

Transportation Safety Resource Center (TSRC) 2009

FINAL REPORT
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Abstract

The Transportation Safety Resource Center (TSRC) is the vital link in a collaborative partnership created among federal and state transportation agencies, local stakeholders, academic institutions, and the private sector to provide resources and solutions that address issues of safety on New Jersey's roads. TSRC functions as an extension of the New Jersey Department of Transportation (NJDOT) Division of Traffic Engineering and Safety. Working with federal, state, and local agencies—including the New Jersey office of the Federal Highway Administration (FHWA)—TSRC coordinates with municipalities to help them align their efforts with key safety initiatives already under way at the state, metropolitan planning organization (MPO), and county levels.

Annually in the United States, there is an average of 42,000 traffic fatalities and countless nonfatal crashes that range from fender benders to devastating injuries. TSRC is New Jersey's premier resource center for technical assistance, training, and traffic safety programs, providing invaluable support to state and local transportation and law enforcement agencies, including departments of transportation (DOTs), state police, MPOs, county engineers, municipal administrators, and others.

Vision

TSRC will be recognized as a safety resource center national model for comprehensive programs that bridge political and geographical boundaries across the state by extending safety resources to local agencies through education, technical assistance, and support.

TSRC seeks to address issues behind crashes and traffic fatalities by applying education, engineering, and enforcement solutions. Examples include the New Jersey Comprehensive Strategic Highway Safety Plan, participation in statewide and regional initiatives such as road safety audits, and others.

Executive Summary

Reducing traffic injuries and fatalities is a primary concern of safety professionals. In 2003, with nearly 700 fatal crashes on New Jersey roadways, the New Jersey Department of Transportation (NJDOT) recognized a need for more proactive, data-driven, and professionally guided expertise in assisting statewide safety agencies in improving roadway travel. One year later, the Transportation Safety Resource Center (TSRC) was established by the Rutgers' Center for Advanced Infrastructure and Transportation (CAIT) in response to an acute need for implementation of federally mandated traffic safety measures on local roads, which make up 67% of all roads in the state.

Functioning as an extension of NJDOT's engineering and traffic safety initiatives, TSRC supports FHWA's national "moving toward zero traffic deaths" program by providing technical assistance, guidance, and educational outreach to local agencies. Since its inception, TSRC has become a vital link in a collaborative partnership between CAIT, NJDOT, FHWA, DHTS, NHTSA, MPOs, and local governments and organizations in providing resources and solutions that address traffic and roadway safety.

Guided by FHWA's "moving towards zero traffic deaths" mission, TSRC has vigorously supported these federal, state, and local agencies with low- and no-cost traffic safety crash data analyses, on-site road safety audits, a solutions-based crash analysis software, engineering guidance and recommended countermeasures, educational training to improve the professional workforce, and marketing and outreach materials—providing these agencies with optimized, financially responsible solutions to traffic safety issues.

Upholding a diligent commitment to traffic safety, TSRC maintains healthy partnerships with local, county and state-level traffic safety agencies; attends and coordinates trade show and conference presentations; develops and presents traffic engineering courses to certified engineers; creates and disseminates promotional safety materials; employs on- areas; and continually enhances Plan4Safety, an online crash analysis software developed by TSRC and available for site field engineers who recommend and suggest best practice improvements to troublesome road free to New Jersey safety professionals.

TSRC products and services have helped "drive down traffic deaths" to come closer and closer to zero—from 2005 to 2010, fatal crashes decreased from 689 to fewer than 500.

Background

TSRC was established by CAIT in 2004 in response to an acute need for implementation of federally mandated traffic safety measures on local roads, which comprise 67% of all roads in the state. Established to function as an extension of the NJDOT Division of Traffic Engineering and Safety, TSRC supports the Division efforts in service provision of technical assistance and outreach to local agencies.

In line with the *National Strategy for Surface Transportation Research*, TSRC advances state-of-the-art knowledge and capabilities in use of crash data to make decisions to enable data-driven policy making and implementation of projects. Improving roadway safety enhances quality of life for all road users from the standpoint of both safety and mobility.

Through efforts aimed at reducing traffic related fatalities, injuries, and crashes, the Center provides support for the Safety Tactical Asset Management Plan of New Jersey by providing strategies to address network deficiencies. TSRC provides technical, administrative, and general support to the SMTF and all CSHSP State Emphasis Area team leaders. TSRC provides planning and support services for the state Safety Forum and regional conferences. And together, both NJDOT and TSRC are providing the leadership and outreach necessary to establish a statewide network of safety systems.

Objectives

The TSRC is part of Rutgers' CAIT, and is a partnership between federal and state transportation agencies, local stakeholders, and Rutgers.

The purpose of this program is to support the Safety Tactical Asset Management Plan of New Jersey by providing optimal strategies to address network deficiencies by reducing traffic related fatalities, with an emphasis on providing services at the local/municipal level. Specifically, network deficiencies include (geometrics, sight distance, cross slopes, rutting, skid resistance, etc.) that can cross cut several/all asset categories. The TSRC will also provide support to other established programs such as the CSHSP, SMTF, Statewide Traffic Records Coordinating Committee (STRCC), Safety Conscious Planning (SCP), the Police Technical Assistance Program (PTAP), Senior Safety, the Delaware Valley Regional Planning Commission (DVRPC) Regional Safety Task Force (RSTF), and participation in statewide and regional safety initiatives. . The activities associated with the TSRC are efforts to maximize the opportunity to advance safety at all levels throughout New Jersey with the goal to conduct analytical work which can be used to facilitate DOT management response to safety problem statements submitted from local governments and the specific needs of the motoring public.

