



NJ SHSP | Safety Summit #4 Questions and Answers

Question No.	Question	Response
1	Where can I find the Safety Summit presentation and other related materials?	Presentation slides and videos will be posted to www.saferoadsforallnj.com .
2	What are the 5 Es?	The 5 E's of roadway safety are Education, Emergency Response, Engineering, Enforcement, and Equity. All five aspects are critical to assure that safety efforts have the greatest impact on reducing roadway fatalities and serious injuries. For more information, please check out the NJ 2020 Strategic Highway Safety Plan, which can be found at https://www.saferoadsforallnj.com by clicking on the "Resources" tab.
3	Is NJDOT Senior Leadership serious about equity in transportation improvements?	The New Jersey Department of Transportation (NJDOT) believes that providing safe roadways for all users in New Jersey requires the deliberate consideration of safety investment and verification that such funding is inclusive of the interests of traditionally underserved communities. The NJ 2020 Strategic Highway Safety Plan (SHSP) established the Equity Emphasis Area Team, which not only focuses on specific actions requiring equitable solutions, but also collaborates with all other Emphasis Area teams to ensure all actions are undertaken with equitable considerations. For more details, please feel free to visit www.saferoadsforallnj.com and read through the NJ 2020 Strategic Highway Safety Plan, which can be found under the "Resources" tab.
4	How can the New Jersey Complete Street Design Manual become a default "starting point" for all Concept Development for State, County and Municipal work, and ensure those concepts will be acceptable by NJDOT reviewers?	We recommend reviewing the New Jersey Department of Transportation's (NJDOT) Complete Streets guidelines, toolkits, and other publications on ways to integrate and institutionalize Complete Streets principles into planning and design. These resources can be found on NJDOT's website. (https://www.state.nj.us/transportation/eng/completestreets/resources.shtm). Concepts and designs included in the NJ Complete Streets Design Manual have been deemed acceptable by NJDOT, and reviewers of municipal/county projects will work directly with the roadway owner/operator to ensure acceptable application.
5	Is there a "safety engineering" review of <i>all</i> NJDOT projects, not just of Highway Safety Improvement Program (HSIP) projects? This could be modeled on the "value engineering" review, which focuses on saving money, while a "safety engineering" review would be focused on saving lives.	The New Jersey Department of Transportation (NJDOT) conducts mandatory safety engineering reviews for Capital Projects funded by the Federal Highway Administration's (FHWA) Highway Safety Improvement Program (HSIP). NJDOT safety subject matter experts are also involved in and contribute their input into projects that are not funded with HSIP funds, during concept development and design phases. However, these types of project reviews presently do not require safety engineering analysis.
6	Could you provide history or background on vehicle acceleration or speed restrictions placed on automakers by traffic or safety regulating entities?	The New Jersey Department of Transportation's (NJDOT) Strategic Highway Safety Plan (SHSP) Team is not aware of any comprehensive source, regarding the history of regulation entities on vehicle specifications. However, related information is available in the following report published by the National Highway Traffic Safety Administration (NHTSA), which summarizes speed laws for all states (https://www.nhtsa.gov%2Fstaticfiles%2Fnti%2Fpdf%2F811457.pdf&usg=AOvVaw2lpPtIQW6-ZHh4OJkns6Hc). For a more complete and nuanced history of federal regulatory approaches, NJDOT recommends reviewing the applicable Code of Federal Regulations, which documents the historical amendments to regulations, as well as related publications and reports shared by the Federal Motor Carrier Safety Administration (FMCSA) and NHTSA.
7	Is their research available on the topic of speed governors or other devices that limit the speed of a vehicle, and their effectiveness in privately-owned motor vehicles?	The New Jersey Department of Transportation's (NJDOT) Strategic Highway Safety Plan (SHSP) Team is not aware of any research available on this topic.
