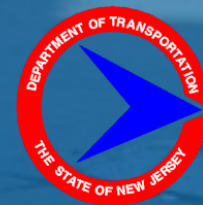


New Jersey Department of Transportation

Safe Streets and Routes for All

Laine Rankin | Director
Local Aid & Economic Development



RESOURCE CENTER
NJDOT LOCAL AID

This worksheet is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

Instructions: This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3 7 9**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8**

If both conditions are *not met*, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.

Lead Applicant:

UE:

- 1 Are both of the following true?** YES NO
If yes, provide documentation:
- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
 - Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?
-
- 2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?** YES NO
If yes, provide documentation:
-
- 3 Does the Action Plan include all of the following?** YES NO
If yes, provide documentation:
- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
 - Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
 - Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
 - A geospatial identification (geographic or locational data using maps) of higher risk locations.



- 4 Did the Action Plan development include all of the following activities?** YES NO
If yes, provide documentation:
- Engagement with the public and relevant stakeholders, including the private sector and community groups;
 - Incorporation of information received from the engagement and collaboration into the plan; and
 - Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

- 5 Did the Action Plan development include all of the following?** YES NO
If yes, provide documentation:
- Considerations of equity using inclusive and representative processes;
 - The identification of underserved communities through data; and
 - Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

- 6 Are both of the following true?** YES NO
If yes, provide documentation:
- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
 - The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

- 7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?** YES NO
If yes, provide documentation:

- 8 Does the plan include all of the following?** YES NO
If yes, provide documentation:
- A description of how progress will be measured over time that includes, at a minimum, outcome data.
 - The plan is posted publicly online.

- 9 Was the plan finalized and/or last updated between 2017 and 2022?** YES NO
If yes, provide documentation:



Resolution of Support

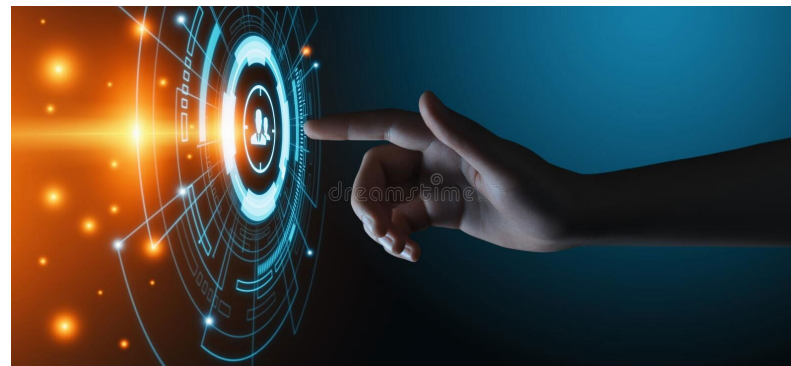
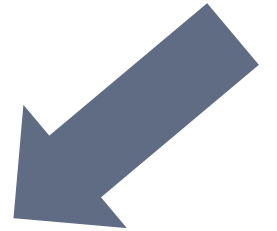
1 Are both of the following true?

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

YES

NO

If yes, provide documentation:



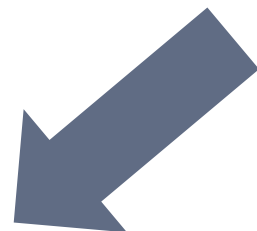
Inclusive Process

2 To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

YES

NO

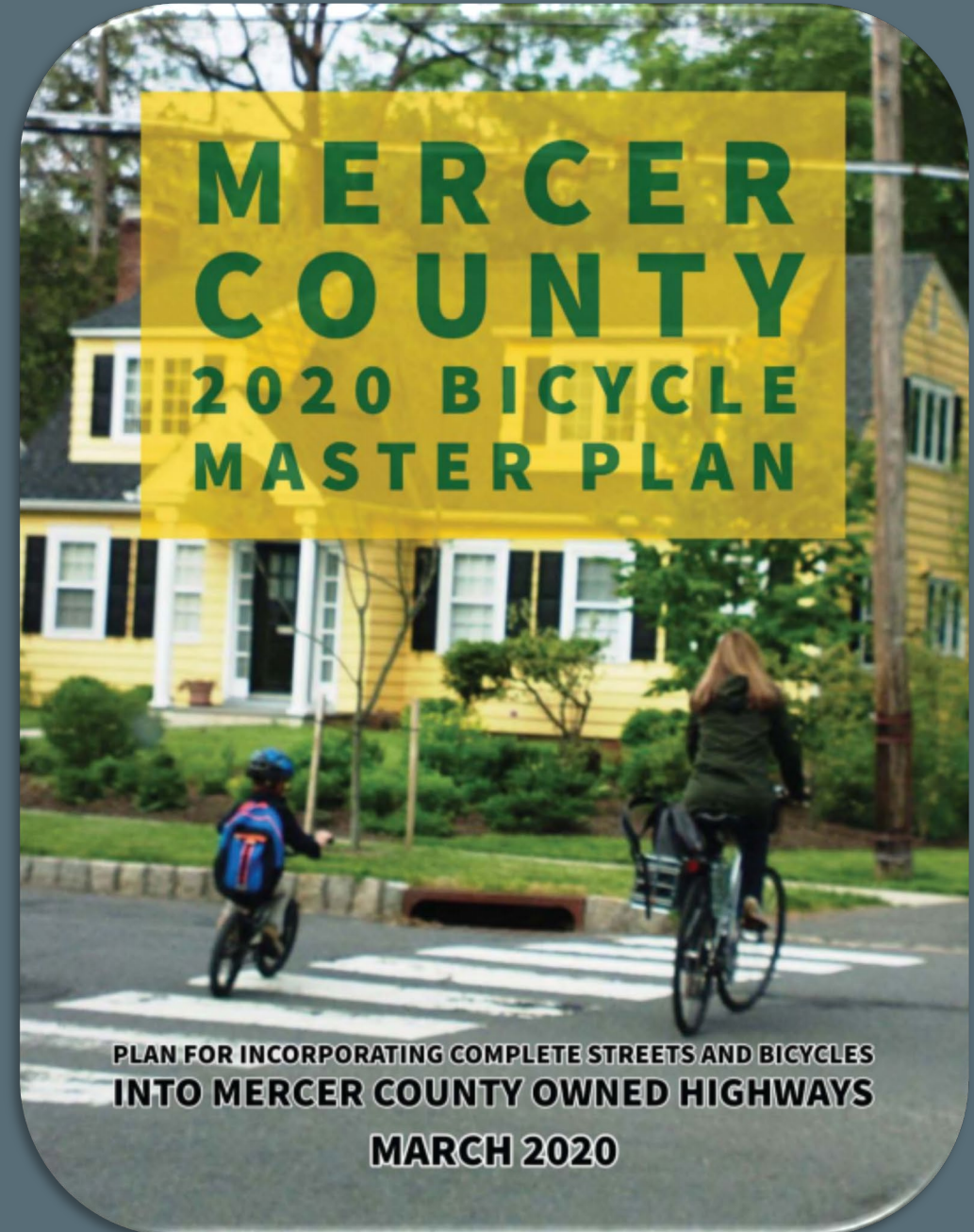
If yes, provide documentation:



