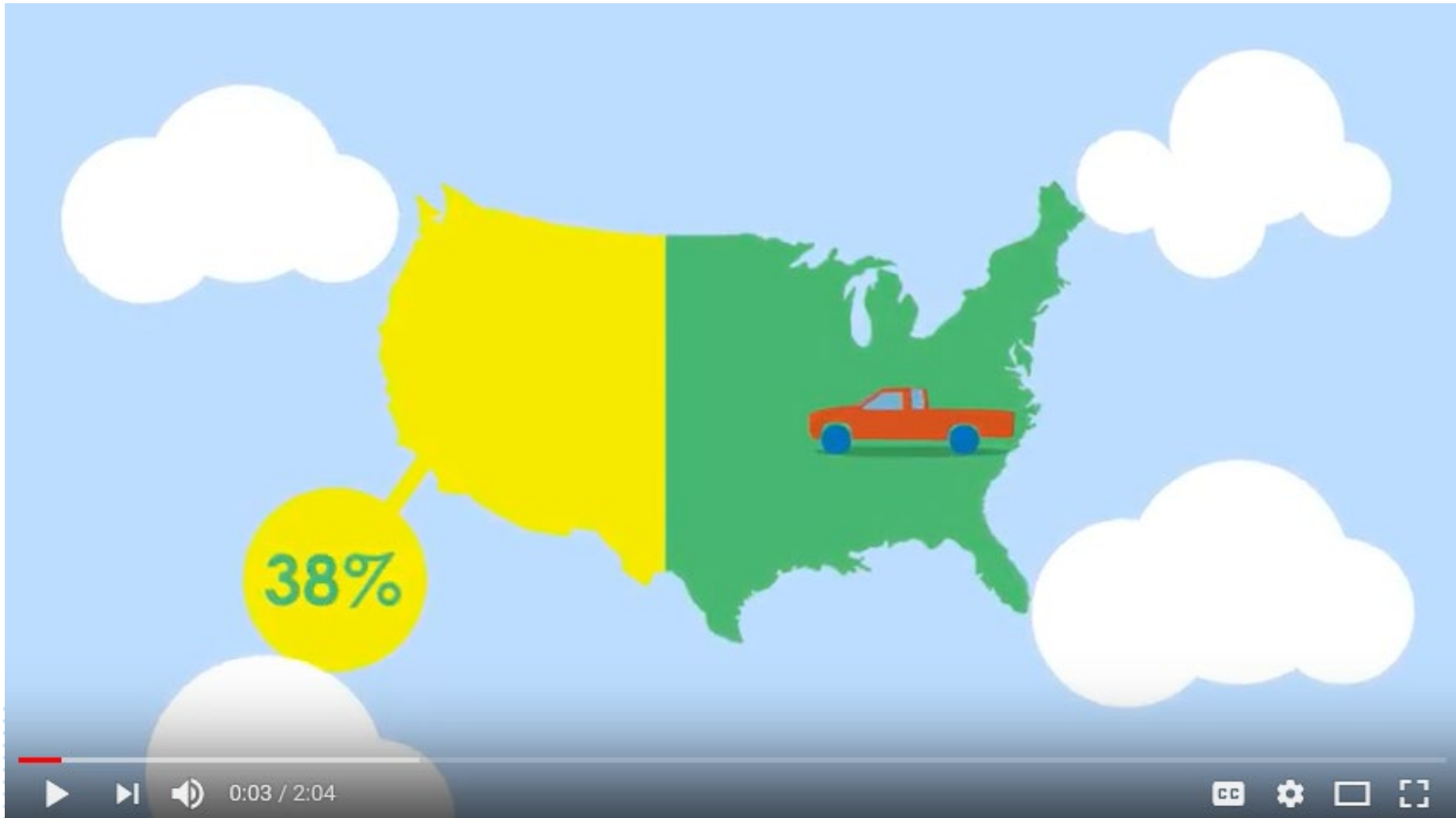




What is a Local Safety Plan? (4 main steps)



Local Road Safety Plan Video



What's in it for my agency?

- Reduce fatal and severe crashes
- Access to and training on safety analysis tools
- Greater awareness of road safety and risks (staff, elected officials, and the public)
- Fosters/develops lasting partnerships (law enforcement, emergency response, public health, educators, etc.)
- Transparency in prioritization of projects
- Support for funding opportunities



What's my role?