8	What research is being conducted to explore whether vehicular automated sensor alert technology should be a required device in vehicles, like seat belts and air bags?	Research to study and investigate the efficacy of this technology is still being conducted through initiatives led by public authorities, universities, and private organizations. The Partnership for Analytics Research in Traffic Safety (PARTS), a partnership between automakers and the US Department of Transportation (USDOT) recently released a study, which compared the crash rates of vehicles equipped with collision warning and active intervention technologies to the rates of vehicles without these systems. This study can be found on the USDOT National Highway Traffic Safety Administration (NHTSA) website (https://www.nhtsa.gov/parts-partnership-for-analytics-research-in-traffic-safety).
9	What are transportation agencies and research groups doing to explore the effectiveness of using traffic speed cameras for enforcement, as part of the safety solution?	The use of automated enforcement measures in New Jersey can only be implemented as the result of legislative action. As part of the New Jersey 2020 Strategic Highway Safety Plan (SHSP) implementation, both the Pedestrians and Bicyclists Emphasis Area and Intersections Emphasis Area teams are researching the best national practices and success stories related to automated enforcement, especially in school zones. The goal is to demonstrate the utility and effectiveness of proven safety countermeasures to achieve the Goal of Zero Deaths by 2050 on New Jersey's roadways.
10	Does NJDOT have plans to integrate advanced technologies for pedestrian/bicyclist safety on state-owned roadways? For example, would they consider installing speed cameras in school zones to monitor and enforce the speed limit?	Yes, the New Jersey Department of Transportation (NJDOT) considers a range of pedestrian and bicyclist safety improvements, including advanced technologies, throughout the planning, design, construction, maintenance, and operation phases of new and retrofit transportation projects that are state or federally funded, including Capital Projects. While New Jersey recently passed its Safe Passing Law, technologies such as speed safety cameras can only be advanced by New Jersey legislative action. To that end, as part of the NJ 2020 Strategic Highway Safety Plan implementation efforts, the Pedestrians and Bicyclists Emphasis Area Team, comprised of partners and stakeholders throughout the state, is currently researching the best practices and program successes about such technologies and their potential merit in supporting New Jersey's goal of Zero Deaths by 2050.



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11	Are Leading Pedestrian Intervals (LPI) being incorporated into all new projects?	As part of its project evaluation and investigative process, the New Jersey Department of Transportation (NJDOT) considers all available data to select appropriate safety countermeasure(s), particularly those identified as part of the Federal Highway Administration's (FHWA) Proven Safety Countermeasures Initiative (PSCI), such as Leading Pedestrian Intervals (LPI). If the evaluation and investigation indicate LPI is an appropriate countermeasure, it may be integrated into design and construction.
12	What resources do you offer to counties who may be concerned with implementing innovative safety measures on their roads, due to unfamiliarity with this new technology?	There are several resources available to counties, which enable them to make informed decisions about implementing safety countermeasures in their communities. When appropriate, counties should seek expertise and guidance from qualified engineer(s). Additionally, counties can investigate available countermeasures through research, guidance, and training provided by the Federal Highway Administration (FHWA), National Cooperative Highway Research Program (NCHRP), National Highway Traffic Safety Administration (NHTSA), and the New Jersey Local Technical Assistance Program (NJ LTAP). The New Jersey Department of Transportation (NJDOT) also recommends counties consult with their peer agencies and discuss the effectiveness of countermeasures implemented in other communities. Gathering video and anecdotal evidence about a countermeasure's use in peer locations can help counties make the best decisions for their constituents. Further still, counties are also offered the option to test certain countermeasures, selected by the state, as temporary pilots to ensure proof of concept and conduct educational/outreach events to inform the public about its utility and purpose.
13	How would NJDOT respond to and/or advise a local administration, who may be experiencing some difficulty with grants, specifically grant reimbursement?	The New Jersey Department of Transportation (NJDOT) recommends agencies pursue grant support and training through NJDOT's Local Aid Resource Center (https://njdotlocalaidrc.com). This will soon be available through the Safety Resource Center. As part of the NJ 2020 Strategic Highway Safety Plan implementation, the Equity Emphasis Area Team is researching best practices for equitable grant support and funding opportunities.