Mercer County: Bicycle Master Plan

Supports County Complete Streets Policy

- Build **30 miles** of bike facilities by 2025.
- **Reduce bicycle & pedestrian crashes** on County roads by 50% by 2030.
- Achieve a minimum of **Level of Traffic Stress 3** rating on improvement projects, targeting LTS 1 & 2.
- Establish a **working relationship** with local planners, engineers and officials as well as with NJDOT staff for efficient project advancement and coordination.



3 Does the Action Plan include all of the following?

- Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types;
- Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users; and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.



U.S. Department of Transportation



Safety Voyager

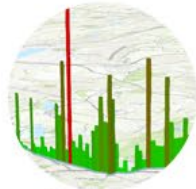
YES

NO

If yes, provide documentation:

Still have questions? Visit the [SS4A website](#)

SS4A Self-Certification Eligibility Worksheet | Page 1 of 2



Crash Map beta

Interactively select and filter crash data.

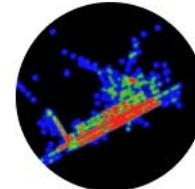
[View Map »](#)



Pedestrian Dashboard

Instant synthesis of pedestrian and bicyclist related crashes.

[View Dashboard »](#)



Pedestrian Heatmap

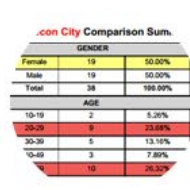
Dynamic map based visualization of crashes involving pedestrians and bicyclists.

[View Heatmap »](#)



Safety Calendar

View crash data aggregated by the NHTSA Safety Calendar themes. Access to this feature is at the discretion of NJDOT. Please contact the administrator for access to the safety calendar.



.con City Comparison Sum.		
GENDER		
Female	19	50.00%
Male	19	50.00%
Total	38	100.00%
AGE		
10-19	2	5.26%
20-29	9	23.68%
30-39	5	13.16%
40-49	3	7.89%
50+	19	49.32%

Reports

Generate a crash attribute report that compares a jurisdiction with the statewide crash data.

[View Reports »](#)