Objectives are to:

- Support the Safety Tactical Asset Management Plan of New Jersey by providing (optimal) strategies to address network deficiencies by reducing traffic related fatalities;
- Assist NJDOT in their efforts to improve roadway safety, reduce crash severity, and reduce fatalities particularly on local roadways;
- Assist agencies with assignment funding when developing safety solutions through the use of available crash data and developing low cost quick fix solutions;
- Support NJDOT in the development/management of a statewide strategic safety management system through the implementation of the CSHSP; (SAFETEA-LU)
- Develop/maintain statistical crash analysis software, *Plan4Safety*, to assist in the identification and development of safety countermeasures. For example, the value of countermeasure "A" versus "B" in the assignment of priority and funding to attain a quantifiable or qualified performance

measures; enhance capabilities of *Plan4Safety* to provide a decision support framework for the development of benefit/cost analyses and proactive improvements to safety locations;

- Provide support to DOT decision making process by selecting the most cost-effective policies, programs, and projects, benefiting from keeping good infrastructure safety planning;
- Conduct analytical work which can be used to facilitate DOT management response to safety problem statements submitted from local governments and the specific needs of the motoring public.
- Provide technical services to the NJDOT Division of Traffic Engineering and Safety to support the integration of specialized data sources with the Crash Records Database (CRD);
- Provide reciprocal support to the adjoining safety programs named in the NJ Asset Management Plan, namely Intersection Improvement Program, Accident Reduction Program, Safe Corridor Program, Safety Management System, Median Crossover Prevention Program and the Pedestrian Program;
- Provide continued support of the NJDOT and MPOs with the goal of reducing crash severity by fostering the successful Safety Conscious Planning efforts previously begun;
- Utilize information that has been gathered regarding existing data collection systems or databases that would be of use to enhancing or supporting the existing CRD;

TSRC consists of three project units: Planning, Implementation, and Evaluation.

Tier 1 - Planning

Services include technical assistance for safety related requests and traffic safety engineering support to local agencies in implementing low-cost, quick-fix countermeasures to reduce crash frequency and severity; providing support to the DOT decision making process with the aim of crash severity reduction; technical support of local agencies in the effective use of *Plan4Safety* crash analysis software and crash data to identify primary locations in need of safety programs; creation of a comprehensive training and outreach service, based on the Local Technical Assistance Program (LTAP) model and coordinated with New Jersey LTAP and centered on crash data analysis, safety programs, crash data completeness and improvements, and workforce development; support of safety initiatives at the state, county, and local levels to promote system-wide crash reductions through Road Safety Audits (RSAs); support of the Safety Tactical Asset Management Plan of New Jersey through identification of network deficiencies in collaboration with the state.

Tier 2 - Implementation

Services include reciprocal ongoing support to the adjoining safety programs named in the New Jersey Asset Management Plan and collaborating closely with metropolitan planning organizations (MPOs) in providing traffic and safety engineering services to assist agencies in developing and implementing safety improvements. TSRC enhances safety awareness and education of the general public through programs like the Safety and Traffic Engineering Program (STEP) and the New Jersey Annual Safety Forum where professionals are shown best practices and methodologies in safety.

Tier 3 - Evaluation

Ongoing evaluations of the services and training provided by the Center will help determine effectiveness of programs; develop and deliver training programs and technical assistance to agencies as warranted through discussions and recommendations of the customers; develop and maintain a tracking system to support the strategies and actions of the CSHSP.

Tier 1: Planning

Plan4Safety: Crash Analysis and Decision Support Software

Developed by the Transportation Safety Resource Center (TSRC) at Rutgers' Center for Advanced Infrastructure and Transportation (CAIT) and funded by the New Jersey Department of Transportation (NJDOT), Plan4Safety is a web-based, comprehensive crash analysis software application that provides decision support for New Jersey safety engineers, police officers, planners, researchers, and educators.

Implementing methodologies used by federal, state, and MPO-level professionals, Plan4Safety can rank high-risk crash locations, apply frequency analyses to crash data, dynamically produce cross-tabulation tables, and display interactive maps of crashes. New Jersey has dedicated its resources to data-driven decisions; Plan4Safety has provided the means to adhere to that policy while providing valuable assistance to the local communities that need it the most.

A tool for conducting traffic safety programs, Plan4Safety offers 144 distinct pieces of data about any given crash including crash type, injury level, cell phone use, alcohol impairment, occupant restraints, age, gender and much more from the NJTR-1 official crash report form; however, no personal information is divulged. Plan4Safety provides users with a plethora of anonymous yet multi-layered data to create cost-effective, well-informed and well-encompassing safety programs. The time required to address concerns such as who, what, where, when, and why has been reduced significantly, leaving professionals the rest of the time to work on addressing issues rather than finding them.

New Jersey has an average of 300,000 reportable crashes annually that are available to the users via the interactive user interface. The program sifts through these many reports by way of criteria specification (data elements from the NJTR-1) or map location (for crashes with an [x, y] coordinate). Once the desired crashes are found, all the tools housed within the program are available.

In accordance with USDOT excellence, this application serves to nominate TSRC for the conception, development and continued enhancement of the Plan4Safety software program.

Plan4Safety Features 2009

To effect change through use of compiled data to Plan4Safety efforts, Plan4Safety can pinpoint areas where focus is most needed to reduce the incidence of crashes and to help planners create cost-efficient solutions.

Plan4Safety's innovative collective of analysis tools not only allows users to search through crash records in seconds, but to analyze filtered data from several angles. The following tools represent Plan4Safety's most utilized analysis functions, allowing safety professionals to understand issues from a wide variety of perspectives.

Filter Wizard is a user-friendly method that allows any safety professional to build a query based on twelve of the most commonly used criteria points in the NJTR-1. A great tool for novice users, the Filter Wizard allows the user to avoid the creation of logic statements and instead answer twelve very simple questions that will create the "filter" for the user. The Filter Wizard addresses location, pedestrian or bicyclist specific crashes, crash type, and severity to name a few.

Frequency Analysis evaluates crash data and returns the frequency or distribution of a single data element, such as crash type, crash year, cell phone in use, or alcohol involvement. The analyzed results are displayed on a comparative bar graph.

Cluster Finder finds crash "hot spots" based on the criteria the user defines. Crash clusters can be defined by roadway route number, cluster (roadway) length, number of crashes defined to be a cluster, or crash type. The output displays the number of "crash clusters" in length increments on the road queried. This particular tool is extremely useful for municipal, county and state planners to find areas on roadways that host an extraordinary occurrence of crashes.

Cross Tab Analysis creates a cross-section table of several data elements. Choosing any combination of data elements, cross tab offers users a tool that can compare correlating data between 2 or more points from the data categories (vehicle, driver, occupant, crash type, and pedestrian). For example, users can find correlations between alcohol-related crashes with men between 18 and 30 at specific times or dates to find solutions to reducing these issues .