- Identify opportunities to reduce severe crashes in your city / county
- Engage stakeholders
- Participate in webinars
- Participate in an in-person workshop
- Lead/Co-Lead the development of your agency's plan
- Provide input and feedback to your state and other local partners
- Be a champion for safety



Webinar Series

- Webinar 1: Welcome and Overview
 - September 14, 2023
- Webinar 2: Safety Data
 - September 28, 2023
- Webinar 3: Countermeasures, Implementation and Evaluation
 - October 19, 2023



“Do what you can,
with what you have,
where you are.”
– Theodore Roosevelt







Starting your LRSP



Local Road Safety Plans DIY Website

LOCAL ROAD SAFETY PLANS:
Your Map to Safer Roadways

Step 1
Identify
Stakeholders

Step 2
Use
Safety Data

Step 3
Choose Proven
Solutions

Step 4
Implement
Solutions

Finish Line

Welcome to the local road safety plan do-it-yourself website! We are so happy you are here. On this site, you'll find everything you need to make a plan that fits your community and gets people home safely. Watch the video below to learn how to use the site and build your plan. If you need help [contact us](#) anytime.

How to Use This Site

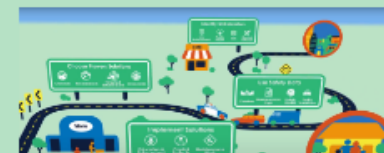


SCROLL DOWN FOR MORE VIDEOS

Welcome - FHWA Leadership



Local Road Safety Plans Overview



Tools and Resources

Content will open in a new window

▶ Guides & Training

▶ LRSP Examples

▶ LRSP Sites

<https://safety.fhwa.dot.gov/LRSPDIY/index.cfm>

LRSP Template

Local Road Safety Plan Template

A Local Road Safety Plan is focused on the safety priorities and goals of your community. Local Road Safety Plans can also be known as Comprehensive Safety Action Plans, Vision Zero Plans, County Safety Plans, and Tribal Transportation plans. This plan is based on the principles set forth in the [Safe System Approach](#) and the [Core Safety Plan](#). Use this Word document to create your safety planning document.

TITLE OF PLAN

AGENCY

DATE

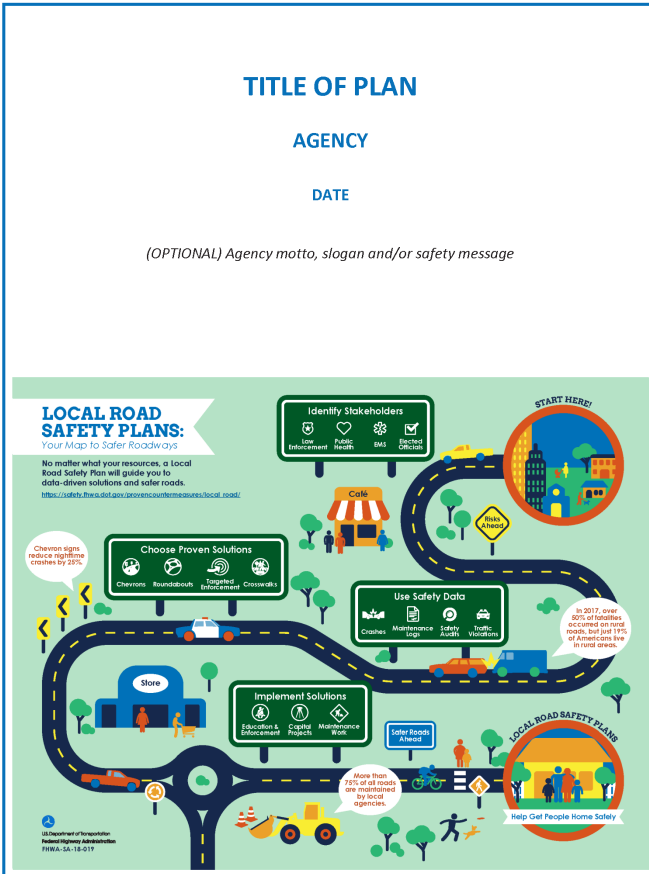
(OPTIONAL) Agency motto, slogan and/or safety message