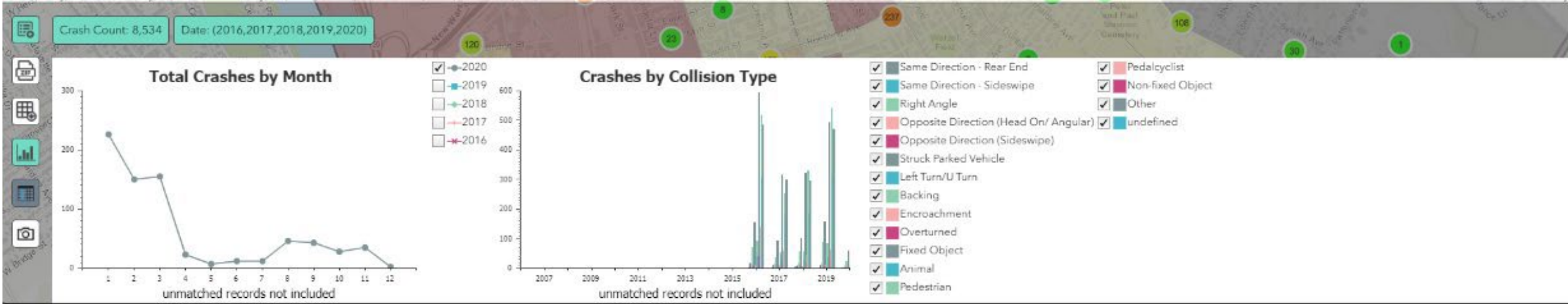
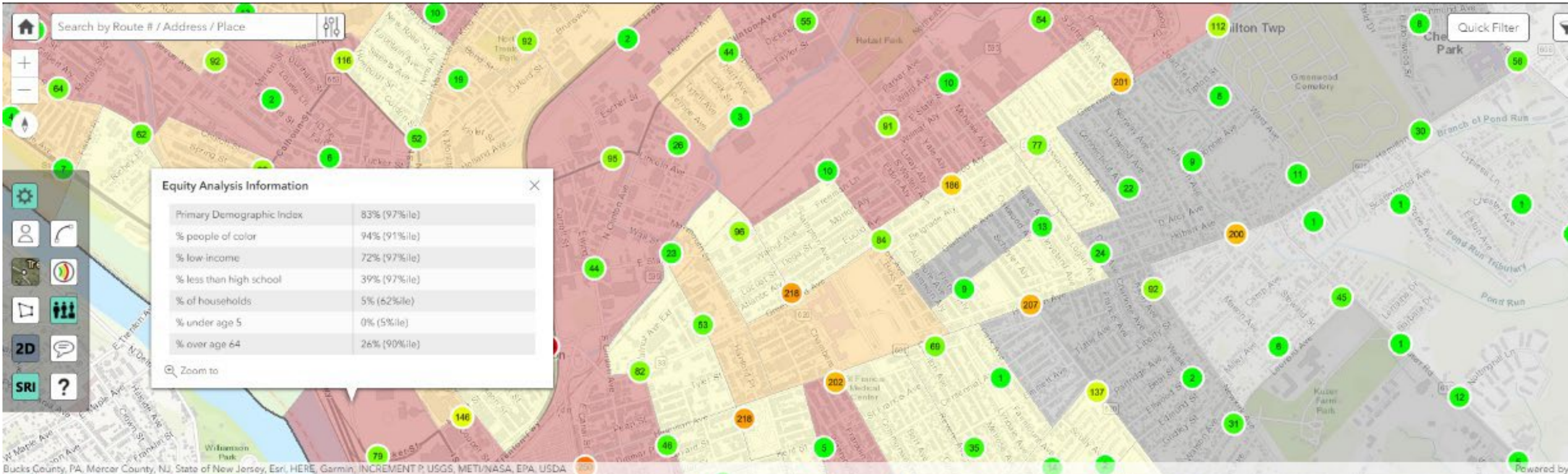
Updates and Tutorials

updated!

See the latest news and updates about Safety Voyager.

[View Blog »](#)

Safety Voyager



Public Process

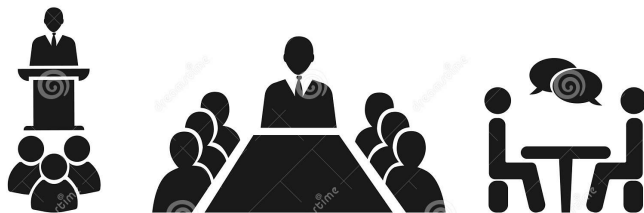
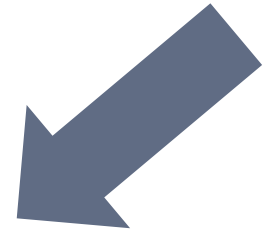
4 Did the Action Plan development include all of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

YES

NO

If yes, provide documentation:



Equity

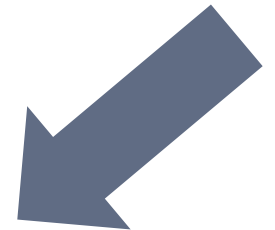
5 Did the Action Plan development include all of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

YES

NO

If yes, provide documentation:



Tool and Data Source

EJSCREEN: Environmental Justice Screening and Mapping Tool

<https://www.epa.gov/ejscreen/overview-demographic-indicators-ejscreen>

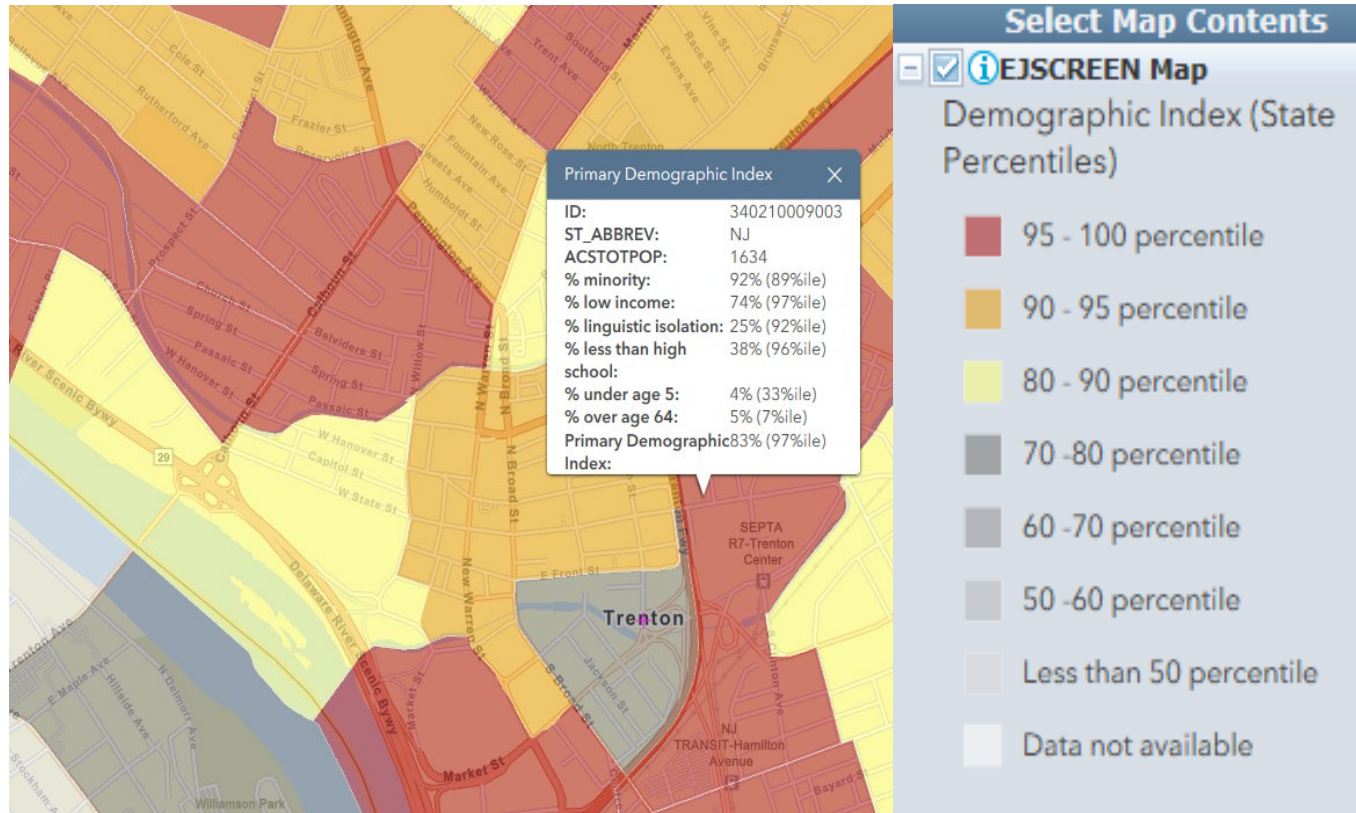
A Demographic Index is based on the average of two demographic indicators; Percent Low-Income and Percent Minority.

Six EJ Screen demographic indicators:

1. Percent Low-Income
2. Percent Minority
3. Less than high school education
4. Linguistic isolation
5. Individuals under age 5
6. Individuals over age 64

Two additional program indicators:

1. Individuals under age 18
2. Individuals with Disabilities



Proven Safety Countermeasures

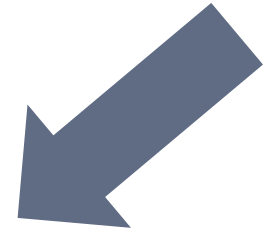
6 Are both of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

YES

NO

If yes, provide documentation:





Safety Benefits:

Chevron Signs

25% reduction in nighttime crashes.¹

16% reduction in non-intersection fatal and injury crashes.²

Oversized Chevron Signs

15% reduction in fatal and injury crashes.³

Sequential Dynamic Chevrons

60% reduction in fatal and injury crashes.³

In-Lane Curve Warning Pavement Markings

35 - 38% reduction in all crashes.^{4,5}

New Fluorescent Curve Signs or Upgrade Existing Curve Signs to Fluorescent Sheeting

18% reduction in non-intersection, head-on, run-off-road, and sideswipe in rural areas.¹

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://safety.fhwa.dot.gov/provencountermeasures/> and https://safety.fhwa.dot.gov/roadway_dept/countermeasures/horcurves/.

Enhanced Delineation for Horizontal Curves

Enhanced delineation at horizontal curves includes a variety of potential strategies that can be implemented in advance of or within curves, in combination, or individually.

Potential Strategies	In Advance of Curve	Within Curve
Pavement markings (standard width or wider)	✓	✓
In-lane curve warning pavement markings	✓	
Retroreflective strips on sign posts	✓	✓
Delineators		✓
Chevron signs		✓
Enhanced Conspicuity (larger, fluorescent, and/or retroreflective signs)	✓	✓
Dynamic curve warning signs (including speed radar feedback signs)	✓	
Sequential dynamic chevrons		✓

Enhanced delineation treatments can alert drivers to upcoming curves, the direction and sharpness of the curve, and appropriate operating speed.

Agencies can take the following steps to implement enhanced delineation strategies:

1. Review signing practices and policies to ensure they comply with the Manual on Uniform Traffic Control Devices (MUTCD) principles of traffic control devices. Consistent practice for similar curves sets the appropriate driver expectancy.
2. Use the [systemic approach](#) to identify and treat problem curves. For example, Minnesota uses risk factors that include curve radii between 500 and 1,200 ft, traffic volumes between 500 and 1,000 vehicles per day, intersection in the curve, and presence of a visual trap.¹



Chevron signs with retroreflective strips on sign posts installed along a curve. Source: FHWA

3. Match the appropriate strategy to the identified problem(s), considering the full range of enhanced delineation treatments. Once the MUTCD requirements and recommendations have been met, an incremental approach is often beneficial to avoid excessive cost.