Crash Rates and High-Risk Roads allow safety professionals to screen high-risk areas and view crash rates for rural and urban local and state roads. Output graphs distribute information regarding mileposts and crash rates in specific corridors of the user-specified roadway to identify high-risk areas needing special attention. This helpful tool allows professionals to immediately identify areas that have experienced above-average crash incidents over a period of time. Additionally, the tool finds high-risk areas based on a number of contributing geographical, societal, engineering, and crash history factors.

GIS Mapping creates a dynamic visual of filtered crashes. Users can zoom in, zoom out, view roadway details, measure distances, and select areas for crash analysis. Useful for visualizing safety planning initiatives, the GIS mapping feature proves that a picture really is worth a thousand words. Identifying crash “hot spots” and exact crash locations compiled over years of rigorous data collection takes little more than a mouse click. Additionally, users can choose to display physical features, including rivers, surrounding roads, schools, bus stops, and more to gain even more insight into contributing factors.

Diagnosis and Countermeasures is a tool that allows the experienced user to draw upon a series of federally approved countermeasures and case studies to help aid with both a diagnosis and a number of suggested countermeasures for the intersection of interest. Within this newly added tool, there is also a reference to the potential cost and benefit of each countermeasure proposed. This tool is on beta release August 2009.

The goal of Plan4Safety is to help safety planners to make more data-driven decisions. By doing so, safety professionals can pinpoint areas where focus is most needed to mitigate the incidence of crashes and to allocate monetary and labor resources wisely to reduce crashes overall.

Plan4Safety: Expansion, Updates and Applications for Improving Safety in 2009

The development of ongoing updates to improve and expand Plan4Safety’s functionality started in 2008. Throughout 2009, there have been several enhancements, updates as well as applications of use that are noted below:

- A High-Risk Rural Road (HRRR) methodology and report was created within *Plan4Safety* for counties and MPOs that pinpoints high-risk segments in order to allocate appropriate funding for eligible segments of roadway.
- In early 2010, the complete 2009 crash data was uploaded into *Plan4Safety* from the NJDOT database.
- In late 2009, Plan4Safety was chosen to host the DOT Data Warehouse; all coding to comply with state requirements are in effect, and necessary updates are continually being implemented in accordance with Phase I of moving Plan4Safety to the Data Warehouse.
- Investigation for a future feature development started in early 2010 for deriving roadway slopes, line of sites, and curvatures into the GIS analysis tool.
- In early 2010, a blueprint for calculating Safety Performance Functions (SPF) and Accident Modification Factor (AMF) for integration into Plan4Safety was developed.

Plan4Safety has continually been used in applications like the NJDOT Red Light Running (RLR) campaign. The program has helped countless municipalities, counties and enforcement officers to pinpoint problem areas, apply for safety grants and be more effective in enforcement. Plan4Safety has helped over 90 municipalities to date and at least 18 different counties.

Plan4Safety has been integral in providing assistance to programs like Safe Routes to School (SRTS), STEP, the Ocean County Older Adult Traffic Safety Task Force, Voorhees Transportation Center (VTC), Highway Traffic Safety Policy Advisory Council (HTSPAC), the New Jersey State Safety Council, the Center for Alcohol and Drug Resources, Transalt, the Tri-State Transportation Campaign and the Puerto Rican Action Board (PRAB), to name a few. In all instances, TSRC has provided pertinent data that guided the program or safety grant to data-driven success.

Plan4Safety Statewide Results

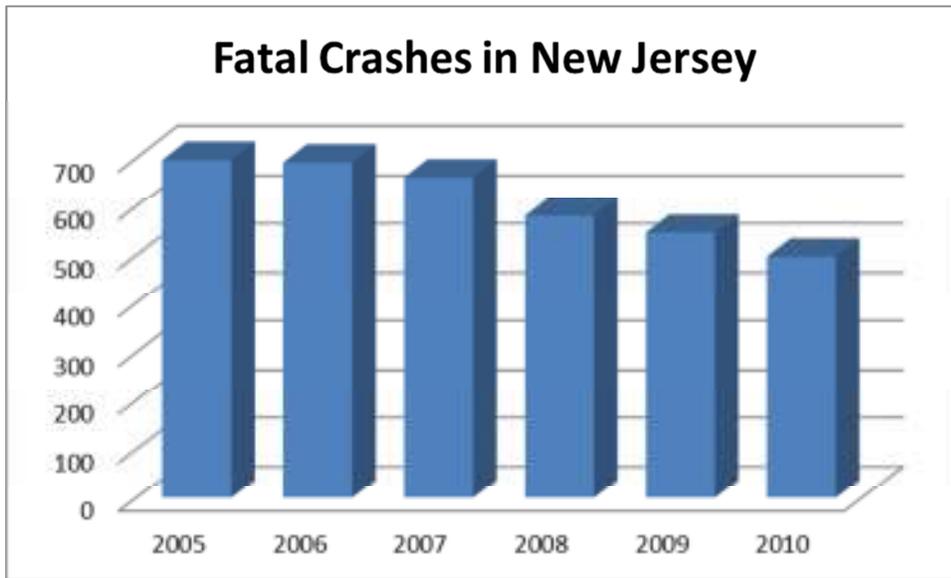


Figure 1: Fatal Crashes in New Jersey decreasing

Since 2005, fatal crashes on New Jersey’s roadways have declined from an average of almost 700 per year to fewer than 600. TSRC encourages a proactive, data-driven approach among statewide agencies on all levels to continue this downward trend. Collaborative efforts, professional development, outreach programs, and organizational partnerships described within this document will promote this forward-thinking approach to traffic safety. With more than 600 people using Plan4Safety by December 31, 2010, TSRC is optimistic that the number of crashes and roadway fatalities will continue to decline.