level. A signature line(s) could be added to ensure that your plan is institutionalized in terms of commitment to

ment to transportation safety through this planning process and the drafting of the paragraphs and can be as general or specific as you'd like. It serves two purposes: it defines the purpose—to save lives and reduce roadway risk; and it identifies ways to

improving transportation safety to eliminate deaths and serious injuries that occur on our road system by 2035. This plan tells the story of transportation risks, safety goals, and our County. Implementation of the plan will improve transportation safety for all road users. As part of an ongoing effort to make safety improvements, this plan will be updated with input from several safety partners and stakeholders. The ultimate goal of this plan is zero deaths and serious injuries on our roadways.

ction Plan requirements set forth under the Safe Streets and Roads for All (SSRFA) Act. This plan identifies the need for a high-ranking official or governing body to publicly commit to reducing serious injuries, including a target date to reach zero, OR setting one or more target dates and serious injuries by a specific date.



TITLE OF PLAN

AGENCY

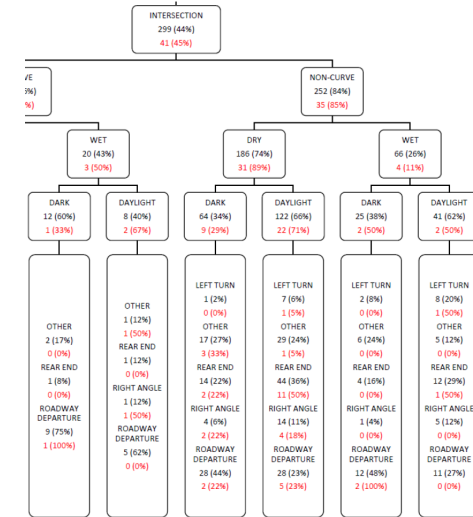
IMPLEMENTATION & EVALUATION

TITLE OF PLAN

AGENCY

CRASH TREE DIAGRAMS

Tree diagrams help identify higher risk locations. Tree Diagrams can include road features, weather, equity measures, and natural disaster events. Duplicate, or delete, this page if you are using [crash tree diagrams](#) is available on the LRSP DIY Site under "Systemic Tools" on Step 2: Use



plan, determine if/when an update to the plan is needed.

every two years, etc.)

institution?

on the plan goals?

in entities outside the local agency?

Minimum, annual public and accessible reporting on progress of the Action Plan online.



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LOCAL ROAD SAFETY PLANS:

Your Map to Safer Roadways

No matter what your resources, a Local Road Safety Plan will guide you to data-driven solutions and safer roads.

https://safety.fhwa.dot.gov/provencountermeasures/local_road/



Chevron signs reduce nighttime crashes by 25%.

In 2017, over 50% of fatalities occurred on rural roads, but just 19% of Americans live in rural areas.

More than 75% of all roads are maintained by local agencies.



Mission, Vision, & Goal Setting



Vision

- The “dreaming” component
- An idealized future description of your success
- Should inspire, energize, focus, and help you and your partners picture success as you develop the plan



Mission

- The “doing” component
- Describes what a community is going to do to achieve its vision
- States their objectives and approach
- Should energize and focus and your partners on something that everyone can work towards to achieve



Goals

- Help refine the team's focus and work towards outputs and outcomes that are measurable
 - Reduce the number of fatal crashes to Zero by 2030.
 - Implement proven safety solutions systemically to reduce fatal and severe crashes.
 - Reduce the number of severe Run off the Road crashes by 50% by 2025.
 - Increase seat belt usage by 20% for teenage drivers.



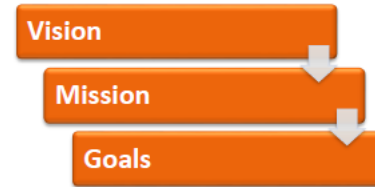
Vision, Mission, and Goals Template

https://safety.fhwa.dot.gov/LRSPDIY/downloads/LRSP_Vision_Mission_and_Goals_August-2020.docx

LRSP Vision, Mission, and Goals

Overview

This template can be used to help your agency draft Vision and Mission statements for your LRSP. Drafting Vision and Mission Statements can help generate interest in the planning process. Then, after reviewing your safety data, you can identify some data-driven goals or strategies to improve safety in your community. Often, it can take several iterations, and these can be revisited throughout the plan development process.