¹ Albin et al. Low-Cost Treatments for Horizontal Curve Safety 2016. FHWA-SA-15-084, (2016).
² Srinivasan et al. Safety Evaluation of Improved Curve Delineation. FHWA-HRT-09-045, (2009).
³ Lyon et al. Safety Evaluation of Two Curve Warning Treatments: In-Lane Curve Warning Pavement Markings and Oversized Chevron Signs. Presented at the 96th TRB Annual Meeting. Paper No. 17-00432, (2017).
⁴ Hallmark, S. Evaluation of Sequential Dynamic Chevrons on Rural Two-lane Highways. FHWA, (2017).
⁵ Donnell et al. Reducing Roadway Departure Crashes at Horizontal Curve Sections on Two-lane Rural Highways. FHWA-SA-19-005, (2019).



Safety Benefits:

Bicycle Lane Additions can reduce crashes up to:

49%

for total crashes on urban 4-lane undivided collectors and local roads.⁶

30%

for total crashes on urban 2-lane undivided collectors and local roads.⁶



Separated bicycle lane in Washington, DC.
Source: Alex Baca, Washington Area Bicyclist Association

Separated bicycle lanes may provide further safety benefits. FHWA is anticipating completion of research in Fall 2022.

For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://safety.fhwa.dot.gov/provencountermeasures/> and https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwas18077.pdf.

Bicycle Lanes

Most fatal and serious injury bicyclist crashes occur at non-intersection locations. Nearly one-third of these crashes involve overtaking motorists¹; the speed and size differential between vehicles and bicycles can lead to severe injury. To make bicycling safer and more comfortable for most types of bicyclists, State and local agencies should consider installing bicycle lanes. These dedicated facilities for the use of bicyclists along the roadway can take several forms. Providing bicycle facilities can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles, and create a network of safer roadways for bicycling. Bicycle Lanes align with the Safe System Approach principle of recognizing human vulnerability—where separating users in space can enhance safety for all road users.

Applications

FHWA's [Bikeway Selection Guide](#) and [Incorporating On-Road Bicycle Networks into Resurfacing Projects](#) assist agencies in determining which facilities provide the most benefit in various contexts. Bicycle lanes can be included on new roadways or created on existing roads by reallocating space in the right-of-way.

In addition to the paint stripe used for a typical bicycle lane, a lateral offset with painted buffer can help to further separate bicyclists from vehicle traffic. State and local agencies may also consider physical separation of the bicycle lane from motorized traffic lanes through the use of vertical elements like posts, curbs, or vegetation.² Based on international experience and implementation in the United States, there is potential for further safety benefits associated with separated bicycle lanes. FHWA is conducting research on separated bicycle lanes, which includes the development of crash modification factors, to be completed in 2022 to address significant interest on this topic.

Considerations

- City and State policies may require minimum bicycle lane widths, although these can differ by agency and functional classification of the road.
- Bicycle lane design should vary according to roadway characteristics (e.g., motor vehicle volumes and speed) in order to maximize the facility's suitability for riders of all ages and abilities and should consider the travel needs of low-income populations likely to use bicycles. The [Bikeway Selection Guide](#) is a useful resource.
- While some in the public may oppose travel lane narrowing if they believe it will slow traffic or increase congestion, studies have found that roadways did not experience an increase in injuries or congestion when travel lane widths were decreased to add a bicycle lane.³
- Studies and experience in US cities show that bicycle lanes increase ridership and may help jurisdictions better manage roadway capacity without increased risk.
- In rural areas, rumble strips can negatively impact bicyclists' ability to ride if not properly installed. Agencies should consider the dimensions, placement, and offset of rumble strips when adding a bicycle lane.⁴
- Strategies, practices, and processes can be used by agencies to enhance their ability to address equity in bicycle planning and design.⁵

1 Thomas et al. Bicyclist Crash Types on National, State, and Local Levels: A New Look. Transportation Research Record 673(6), 664-676. (2019).
2 [Separated Bike Lane Planning and Design Guide](#). FHWA-HEP-15-025. (2015).
3 Park and Abdel-Aty. "Evaluation of safety effectiveness of multiple cross sectional features on urban arterials". Accident Analysis and Prevention, Vol. 92, pp. 245-255. (2016).
4 FHWA Tech Advisory [Shoulder and Edge Line Rumble Strips](#). (2011).
5 Sandt et al. [Pursuing Equity in Pedestrian and Bicycle Planning](#). FHWA. (2016).
6 Avelar et al. Development of Crash Modification Factors for Bicycle Lane Additions While Reducing Lane and Shoulder Widths. FHWA. (2021).



Countermeasures

Overturn Crash Strategies:

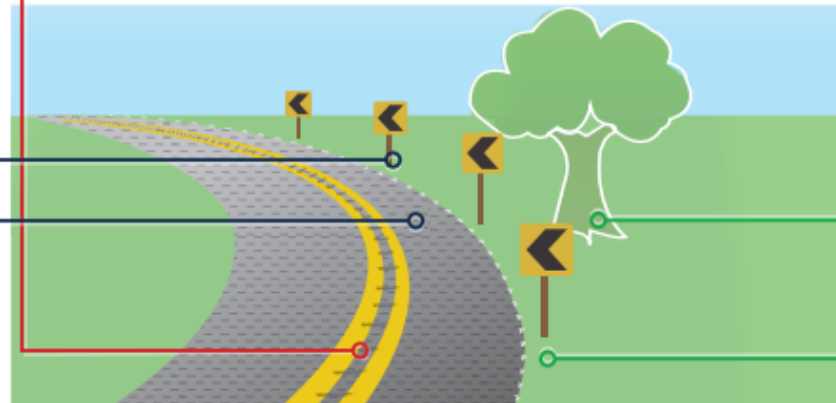
- Curve delineation **1**
- Friction treatments in curves **2**
- Edge line and shoulder rumble strips **3**
- Safety Edge_{SM} **4**
- Clear zones **5**
- Traversable roadside slopes **6**
- Barriers to shield fixed objects and slopes **7**