14	Would NJDOT be willing to participate in community meetings with counties/municipalities, who have questions concerning the condition of roads running through their area?	The New Jersey Department of Transportation (NJDOT) would be happy to participate in such a meeting. Please contact the Office of Community and Constituent Relations (OCR) at 609-963-1982 to discuss your concerns and meeting logistics.
15	How do NJDOT and other participating agencies communicate to New Jersey school districts that Safe Routes grants and other funds are available?	All grants applicable to the Safe Routes to School (SRTS) program are published on the New Jersey Safe Routes to School Resource Center website (https://www.saferoutesnj.org/). In addition, there are SRTS Regional Coordinators from eight Transportation Management Associations (TMAs) who support, coordinate, and communicate with school districts about grant opportunities; walk and bike to school events and programs; bike and pedestrian education; school travel plans; etc. For more information about SRTS Regional Coordinators, please visit their website (https://www.saferoutesnj.org/find-your-srts-regional-coordinator/).
16	What are NJDOT's marketing plans to advertise safe practices for pedestrians, such as walking against traffic?	The New Jersey Department of Transportation (NJDOT) advertises pedestrian and cyclist safety, as well as the related rules and regulations, through a variety of avenues. For example, curriculum from the Safe Routes to Schools Program is taught in schools throughout the state. Other programs, such as Safe Streets NJ, engage the public through campaigns. Training and other materials related to the safety of vulnerable road users are available through such sites as the NJ Bicycle and Pedestrian Resource Center and Safety Resource Center, expected to launch fall 2023. As part of the NJ 2020 Strategic Highway Safety Plan, the Pedestrians and Bicyclists Emphasis Area Team will develop a safety toolkit that can be easily incorporated into the Safe Routes to Schools curriculum material.
17	Can parking be regulated or restricted on county/state roadways in favor of protected or buffered bike lanes?	Parking on non-state roadways in New Jersey is regulated by the agency that owns and maintains the roadway. However, New Jersey statute mandates that parking is prohibited within a live-use lane. Of note, public agencies responsible for ownership and maintenance of roadways may implement Complete Streets Policies to address safety accommodations for all road users. The New Jersey Department of Transportation (NJDOT) adopted such a policy in 2009 for state-owned roadway improvements. New Jersey municipalities, counties, agencies, organizations, and advocates with an interest in implementing Complete Streets in their communities are encouraged to utilize NJDOT's one-stop resource guide "Complete & Green Streets for All: Model Policy & Guide" on NJDOT's website (https://www.state.nj.us/transportation/eng/completestreets/resources.shtm).
18	Focusing on Transportation Demand Management (TDM), is there a way to decrease the overall use of vehicles in urban areas?	Reducing motor vehicle use in urban settings is heavily dependent on the availability of convenient transportation alternatives. These alternatives may include mass transit (bus, train, light rail); accessible and interconnected pedestrian and bicycle infrastructure (sidewalks, trails, bike lanes, bike boxes, cycle tracks); and other demand management strategies (ride sharing, teleworking, public education). Several NJ 2020 Strategic Highway Safety Plan (SHSP) Emphasis Area teams are working on researching the best practices, engaging local safety champions, creating social media campaigns, and developing pilot programs to support and provide safe transportation alternatives.



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19	When will the New Jersey Motor Vehicle driver license program incorporate information regarding stopping distance restrictions of larger vehicles, such as tractor trailers, into driver education curriculum and testing? Are there any federally funded research programs being conducted on this topic?	The New Jersey Motor Vehicle Commission (NJMVC) publishes guidance in the New Jersey Driver Manual and Commercial Driver Manual on this topic (https://www.state.nj.us/mvc/about/manuals.htm). This topic is also addressed in defensive driving coursework provided by approved classroom providers. The Federal Motor Carrier Safety Administration (FMCA) (https://www.fmcsa.dot.gov/ourroads/long-stopping-distances) and the Transportation Research Board (TRB) (https://trid.trb.org/view.aspx?id=302680) offer guidance and research as well.