VISION

The vision is the *dreaming* component. A vision statement is an idealized future description of your success. It should inspire, energize, focus, and help you and your partners picture success as you develop the plan. Summarize your Vision in a powerful phrase. This can greatly enhance the effectiveness of your vision statement. This phrase will serve as a trigger to the rest of the vision in the mind of everyone that reads it.

VISION Statement Examples

- A world without Alzheimer's disease (Alzheimer's Association)
 - Create economic opportunity for every member of the global workforce (LinkedIn)
 - A highway system free of fatalities through a sustained and even accelerated decline in transportation-related deaths and injuries (Toward Zero Deaths)
 - To help all users of Boone County's transportation system to reach their destination safely. (Boone County, IN Highway Department)
- [Draft some possible Vision Statements here...]



Step 1

Identify Stakeholders



Identify Stakeholders

- Identify a Champion (you!)
- Identify and Contact Stakeholders from the “Five Es” of Traffic Safety:
 - Engineering
 - Enforcement
 - Education
 - Emergency Medical Services
 - Everyone Else
- Convene a Working Group
- Develop a Vision, Mission Statement, and Goals
- Gain Support



Potential Stakeholders

LOCAL ROAD SAFETY PLANS:
Your Map to Safer Roadways

Step 1 Identify Stakeholders | Step 2 Use Safety Data | Step 3 Choose Proven Solutions | Step 4 Implement Solutions | Finish Line

Building an enthusiastic team with a diverse skill set is the first step to success in making a local road safety plan. This has two main benefits. First, you get lots of perspectives from different stakeholders. Second, a diverse team creates buy in, which is crucial for implementing your plan. Use the tools and examples on this page to make a great team!

SCROLL DOWN FOR MORE VIDEOS

Local Agency Insights: Identify Stakeholders

Local Agency Insights: Safety Plan Vision and Mission

VISION

TOOLS & RESOURCES

► LRSP Templates ► Potential Stakeholders ► Training

Potential Stakeholders

Stakeholders should include decision makers and partners who can further the LRSP process by helping to plan, implement, evaluate, and encourage the progress of achieving the safety goals outlined in the LRSP.

Typical LRSP stakeholders are listed below for your consideration:

- Local Transportation Staff (planners, engineers, maintenance)
- Metropolitan Planning Organization (MPO) / Rural Planning Organization
- State Local Technical Assistance Program (LTAP)
- State DOT Region or District Office
- State DOT Safety and/or Local Roads offices
- Federal Highway Administration Division Office
- Bureau of Indian Affairs
- Local Law Enforcement (Police Department, County Sheriff's Department)
- State Police/Patrol
- Governor's Highway Safety Office
- National Highway Traffic Safety Administration Regional Office
- Emergency Management Agency
- Local Public Health Department/Injury Prevention Agencies
- Hospitals
- Fire Department
- School District (facilities and/or transportation)
- Driver Education instructors
- Transit
- Railroads
- Elected Officials
- Local Chamber of Commerce/Tourism Agency
- Large Employers
- Non-Profit Organizations (AARP, League of American Bicyclists, MADD)
- Neighboring jurisdictions (cities, counties, townships)