Opposite Direction Crash Strategies:

- 1** Center line rumble stripes
- 2** Friction treatments in curves
- 3** Increased separation between opposing lanes, particularly in curves
- 4** Median barriers

Roadside Trees and Shrub Crash Strategies:

- 1** Edge line and shoulder rumble strips
- 2** Curve delineation
- 3** Friction treatments in curves
- 4** Clear zone improvements, particularly on the outside of curves
- 5** Barriers to shield trees and shrubs



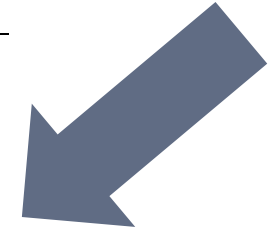
Local Aid Grants

7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?

YES

NO

If yes, provide documentation:



SAFETY IMPROVEMENTS

The Division of Local Aid
strongly supports the use
of local aid grants for
safety improvements



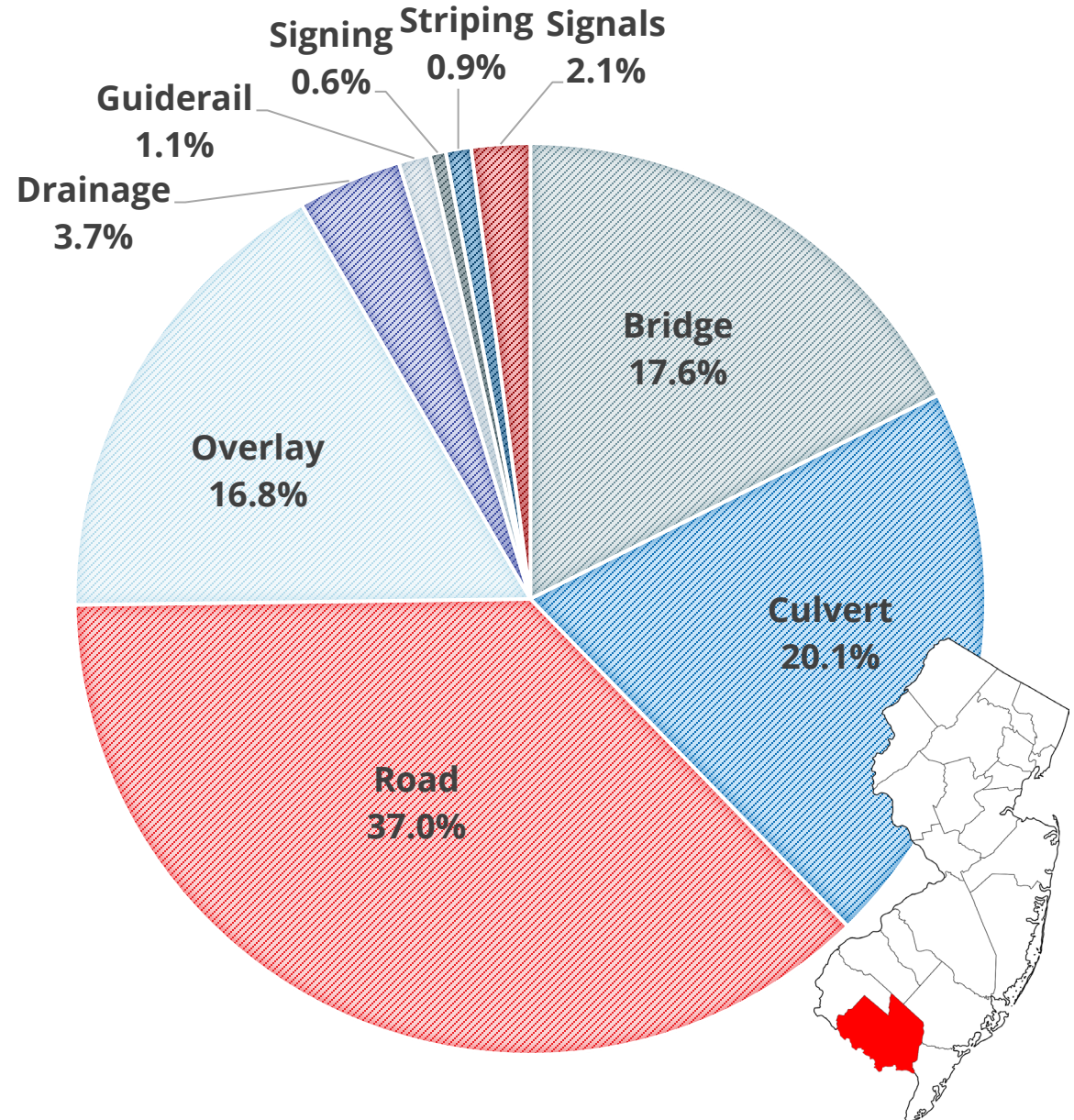
County Aid Allowable Improvements

Bikeway	Primary project purpose is for constructing new bikeways (e.g. bike lanes , bike paths, bike compatible roadways).
Bridge Preservation	Primary project purpose is for improving the condition of bridge infrastructure (e.g. new deck, rehabilitation, replacement).
Mobility	Primary project purpose is to enhance mobility and reduce congestion (e.g. adding lanes, park & ride, signal optimization)
Pedestrian Safety	Primary project purpose is to enhance pedestrian safety (e.g. new sidewalks, new crosswalks, traffic calming, pedestrian overpass).
Quality of Life	Primary project purpose is for beautification, environmental mitigation, economic development or historic preservation.
Roadway Preservation	Primary project purpose is for improving the condition of roadway infrastructure (e.g. resurfacing, reconstruction, drainage).
Roadway Safety	Primary project purpose is to enhance vehicular safety (e.g. guiderail, signing, warning devices, striping).



County Aid Cumberland

- Bridge Rehabilitation or Replacement
- Culvert Rehabilitation or Replacement
- Road Program
- Overlay Program
- Drainage Improvement
- **Guiderail Program**
- **Roadway Signing Program**
- **Striping Program**
- Traffic Signal & Flasher Program



Municipal Aid Allowable Improvements

Bikeway	Primary project purpose is for constructing new bikeways (e.g. bike lanes , bike paths, bike compatible roadways).
Bridge Preservation	Primary project purpose is for improving the condition of bridge infrastructure (e.g. new deck, rehabilitation, replacement).