Road Safety Audits and Technical Assistance Program

TSRC commits its in-house staff and dedicated network of engineering professionals to provide valuable, insightful, and expert advice on road improvements to requesting towns and counties. Through the RSA peer-to-peer network, TSRC and its affiliates will select a specialized expert to improve roadways in specific areas of need:

Technical Assistance:

- Investigate Installation of Optically Programmed Signal Heads (West Windsor Township, Mercer County – US1 & Fischer)
- Investigate addition of a Protected Lead Left, As-Built (City of Trenton, Mercer County – US 1 (Ramps) & Perry Street)
- Investigate Signal & Timing Improvements to provide congestion relief (City of Lakewood, Ocean County – US 9 & James/Pine);
- Investigate Cluster of Right Angle Accidents (Ewing Township, Mercer County-NJ32 & Ewingville)
- Signal Warrant Analysis at the following locations:
 - Hamilton Township, Mercer County – NJ 33 & Crest Street
 - Toms River Township, Ocean County – NJ 35 (SB) & Carmel
 - Sussex County – NJ 94 (x 2)
- As-Built & Pedestrian Upgrades at the following locations:
 - Bay Head Boro, Ocean County – NJ 35 & Osborne and Toms River Township
 - Ocean County – NJ 35 (SB & NB) & Strickland
 - Township of Lawrence, Mercer County – US 206 and Vandever
 - Toms River Township, Ocean County – NJ166 & Old Freehold Road
- As-Built & Signal Upgrade at the following locations:
 - Toms River Township, Ocean County – NJ 37 & Fischer
 - Manchester Township & Ocean County – NJ 37 & Colonial
- As-Built at the following locations:
 - Toms River Township, Ocean county – NJ 70 & Chambersbridge Rd
 - Lakewood Township, Ocean County – NJ 70 & New Hampshire
 - City of Bayonne, Hudson County – NJ 440 & Pulaski
- Progression & Timing Revisions (Mantua, Gloucester County – NJ 45 & Main Street)
- Signage Upgrades (Toms River Township, Ocean County – NJ 70 & Brick Boulevard)
- As-Built & Safety Upgrades at the following locations:
 - Brick Township, Ocean County – NJ 88 & VanZile Road
 - City of Englewood, Bergen County – NJ 93 & Van Nostrand
- Investigated & Designed Addition of a Crosswalk at the following locations:
 - Princeton Township, Mercer County – US 206 & Hutchinson Drive
 - Boro of Princeton, Mercer County – US 206 & Boudinot ; US 206 & Cleveland Lane; US 206 & North Stanworth Drive; US 206 & Leigh; US 206 & Wescott; US 206 & Mansgrove
- Investigated the Addition of a Crosswalk at the following locations:
 - Boro of Princeton, Mercer County – US 206 & South Stanworth Drive
 - Princeton Township, Mercer County – US 206 & Valley
- Crosswalk Upgrades (Princeton Township, Mercer County – US 206 & Herrontown)
- Fire Pre-emption & Pedestrian Upgrades (City of Bayonne, Hudson County – NJ440 & Prospect)
- Progression (Timing Revisions) (City of Bayonne, Hudson County – NJ440)
- Emergency Contra-flow Operations (Counties of Atlantic & Camden – Atlantic City Expressway)

Completed Field Safety Investigations with Other NJDOT Engineers:

- NJ 37 & Fischer Ave, Toms River Township, Ocean County (Re-installed missing signs)
- NJ 37 & Hooper Ave, Toms River Township, Ocean County (Re-installed missing signs)
- NJ 440 & Prospect Street/Port Terminal Blvd, City of Bayonne, Hudson County – Signal Upgrade – signal removed via access job.
- US 22 Progression in Green Brook Township, North Plainfield Borough, and Watchung Boro, Somerset County
- Signal Warrant – NJ 33 & Crest Road, Hamilton Township, Mercer County
- I-80 Green Point Road
- NJ 440 – Installation of Curve Signs/Chevrons
- US 46 & Savage Road – Acceptance of major construction
- US 1 & Perry Street, City of Trenton, Mercer County:
 - As-built & CADD for signature
- NJ 4 & Grand Avenue, City of Englewood, Bergen County:
 - Install Exit Speed Advisory Signs
- NJ 5 & Bluff Rd, City of Fort Lee, Bergen County:
 - Safety Improvements
- US 9 & James St/Pine St, City of Lakewood, Ocean County:
 - Intersection Improvements
- US 9 & Wells Mills / Bryant Road, Ocean Township, Ocean County:
 - As-Built for Signature
 - Intersection Improvements
- US 9 & Schibanoff Lane, Freehold Township, Monmouth County:
 - As-Built for Approval
- US 9 & Parkers Pt/Taylor Lane, Lacey Township, Ocean County
 - Signal Warrant Analysis
 - New Signal Design
- NJ 17 @ Milepost 24.4, Mahwah Township, Bergen County
 - Install Deceleration Lane for Home Depot Driveway
- NJ 17 & Nine Intersections in North Arlington
 - Issue new timing directives which address pedestrian crossing times
- NJ 17 & Polito Ave, Lyndhurst Township, Bergen County
 - As-Built for Signature
 - Pedestrian Improvements
- NJ 17 & Forrest Ave, Lyndhurst Township, Bergen County
 - Install Crosswalk
- NJ 31 & Ewingville Rd, Ewing Township, Mercer County
 - Timing Upgrades
- NJ 35 (NB) & Strickland Blvd, Toms River Township, Ocean County
 - As-Built
 - Signal Revision to better accommodate pedestrians

- NJ 35 (SB) & Strickland Blvd, Toms River Township, Ocean County
 - As-Built
 - Signal Revision to better accommodate pedestrians and address Cone of Vision issues
- NJ 35 & Osborne Ave, Borro of Bay Head, Ocean County
 - As-Built for Signature
 - Signal Revision to better accommodate pedestrians
- NJ 35 (SB) & Carmel Ave, Toms River Township, Ocean County
 - Signal Warrant Analysis
- NJ 35 (Ramp) & Broadway & 4th St, Keyport Borough, Monmouth County
 - 2/5 – Guide Signage Replacement
- NJ 37 & Colonial Drive
 - As-Built
 - Signal Upgrade (Split Phase)
 - Timing Upgrades
- NJ 37 & Fischer Ave, Toms River Township, Ocean County:
 - As-Built for Signature
 - Signal Upgrade (Split Phase)
- NJ 45 & Main Street, Mantua Township, Gloucester Township
 - Signal Timing Revision
- US 46 & Broad Ave (US 1&9), Palisades Park, Bergen County
 - Investigate Signal Revision
- NJ 67 & Tom Hunter Ave, Fort Lee, Bergen County
 - As-Built
 - Pedestrian Upgrades
- NJ 70 & Chambers Bridge Road
 - As-Built
- NJ 70 & New Hampshire Blvd, Lakewood Township, Ocean County
 - As-Built
- NJ 70 & Brick Blvd, Toms River Township, Ocean County
- NJ 72 & CR 539 (Warren Grove – Whiting Rd)
 - As-Built
 - Install Lead Left
- NJ 82 & Davis / Salem Road, Union Township, Union County
 - Remove Crosswalk & Install Missing Signs
- NJ 82 & Stuyvesant Ave, Union Township, Union County
 - Revise Lane Markings and Lane Usage/Turn Prohibition Signage
 - TE-9 & PM Work Orders
- NJ 82 & Colonial Ave, Union Township, Union County
 - As-Built for Approval
 - Install Missing Signs