<https://safety.fhwa.dot.gov/LRSPDIY/potential.cfm>



Step 2

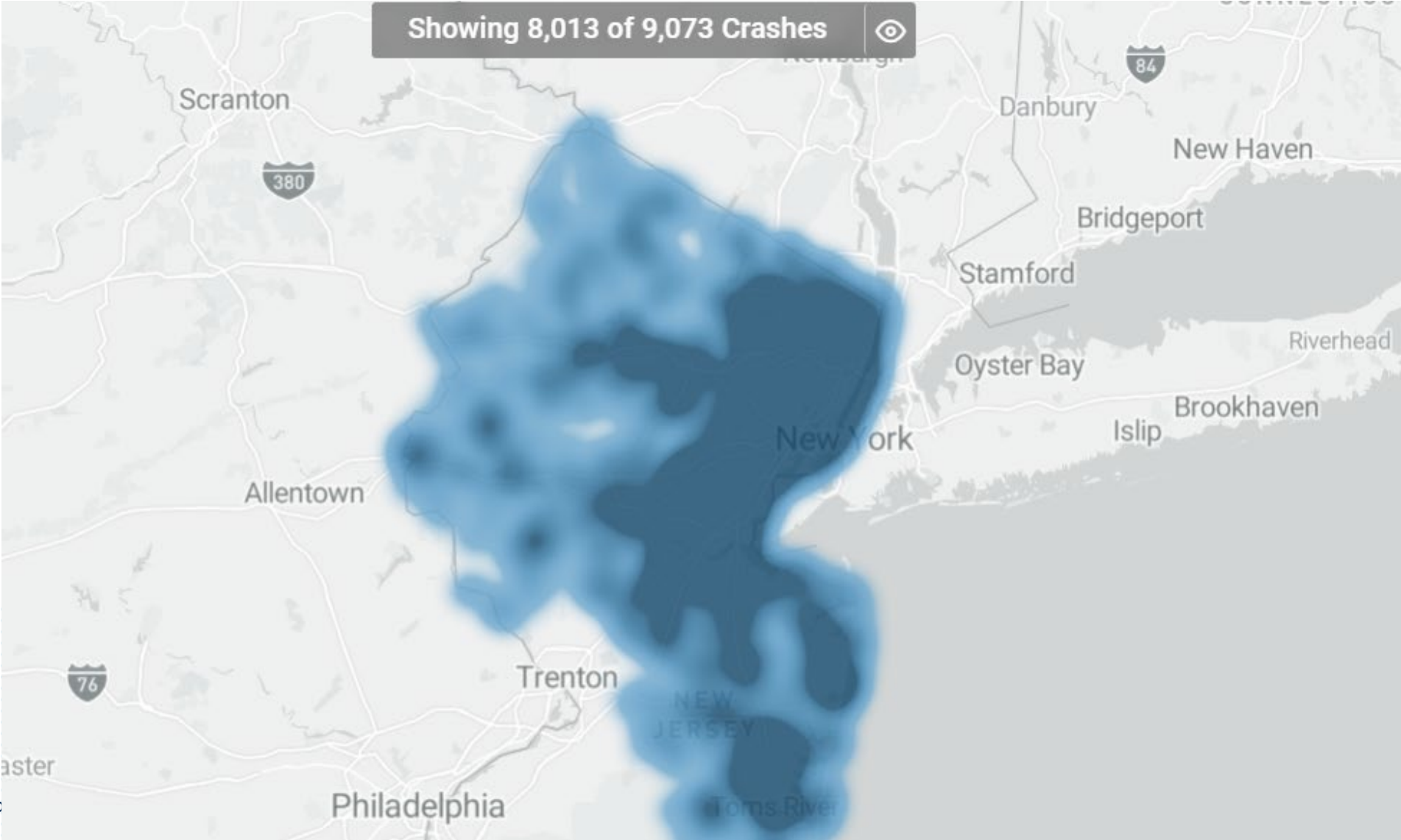
Use Safety Data



Safety Data & Risks



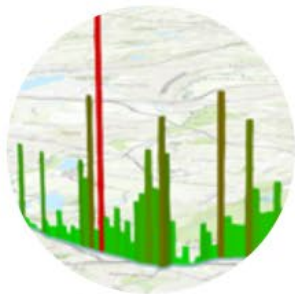
NJDHTS Crash Analysis Tool - Numetric



Safety Voyager



Notice: 2002-2019 data is complete, 2020 data is not all-inclusive.



Crash Map beta!

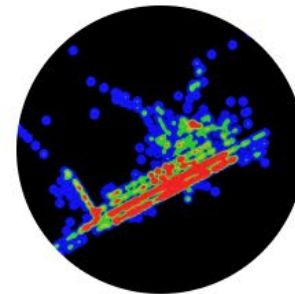
Interactively select and filter crash data.