Mobility	Primary project purpose is to enhance mobility and reduce congestion (e.g. adding lanes, park & ride, signal optimization)
Pedestrian Safety	Primary project purpose is to enhance pedestrian safety (e.g. new sidewalks, new crosswalks, traffic calming, pedestrian overpass).
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Roadway Preservation	Primary project purpose is for improving the condition of roadway infrastructure (e.g. resurfacing, reconstruction, drainage).
Roadway Safety	Primary project purpose is to enhance vehicular safety (e.g. guiderail, signing, warning devices, striping).



Municipal Aid Applications - Most Used Categories

	2017	2018	2019	2020	2021	2022	2023
Bikeways	1	2	7	5	3	6	3
Bridge Preservation	2	2	2	1	2	2	1
Mobility	1	2	3	4	6	5	3
Pedestrian Safety	23	29	23	17	12	8	12
Quality of Life	4	9	10	6	6	7	5
Roadway Preservation	591	607	632	620	606	593	584
Roadway Safety	7	5	4	7	1	4	4
Total	629	656	681	660	636	625	612

Safety Improvements

Does the project involve any of the safety improvements listed below? If so, please check all applicable and add a narrative of proposed safety improvements in the box below.

(X) Yes () No

Flexible delineators and bi-directional retroreflective pavement markers and signage will be installed at the bends in the road to alert motorists of the bends in the road

Safety improvements cannot be replacement in kind; they must enhance/improve existing conditions.



MUNICIPAL AID PROGRAM

Scope of Work:

The roadway will be milled 1 1/2" - 2" thick and resurfaced with a 2" HMA surface course. HMA base repairs will be performed as required. New center line striping will be installed.

Raised pavement markers and flexible delineators with signage will be installed at the curves to alert drivers of the bends to increase safety.





Local Safety Program

Eligible improvements include:

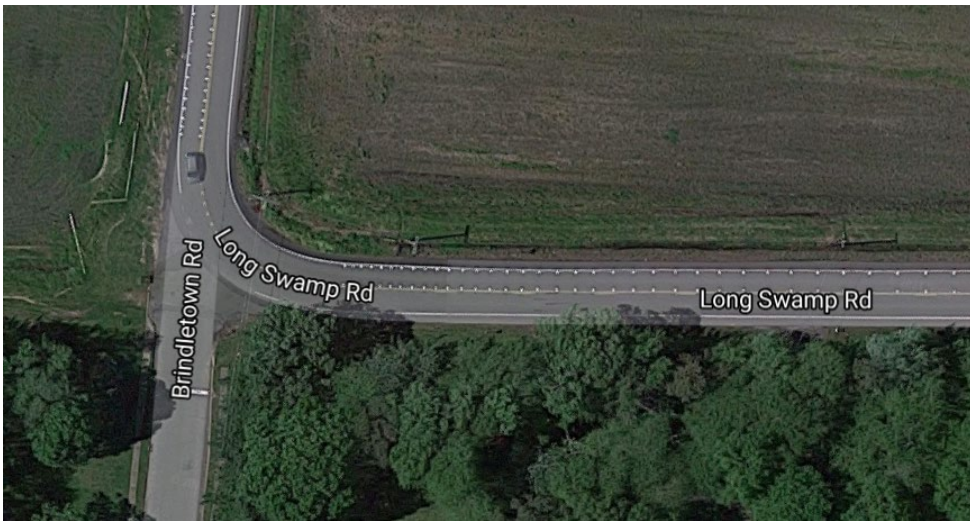
- upgraded traffic signals
- **signage**
- pedestrian indications
- crosswalks
- curb ramps
- **pavement markings**
- and other improvements to increase the safety of drivers, bicyclists and pedestrians.



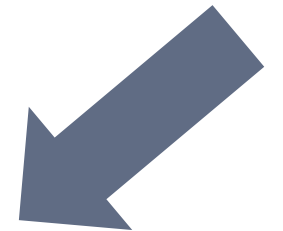
High Risk Rural Roads

Eligible improvements include:

- skid-resistant surface treatment
- guiderail
- reflective pavement markings
- rumble strips & rumple stripes
- Safety Edge
- enhanced and advanced warning signs
- other improvements to increase the safety of drivers, bicyclists and pedestrians.