- NJ 82 & U-Turn Station 129+50 (Lowe's Shopping Center), Union Township, Union County
 - Signal Upgrade
- NJ 88 & Van Zile Rd, Brick Township, Ocean County
 - Install Left Turn Bay (Coordinate with CPM)
- NJ 93 & Van Nostrand Ave, City of Englewood, Bergen County
 - As-Built for Signature
 - Signal Upgrade
- NJ 166 & Old Freehold Road, Toms River Township, Ocean County
 - As-built for Signature
 - Pedestrian Upgrades
- US 206 & Vanderveer Drive (Rider University), Lawrence Township, Mercer County
 - Signal & Pedestrian Upgrades
- NJ 208 & Summit Ave
 - Upgrade Guide Signage
- NJ 440 in City of Bayonne, Hudson County
 - Signal Progression
- NJ 440 & Pulaski Street, City of Bayonne, Hudson County
 - As-Built for Signature
- I-280 (Ramp) & Williams / Wittingham / Kingslet, City of West Orange, Essex County
 - Revise Area of Detection
- US 9W & Kelby St, Fort Lee, Bergen County
 - As-Built
 - Install SB Lead Left
- US 22 & Wilson Ave, North Plainfield Borough, Somerset County
 - 1/8 - TE-9 & PM Work Orders
- US 22 & Mountain Ave, North Plainfield Borough & Watchung Borough, Somerset County
 - 1/8 - TE-9 & PM Work Orders
- US 22 & North Drive, North Plainfield Borough, Somerset County
 - 1/20 - TE-9 , PM & Form B Work Orders
- US 22 & Blue Star Drive, Watchung Borough, Somerset County
 - 1/20 - TE-9 & Form B Work Orders
- US 22 & Warrentville Road, Green Brook Twp, Somerset County
 - 1/20 - Form B Work Order
- NJ 37 & Hooper Ave, Toms River Township, Ocean County:
 - 1/21 - Signal Timing Memo to NJDOT Traffic Operations correcting MUTCD violations
- NJ 17 & NJ 7, North Arlington Boulevard, Bergen County
 - 5/7 - Signal Timing Revision
 - Upgrade to Pedestrian Countdown Heads
- NJ 17 & Garden Terrace / Harding Avenue, North Arlington Boulevard, Bergen County
 - 5/7 - Signal Timing Revision

- 4/7 - Upgrade to Pedestrian Countdown Heads
- NJ 17 & Melrose Avenue / Inman Place, North Arlington Boulevard, Bergen County
 - 5/7 - Signal Timing Revision
 - 4/7 - Upgrade to Pedestrian Countdown Heads
- NJ 17 & Illford Avenue / Abbot Place, North Arlington Boulevard, Bergen County
 - 5/7 - Signal Timing Revision
 - 4/7 - Upgrade to Pedestrian Countdown Heads
- NJ 17 & Franklin Place / Church Place, North Arlington Boulevard, Bergen County
 - 5/7 - Signal Timing Revision
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- NJ 17 & Arlington Boulevard, North Arlington Boulevard, Bergen County
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 - 4/7 - Upgrade to Pedestrian Countdown Heads
- NJ 17 & Crystal Street / Cemetery, North Arlington Boulevard, Bergen County
 - 5/7 - Signal Timing Revision
 - 4/7 - Upgrade to Pedestrian Countdown Heads
- NJ 17 & Ridge Park Drive / Noel Drive, North Arlington Boulevard, Bergen County
 - 5/7 - Signal Timing Revision
 - 4/7 - Upgrade to Pedestrian Countdown Heads
- NJ 17 & Jauncey Avenue / Canterbury Ave, North Arlington Boulevard, Bergen County
 - 5/7 - Signal Timing Revision
 - 4/7 - Upgrade to Pedestrian Countdown Heads
- NJ 93 & Maple Ave / US 46 Ramps, City of Ridgefield & Palisades Park Borough, Bergen County
 - 5/1 - Signal Timing Revisions
- NJ 94 & Sid Taylor Road, Lafayette Township, Sussex County
 - 5/21 - Instillation of Rail-Trail Crossing (Pavement Markings and Signage)
 - 5/19 - Investigation of Removal of Fence on State ROW
- NJ 122 & Hawk Ave, Pohatcong, Warren County
 - 5/21 - Timing Revisions
- US 206 & Sid Taylor Road, Hampton Township, Sussex County
 - 5/21 - Instillation of Rail-Trail Crosswalk
- Sussex County Route 653
 - 4/13 - High Risk Rural Road Application Review
- Warren County Route 519
 - 4/13 - High Risk Rural Road Application Review

Results for RSA's

Twenty-six RSAs have been completed up to December 31, 2010. The RSAs and changes in design, timing phase changes, updating and reinstalling traffic control devices and crosswalk installations allows for a general improvement to traffic and transportation safety. The construction projects have been implemented as a result of design guidance and engineering expertise from TSRC professionals.

In 2009, these implementations were especially crucial in the wake of a 30% spike in pedestrian fatalities and conflicts that year. In 2010, there has been a dramatic reduction in pedestrian incidents. Coupled with recent laws, TSRC and its partners expect to see a continued decline in pedestrian deaths.

NJTR-1 Motor Carrier Refresher Training

Crash data collected and reported by law enforcement is vital in the mission to reduce the number and severity of crashes involving large trucks and buses. To improve the quality and comprehensiveness of noncommercial and commercial motor vehicle (CMV) crash data collection, the Federal Motor Carrier Safety Administration (FMCSA) sponsored this training to support its safety mandate.

The New Jersey Department of Transportation (NJDOT) receives approximately 8,000 CMV crash reports per year from New Jersey State Police (NJSP) and local law enforcement agencies. The information from these federally reportable crash records is processed by NJDOT and entered into pertinent databases.

New Jersey has been cited for record issues of crash timeliness, crash accuracy, and crash completeness. Deficiencies in Crash Accuracy Measure are generally caused by misidentification of the carrier information and the inability of the extraction process to properly determine whether the carrier is interstate or intrastate. The source of these problems is the failure to include this data as part of the information obtained on the NJTR-1.