20	Will there be efforts to encourage drivers to retest every 20-30 years to learn and review new/current laws?	Amending existing or creating new laws regarding driver testing requires legislative review and action. The Pedestrians and Bicyclists Emphasis Area Team that exists to support the implementation of the NJ 2020 Strategic Highway Safety Plan will be engaging the New Jersey Motor Vehicle Commission (NJMVC) to update current driver education and testing materials to reflect recent updates to driving laws and regulations.
21	Does the NJ Crash data warehouse still use mileposts as the unique key identifier for the location of a crash, or has the database been upgraded to use GPS coordinates?	Once development and testing are completed, NJ Crash – the state's electronic crash reporting system – will be updated to exclusively use GPS coordinates as key identifiers for crashes. In the interim, due to different technical capacities, law enforcement agencies will continue to use both GPS and mileposts as key identifiers.
22	Are there plans to build data around “close calls” or “near-miss” events, crashes involving injuries and fatalities, or crashes involving vulnerable road users? Are there plans to improve police reporting of crashes?	Pursuant to industry practice, crash reports and databases account for motor vehicle crashes and collisions only. Close calls do not qualify as these types of events and are not included in available data. There is ongoing crash reporting training available for law enforcement officers to improve reporting on all crashes, including those resulting in injuries and fatalities. The state will continue delivering and updating training curriculum to address current issues. Regarding crashes involving vulnerable road users (VRU), the annual law enforcement training supports complete and accurate reporting of these incidents. In addition, the New Jersey Division of Highway Traffic Safety (NJDHTS) is partnering with Children’s Hospital of Philadelphia to build a VRU database. Please see the presentation by Dr. Allison Curry, the Safety Summit Keynote Speaker. This initiative integrates data, like hospital records, with crash data and may help identify unreported crashes that involved a VRU, who sought medical care.
23	Is there available crash data for accidents involving first responders as vulnerable users?	As part of the crash records housed on the Safety Voyager database, emergency responder crash data can be obtained through the “Special Function” tab within the “Advanced Filters” menu. From there crashes can be sorted by specific responder vehicle. If you don't currently have access to Safety Voyager, contact the New Jersey Department of Transportation (NJDOT) Bureau of Crash Records and request login access.
24	How many of New Jersey’s motor vehicle crashes were a result of impaired driving and substance abuse, or where can such data be found? Is there a database that includes national statistics or data from another state?	Crash statistics specific to impaired driving can be found at the following databases: (1) New Jersey Division of Highway Traffic Safety (NJDHTS) (https://www.nj.gov/oag/hts/downloads/2022-Highway-Safety-Plan.pdf); (2) New Jersey State Police (https://nj.gov/njsp/info/fatalacc/index.shtml); and (3) National Highway Traffic Safety Administration (NHTSA) (https://www.nhtsa.gov/risky-driving/drunk-driving).
24	How are motorist distractions, which continue to rise in crashes, being dealt with beyond phone companies providing features on their phones? What measures are being taken to protect vulnerable road users such as pedestrians, bicyclists, and motorcyclists?	Distracted driving is a critical safety concern, and the best way to address it is through education. The New Jersey Department of Highway Traffic Safety (NJDHTS) leads media campaigns to continue sharing their messaging on the dangers of driving distracted. Regarding vulnerable road user safety, the Other Vulnerable Road User Emphasis Area Team, which supports the implementation of the NJ 2020 Strategic Highway Safety Plan, is actively addressing priority actions focused on motorcycle riders and their roadway safety, as well as the safety of mature roadway users. The Pedestrians and Bicyclists Emphasis Area Team is also working on priority actions focusing on best infrastructure practices, school safety curricula, and legislative discussions.
25	Is there any good way to reduce sun glare on the road at certain times of day?	The New Jersey Department of Transportation (NJDOT), along with other transportation agencies throughout New Jersey, is actively installing backplates with retroreflective borders behind traffic signals. Backplates with retroreflective borders improve the visibility of the illuminated face of a signal by introducing a controlled-contrast background. Retroreflective backplates are a low-cost, high benefit, proven safety countermeasure and considered as part of all signal improvement projects in New Jersey. Other measures motorists may use to minimize glare include sunglasses, vehicle visors, and retaining unobstructed windshield views.