[View Map »](#)



Pedestrian Dashboard

Instant synthesis of pedestrian and bicyclist



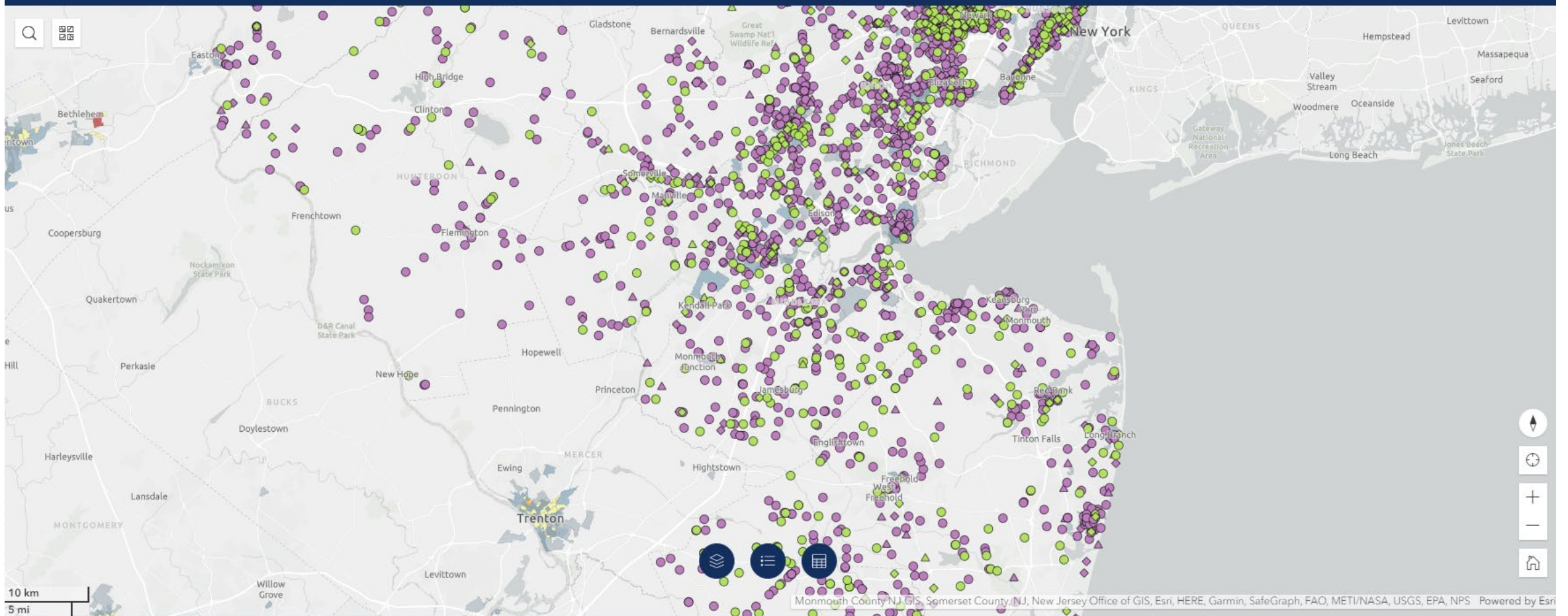
Pedestrian Heatmap

Dynamic map based visualization of crashes involving pedestrians and bicyclists.

SHSP Data Viewer



Strategic Highway Safety Plan Data Viewer



Monmouth County NJ GIS, Somerset County NJ, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS Powered by Esri

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NJTPA, Inc.

Application maintained in partnership with:



South Jersey
Transportation
Planning Organization



DELAWARE VALLEY
REGIONAL
PLANNING COMMISSION

USDOT Equitable Transportation Community Explorer (ETCE)

USDOT Equitable Transportation Community (ETC) Explorer

ETC Explorer - Homepage
ETC Explorer - National Results
ETC Explorer - State Results
ETC Explorer- Add Your Data (National and State Results)
Transportation Insecurity Analysis T

For Instructions:
Click on the arrow on the left side of the page for instructions on using the features in the tool.