A process has been developed that enables officers to get accurate motor carrier/USDOT number information quickly. The HAZMAT/ Commercial Vehicle Section of the Field Guide, Police Manual, Instructor Presentation, and NJ Learn course has been modified and a new “visor card” created to aid officers in getting the correct information.

Training ensured that the change in process is implemented and taught throughout the state in a timely and complete manner. This training was completed in November of 2009 providing 3 training sessions with a total of 50 professionals trained.

Statewide Traffic Records Coordinating Committee (STRCC)

TSRC has continued to support the STRCC by providing administrative and technical support to the committee chair and its members. TSRC developed marketing material as part of the STRCC Electronic Data Transfer Subcommittee to encourage electronic data transfer of crash records for police departments.

Safe Passages

Led by the New Jersey State Police, TSRC members participate in Safe Passages, a group of about twenty traffic safety professionals from various state enforcement, engineering, legislative, and educational agencies and organizations. TSRC has been a lead in developing a more intensive web presence for the group, including both design and copywriting services with an emphasis on Search Engine Optimization (SEO) practices to help increase search engine rankings and therefore, visibility.

Tier II: Implementation

High Risk Rural Roads (HRRR)

TSRC supports NJDOT and the MPOs in administering the state's HRRR program. This includes administrative support, including data-drive analysis of HRRR segments/intersections, in addition to engineering support of programmatic preferred counter-measures. HRRR support additionally keys into the RSA program for concept development of countermeasures at identified locations. Additionally, in its recent High-Risk Rural Road Project document, FHWA presented Plan4Safety's role in identifying high-risk road segments statewide for metropolitan planning use.

TSRC provided the calculations of MPO-specific, HRRR segment lists so that each MPO can move forward on identifying and improving segments through collaborative projects with their regions' counties.

The HRRR support from TSRC was praised when FHWA highlighted Plan4Safety's role in identifying high-risk road segments statewide for metropolitan planning organizations to use in its planning phases.

Safety and Traffic Engineering Program (STEP)

TSRC provides programmatic support to the NJDOT to administer the STEP Program. STEP is a program, offered for free, which promotes safe helmet safety, pedestrian safety, proper crossing techniques, sign recognition, seatbelt safety, and the dangers of distracted driving to Pre-K through Grade 3 children.

TSRC provides marketing materials, administrative support, enhanced educational materials, and guidance on utilizing crash data to increase the impact and effectiveness of the program.

A draft of the new brochure for STEP was presented and implemented with approval of NJDOT. TSRC provided assistance to STEP at 4 elementary schools, educating approximately 350 students.

6th Annual Safety Forum 2010

On October 20, 2010, TSRC hosted its 6th Annual Safety Forum at the Livingston Campus Student Center in Piscataway, NJ. Attended by nearly 200 traffic safety professionals from public and private industries, the Safety Forum focused heavily on the science of transportation psychology.

With topics addressing the effect of law enforcement on driving behavior, surveying methodologies, teen personality factors in risky driving, perceptual engineering, the decision-making process behind drunk driving, and EMS and pedestrian safety, the Safety Forum provided well-rounded information for a diverse group of public and private professionals in engineering, enforcement, education, and emergency medical services.

To cap off the morning sessions on cognitive functioning and driving psychology topics, Tom Vanderbilt, best-selling author of *Traffic*, delivered a captivating keynote address that was featured in New Jersey's [Road Warrior](#) blog post the following day. Key points of Vanderbilt's address included driving

distractions, surprising tidbits on historical driving debates ("Should cars have radios?" in the 1940s), and the powerful role perception theoretically plays on traffic congestion.

Freckled with humor and observation, Vanderbilt's address to Forum attendees brought forth discussions on new roadway designs (i.e. double roundabouts).

The 6th Annual Safety Forum also served as an opportunity to award outstanding efforts in traffic safety in engineering, enforcement, and education. The Achievement Award was presented to the recently retired NJDOT Director of Traffic Engineering and Safety, Patricia Ott for her career-long hands-on approach to promoting innovations in safety engineering, education, and outreach.

Tier III: Evaluation

Plan4Safety Training

In order to support the HSIP, TSRC provides regular trainings in *Plan4Safety* to promote safety data collection and provide analysis. The trainings could give *Plan4Safety* users a process for establishing priorities for implementing highway safety improvement projects. TSRC has held over twenty-two classes reaching over 100 new users; training county engineers, officers, planners, MPOs and many other safety professionals.

TSRC Website

To inform the public of the updated traffic safety news and laws around New Jersey, TSRC has committed a portion of its website to news and events, in addition to having a strong presence on social media sites, such as Facebook. Facebook was launched this year to provide an open forum on infrastructure and safety topics.

Site tracking software is currently used, and will continue to be used to determine the origination of user traffic. This information is utilized to increase the effectiveness of the web resources, including the introduction of search engine optimization statistics.

Comprehensive Strategic Highway Safety Plan (CSHSP)—The "Plan"

Under SAFETEA-LU of 2005, signed by former President George W. Bush, each state is accountable for a comprehensive plan to maintain, improve, and secure infrastructure within their respective states.

TSRC provided data from Plan4Safety and participated in the Safety Management Task Force, an executive committee comprised of NJDOT, FHWA, DHTS, and other state agency members to devise, write, and produce an intensive manual for the Plan.

In 2010, TSRC participated in an executive group to update the Plan.

Outreach

TSRC has created and coordinated a number of materials and events to help spread a message of safety and to promote the valuable tools offered by the department. The materials include traditional and new media (e.g., print brochures for various partners, online presence, and online materials), and events are local, statewide, and international. From 2009 through 2010, TSRC organized and hosted an annual Safety Forum that united engineers, educators, enforcement professionals, and emergency medical services (EMS) professional to collaborate and learn about safety initiatives in the state. More than 900 people have attended these forums to date.

TSRC representatives attended and exhibited at the League of Municipalities conference—an annual public government conference in Atlantic City, New Jersey—to network with local agencies.

Partnerships with outside organizations and associations help TSRC pursue a mission of safety through specific targeted grassroots efforts. Through 2010, TSRC hosted three County and Municipal Traffic Engineers Association (CAMTEA) meetings and developed multiple newsletters and seminars on current topics of interest each trimester. Additionally, TSRC created a quarterly newsletter for dispersion among CAMTEA members, informing readers of upcoming laws, certification requirements, and future traffic safety events.