State Selector
New Jersey

County Selector
All Counties

Community Selector
Select State First

MPO Selector
All MPOs

Bucks County, PA, data.pa.gov, New Jersey Office of GIS, Esri, HERE, Garmin, FAO, NOAA, USGS, EPA, NPS
Powered by Esri

Overall Disadvantage Component Scores - Percentile Ranked

| Component | Score |
|--------------------------------|-------|
| Climate & Disaster Risk Burden | 50% |
| Environmental Burden | 50% |
| Health Vulnerability | 50% |
| Social Vulnerability | 50% |
| Transportation Insecurity | 50% |

Relatively Low <-----> Relatively High

| | | |
|--|---|---|
| Total Population Living in 8.9M | Total Population Living in Disadvantaged Census Tracts in 2M | % of Disadvantaged Census Tracts in the Selected Project 24% |
|--|---|---|

Transportation Insecurity - Percentile Rank

| Indicator | Score |
|----------------------------|-------|
| Transportation Access | 50% |
| Transportation Cost Burden | 50% |
| Traffic Safety | 46% |

Relatively Low <-----> Relatively High

- Component Scores are distinct from Indicator Scores. For more information please see - Understanding the Data.

- Index scores for Alaska, Hawaii and the territories are calculated separately due to unavailable data for certain indicators.

The Explorer visualizes unavailable indicator data as '0' values.

If viewing on a laptop and the dashboard does not display properly, right click on your desktop, select display settings, and

Click on the tab above to change component category. Once selectors are used, click button to reset map ----->

Climate and Economic Justice Screening Tool (CEJST)

Search for an address, city, state or ZIP

socioeconomic threshold.

Send feedback

- Climate change +
- Energy +
- Health +
- Housing +
- Legacy pollution +
- Transportation +
- Water and wastewater +
- Workforce development +

Methodology version 1.0

© Mapbox © OpenStreetMap Improve this map



Step 3

Choose Proven Solutions




FHWA Proven Safety Countermeasures

OFFICE OF SAFETY

Proven Safety Countermeasures

SPEED MANAGEMENT

-  Speed Safety Cameras
-  Variable Speed Limits
-  Appropriate Speed Limits for All Road Users

ROADWAY DEPARTURE

-  Wider Edge Lines
-  Enhanced Delineation for Horizontal Curves
-  Longitudinal Rumble Strips and Stripes on Two-Lane Roads
-  SafetyEdgeSM
-  Roadside Design Improvements at Curves
-  Median Barriers

INTERSECTIONS

-  Backplates with Retroreflective Borders
-  Corridor Access Management
-  Dedicated Left- and Right-Turn Lanes at Intersections
-  Reduced Left-Turn Conflict Intersections
-  Roundabouts
-  Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
-  Yellow Change Intervals

PEDESTRIANS/BICYCLES

-  Crosswalk Visibility Enhancements
-  Bicycle Lanes
-  Rectangular Rapid Flashing Beacons (RRFB)
-  Leading Pedestrian Interval
-  Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
-  Pedestrian Hybrid Beacons
-  Road Diets (Roadway Reconfiguration)
-  Walkways

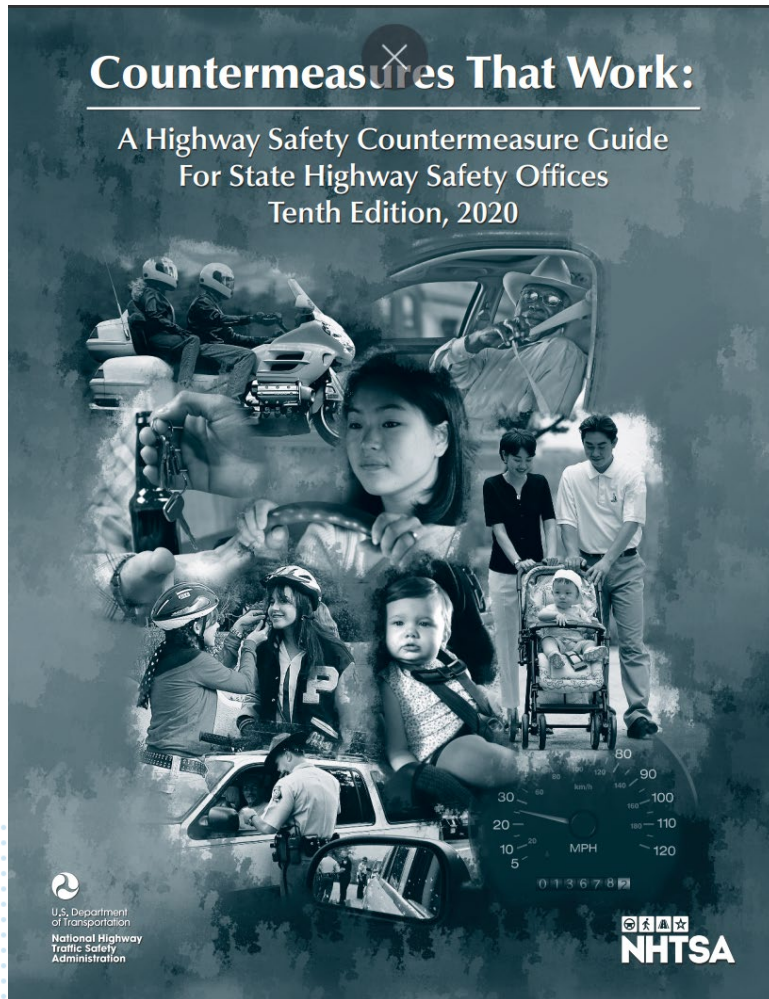
CROSSCUTTING

-  Pavement Friction Management
-  Lighting
-  Local Road Safety Plans
-  Road Safety Audit

FHWA-SA-21-082



NHTSA Countermeasures That Work



Chapter 3. Speeding and Speed Management

Speeding and Speed Management Countermeasures

Countermeasures to reduce aggressive driving and speeding are listed in the table below. The table is intended to provide a rough estimate of each countermeasure's effectiveness, use, cost, and time required for implementation. Effectiveness is shown using a five-star rating system.

- Countermeasures that receive ★★★★★ or ★★★★★★ have been determined to be effective.
- Countermeasures that receive ★★★ are considered promising, and likely to be effective.
- Countermeasures that receive ☆ or ☆☆ have **NOT** been determined to be effective, either because there has been limited or no high-quality evidence (☆) or because effectiveness is still undetermined based on the available evidence (☆☆).

States, communities, and other organizations are encouraged to use ★★★, and especially ★★★★★ or ★★★★★★, countermeasures. They should use caution in selecting ☆ or ☆☆☆ countermeasures, since conclusive evidence is not available to demonstrate the effectiveness of these countermeasures. If they decide to use a new or emerging countermeasure that has not yet been studied sufficiently to demonstrate that the countermeasure is effective, they are encouraged to have the countermeasure evaluated in connection with its use.

Further details about the symbols and terms used are included after the table. Effectiveness, cost, and time to implement can vary substantially from State to State and community to community. Costs for many countermeasures are difficult to measure, so the summary terms are very approximate.

Each countermeasure to reduce aggressive driving and speeding is discussed individually in this chapter. Full descriptions are included for ★★★, ★★★★★ and ★★★★★★ countermeasures. Brief descriptions are included for ☆ and ☆☆☆ countermeasures. Further details about the ☆ and ☆☆☆ countermeasures are included in Appendix A3 to this report.

1. Laws

| Countermeasure | Effectiveness | Cost | Use | Time |
|---------------------------------------|---------------|------|------|-------|
| 1.1 Speed Limits | ★★★★★† | \$ | High | Short |
| 1.2 Aggressive Driving and Other Laws | ☆ | \$ | Low | Short |

†When enforced and obeyed

2. Enforcement

| Countermeasure | Effectiveness | Cost | Use | Time |
|---------------------------------|---------------|---------|---------|--------|
| 2.1 Automated Enforcement | ★★★★★ | \$\$\$† | Medium | Medium |
| 2.2 High-Visibility Enforcement | ☆☆ | \$\$\$ | Low†† | Medium |
| 2.3 Other Enforcement Methods | ☆☆ | Varies | Unknown | Varies |

†Can be covered by violator fines

††For aggressive driving, but use of short-term, HVE campaigns for speeding is more widespread

3-12





Step 4

Implement Solutions



Implementation of LRSPs

- Maintain Buy In and Support
- Identify Funding Mechanisms
- Identify and Prioritize Projects
- Determine Project Delivery Methods
- Evaluate Effectiveness
- Continue Communication and Coordination



Video - Local Agency Insights

LOCAL ROAD SAFETY PLANS:


Your Map to Safer Roadways

INTRODUCTION

“Is developing an LRSP worth my time?”

<https://youtu.be/rPUZmHtV6HI>





“Do what you can,
with what you have,
where you are.”
– Theodore Roosevelt







U.S. Department of Transportation
Federal Highway Administration



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