From 2009 to 2010, TSRC staff served as members of multiple safety committees, councils, and groups. A partial list of these groups includes the Comprehensive Strategic Highway Safety Plan Committee and Executive Working Group, the Safe Passages Committee, the Bicycle and Pedestrian Advisory Committee (BPAC), STRCC, New Jersey County Engineers, and various traffic officers groups.

Part of improving traffic safety is influencing the driving public directly. On April 24, 2010, TSRC participated in the second annual Rutgers Day program to educate the public on various CAIT activities, including what TSRC does with safety. TSRC plans to continue participating in each successive program with public-friendly tools and programs to improve driver behavior.

Additionally, TSRC produces promotional materials and participates in implementing the DOT-created Safety, Traffic and Education Program (STEP)—an in-house, no-cost school program for children ages 3 to 8. NHTSA data show that of all age groups, 3- to 8-year-olds are most at risk for being involved in traffic-related incidents.

Conferences

League of Municipalities (November 2010)

TSRC—alongside its parent center, CAIT—attends and exhibits at the League of Municipalities. TSRC enhanced the appearance of CAIT, TSRC, and NJ LTAP this year with a brand new trade-show display system. This display was unveiled this year at the 94th Annual League of Municipalities conference, a congregation of nearly every public official, including those in safety, planning, and political offices throughout New Jersey. The conference offered opportunities to promote Plan4Safety as a viable safety tool, as well as the training courses and workshops hosted by TSRC.

6th Annual Safety Forum (October 2010)

Since 2005, TSRC has hosted an annual Safety Forum, a one-of-a-kind premiere event that unites safety professionals from engineering, enforcement, education, and EMS for a 1-day workshop and speaking event. The Safety Forum hosts intensive workshops on the most pressing safety issues of the time and features an afternoon keynote speaker to discuss forward-moving initiatives in safety.

With topics in the effect of law enforcement on driving behavior, surveying methodologies, teen personality factors in risky driving, perceptual engineering, the decision-making process behind drunk driving, and EMS and pedestrian safety, the Safety Forum provided well-rounded information for a diverse group of public and private professionals in engineering, enforcement, education, and emergency medical services.

Delivering the keynote address was Tom Vanderbilt, best-selling author of *Traffic*. Key points of Vanderbilt's address included the evil and not-so-evil driving distractions, surprising tidbits on historical driving debates ("Should cars have radios?" in the 1940s), and the powerful role perception theoretically plays on traffic congestion.

This year the 6th Annual Safety Forum brought in nearly 200 attendees, a personal best for the safety forum this far. TSRC hopes to increase and broaden interest in the following years.

Transportation Research Board International Conference (January 2009)

TSRC and CAIT professionals attended a four-day international TRB conference in Washington, DC, to participate in a number of informative sessions in data management, safety, and security. Poster sessions provided insightful research opportunities and conclusions from various academic institutions, while exhibit floor presentations provide opportunities for proposal and paper applications.

NJTPA Walkable Communities Workshop (March-June 2010)

Since 2006, with a focus on improving and enhancing walking in northern and central New Jersey, the North Jersey Transportation Planning Authority (NJTPA) has conducted a series of half-day "Walkable Community" workshops. The workshops are held in the 13 counties within the NJTPA region, plus the cities of Newark and Jersey City. The workshops train participants to identify barriers to walking and ways to improve pedestrian safety in each workshop community. Participants also learned how to inform and instruct residents, transportation professionals, and others about improving walkability.

Central Jersey Transportation Forum (March 2010)

The Forum has been meeting since 1999 to address concerns of municipalities in Mercer, Middlesex, Somerset, and Hunterdon counties focused on the US 1 corridor. It gathers high-level representatives from twenty-one municipalities with relevant county, state, and other organizations to coordinate and to initiate solutions. The Forum itself is not an implementing agency. The key issues it addresses are east-west access; improving coordination of transportation and land use in this high growth, congested area; and transit.

11th Annual New Jersey Work Zone Safety Awareness Conference

Work Zone Awareness Week 2010 was observed in New Jersey with this annual event. This year's national theme was "Work Zones Need Your Undivided Attention." The conference promoted work zone safety awareness among a multidisciplinary audience from construction, maintenance and operations, engineering, and public safety. This year, the agenda included presentations regarding changes to the MUTCD Part 6, the OSHA perspective on how the American Recovery and Reinvestment Act's (ARRA) increased roadway construction, a panel discussion of work zone safety protective equipment, and a case study session with interactive roundtable discussion.

11th and 12th Annual NJDOT Research Showcases (October 2009, October 2010)

The research showcases are opportunities for NJDOT customers to experience the broad scope of ongoing research initiatives, technology transfer activities, and academic research being conducted by university research partners and their associates.

Plan4Safety was presented at the 11th Annual NJDOT Research Showcase to introduce the program to safety professionals to promote data-driven decision making and increase user base.

Media Materials

Summer 2009/Winter/Spring 2010 Brochures (November 2009, April 2010)

This four-panel, full-color brochure helped to strengthen the TSRC/CAIT brand and offered a full listing of courses offered by TSRC and its sister CAIT department, the New Jersey LTAP. This brochure encouraged continued education among New Jersey engineers, police officers, highway construction professionals, and other traffic safety employees. Because of the distribution of this brochure, TSRC was able to inform safety professionals about informative sessions on updates to industry and safety standards, thereby helping them perform their jobs to the best of their abilities. Attendance at TSRC courses increased after the dissemination of this brochure.

Annual Safety Forum Materials

Promotional materials for the annual Safety Forum helped to promote the event to traffic safety professionals in education, engineering, enforcement, and EMS. The large increase from 130 attendees to 200 attendees demonstrates improvement in marketing, with Tom Vanderbilt as the keynote speaker.

Annual Safety Forum Exhibit Announcement, Awards, and Booths (2010)

The safety awards given in each of the 4E categories (education, engineering, enforcement, and EMS) reward creative safety campaigns and inform other participants about innovative programs across the region. Attendance from multiple facets of the safety community helps participants to get inspired, create new partnerships, and work locally with a global perspective.

Annual Safety Forum Postcard (2010)

The 6th annual Safety Forum marked the second Safety Forum in which a "save-the-date" postcard was disseminated. Of the 500 postcards printed, nearly all were distributed, except for 20 used for internal office distribution. After 480 postcards were distributed to public and private constituents, 200 people

registered for the Safety Forum, yielding a return on investment (ROI) of roughly 40%. The average industrial ROI is only 10%, which indicates that this campaign was very successful.

Annual Safety Forum Event Program (2010)

The annual Safety Forum event program helps attendees choose the best workshops for their educational needs. The full-color programs were attractive and helped to brand a very successful annual event, yielding trust in our product and sustainability in attendance in future years. Programs were distributed the day of the event at the time of registration.

CAIT Booth Displays (October 2009)

The artwork for the CAIT and TSRC booth displays was created for use at conferences and events such as the League of Municipalities and the Transportation Research Board. The aesthetically pleasing quality is meant to draw in potential clients at these events.

Professional Development Programs (2009-2010)

- Synchro I
- Synchro II
- Synchro III
- NJTR-1 Motor Carrier Refresher Training
- Local Circulation Planning
- Conducting Traffic Sign Retro-reflectivity Inspection
- Guidelines for Guiderail and Median Barrier Design

Press, Presentations & Awards

July 2009 Traffic Records Forum

Along with NJDOT Bureau of Safety Programs and the Brian Injury Association of New Jersey (BIANJ), TSRC presented the ability to use Plan4Safety as a way to promote teen driving safety and demonstrate the marketing tools used to make it a success for not only teens, but parents as well.

2009 FHWA National Roadway Safety Award in Best Practices

Plan4Safety was selected as the winner in “Best Practices” for the FHWA National Roadway Safety Award. The award ceremony was held in Washington, DC. This award was given by the USDOT Federal Highway Administration in partnership with the Roadway Safety Foundation to showcase and share the “best safety practices” throughout the nation.

March 2010 FHWA National Webinar Presentation

Plan4safety was chosen by FHWA to be presented on the national webinar as an effective pedestrian safety analysis tool. The presentation had “real-life” examples of how this crash data analysis tool can assist any safety professional in making data-driven decisions.

6th Annual Safety Forum Press Coverage

On October 21, 2010, northjersey.com's famed "Road Warrior" dedicated his column to TSRC's 6th Annual Safety Forum. The column was entitled, "Driving insights from author Tom Vanderbilt."

Put the Brakes on Fatalities Day

In October 2009, the outreach coordinator wrote press releases and disseminated "Put the Brakes on Fatalities Day" campaign. An announcement was made on Philadelphia's WYSP—serving the South Jersey area— by a popular deejay, and an announcement and written text on the scoreboard was displayed at the Rutgers football game on October 10, 2009. The article also ran in a variety of newspapers statewide.

February 2010 NHTSA Regional Safety Conference (BRIDGE)

TSRC presented at Saratoga Springs, NY an example of marketing materials that featured traffic data as supporting evidence.

Organizational Involvement

Collaboration with Metropolitan Planning Organizations (MPOs)

Partnering with North Jersey Transportation Planning Authority (NJTPA), South Jersey Transportation Planning Office (SJTPO), and Delaware Valley Regional Planning Commission (DVRPC), TSRC alerts safety professionals of upcoming training sessions on planning and engineering and offers safety support and opinion to public enhancement projects.

Partnership with these three organizations supplies TSRC with a direct connection to the regions and local communities in New Jersey. Working with the MPOs, TSRC has been able to reach professionals at the county and local level to interact with stakeholders, provide technical outreach, continuing education, and support for safety initiatives.

American Society of Civil Engineers

TSRC members participate in monthly ASCE meetings, and help to promote attendance at these meetings through the production of colorful mailed postcards and website maintenance.

Future City New Jersey Regional Competition

Future City challenges students to envision a city one hundred fifty years into the future revolving around a specific theme, such as green living, clean water or nano-technology. TSRC staff participated in the coordination and judging of the event.

Statewide Traffic Records Coordinating Committee (STRCC)

TSRC personnel regularly participate in the Statewide Traffic Records Coordinating Committee (STRCC) to unite with other safety personnel for a more seamless data interactions between organizations.

Safety Management Task Force

An executive committee for 2010, TSRC members are on board to update and redesign the manual for a more palatable public document. This year, TSRC members have devised a plan to reorganize emphasis areas in targeting driving behaviors (Aggressive Driving, Impaired/Drowsy Driving, Distracted Driving, and Other [Vehicular Failures, Medical Emergencies, Construction Incidents]).

Bicycle and Pedestrian Action Committee

TSRC members participate in informative sessions hosted by the Voorhees Transportation Center to gain insight and move forward with initiatives to improve the safety of bicyclists and pedestrians in the wake of a fatality spike in NJ.

Safe Passages

Led by the New Jersey State Police, TSRC members participate in Safe Passages, a group of about twenty traffic safety professionals from various state enforcement, engineering, legislative, and educational agencies and organizations. TSRC has been a lead in developing a more intensive web presence for the group, including both design and copywriting services with an emphasis on Search Engine Optimization (SEO) practices to help increase search engine rankings and therefore, visibility.

STEP program

TSRC members participate in the STEP program, a traffic safety program designed to educate K-3 schoolchildren through tailored games and workshop activities. The STEP program, headed by the NJDOT, is a free in-house program available for all schools throughout New Jersey.

New Jersey Walks and Bikes Newsletter

As part of outreach coordination, TSRC members have participated in the editorial and writing process of New Jersey Walks and Bikes, a newsletter geared toward the pedestrian and bicyclist community. Topics include new technologies, “walkable communities,” notable current events impacting the walking culture, legislature, and more.

Conclusion

TSRC is a growing program that plans to expand its reach and resources to better serve the state of New Jersey and its safety professionals. TSRC will continue to vigorously support various state and local agencies with their traffic safety initiatives.

Upholding a diligent commitment to traffic safety, the goal of TSRC will always be to exist as the premiere one-stop resource center with a major focus on the traffic safety concerns of local agencies. With the enhancement of Plan4Safety and the acquisition of state and federal grant research projects, TSRC will branch out with conclusive research evidence, provide white paper research reports on approved countermeasures and media programs, create and disseminate promotional supplementary safety materials, attend and coordinate trade show and conference presentations, and continually enhance Plan4Safety to provide intensive support to all traffic safety professionals.