Measurable



8 Does the plan include all of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

YES

NO

If yes, provide documentation:

Federal Aid Project

Stagecoach Road, Millstone Twp.



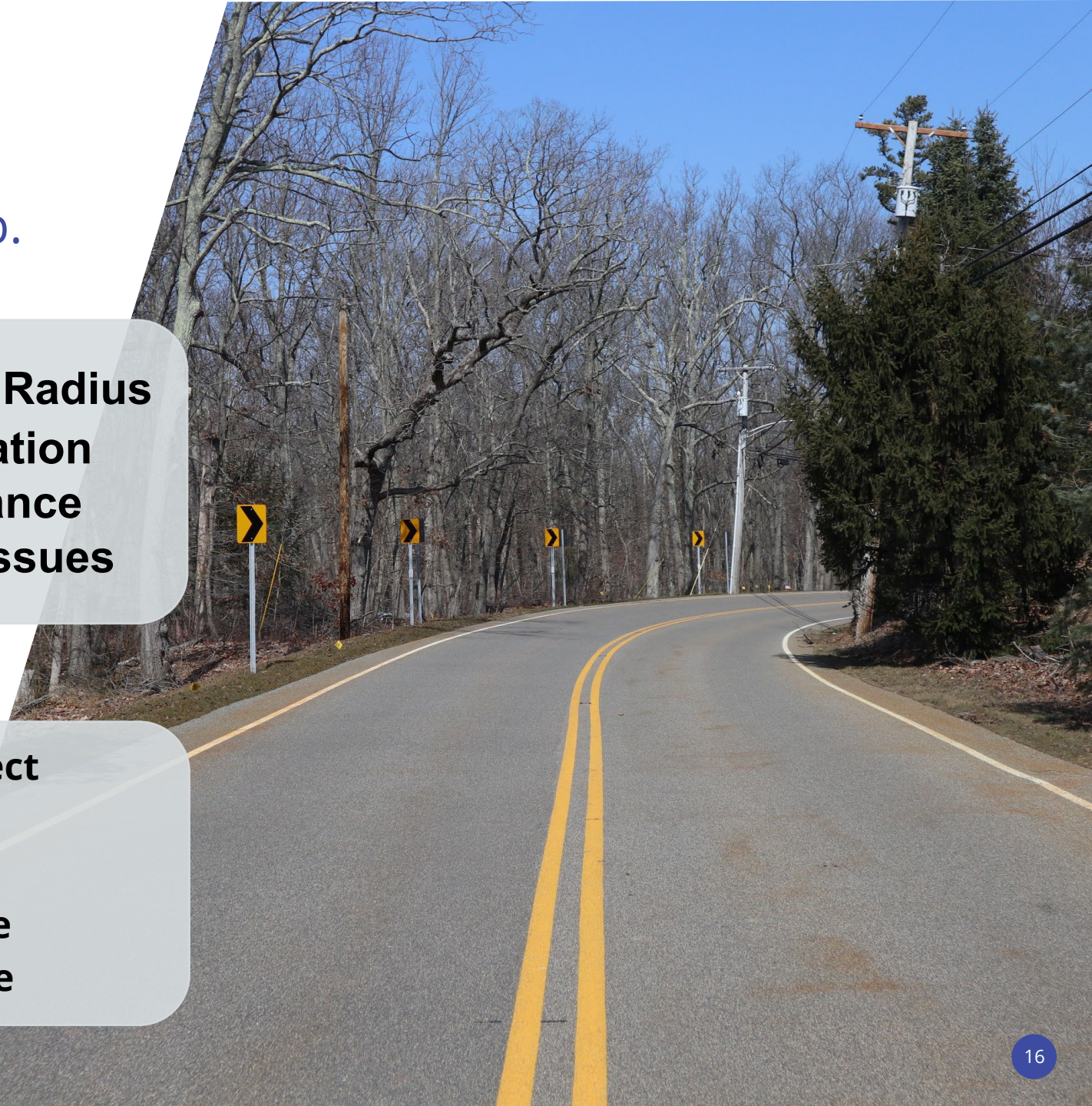
**Substandard
Design Elements**

- **Horizontal Radius**
- **Superelevation**
- **Sight Distance**
- **Drainage Issues**



21 Crashes

- **14 Fixed Object**
- **10 Injured**
- **1 Fatality**
- **7 Wet Surface**
- **12 Night Time**



Federal Aid Projects

Stagecoach Road, Millstone Twp.

- Milled and resurfaced CR 524
- Provided superelevation on horizontal curves.
- Applied high friction surface treatment.
- Installed and replaced regulatory and warning signs
- Installed RPM's and new centerline striping.
- Constructed drainage inlets, pipes, manholes, MTD and outfall with riprap scour hole.
- Cleared brush to enhance sight distance along tight horizontal curve.

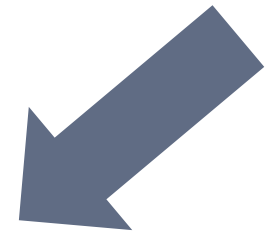


9 Was the plan finalized and/or last updated between 2017 and 2022?

YES

NO

If yes, provide documentation:



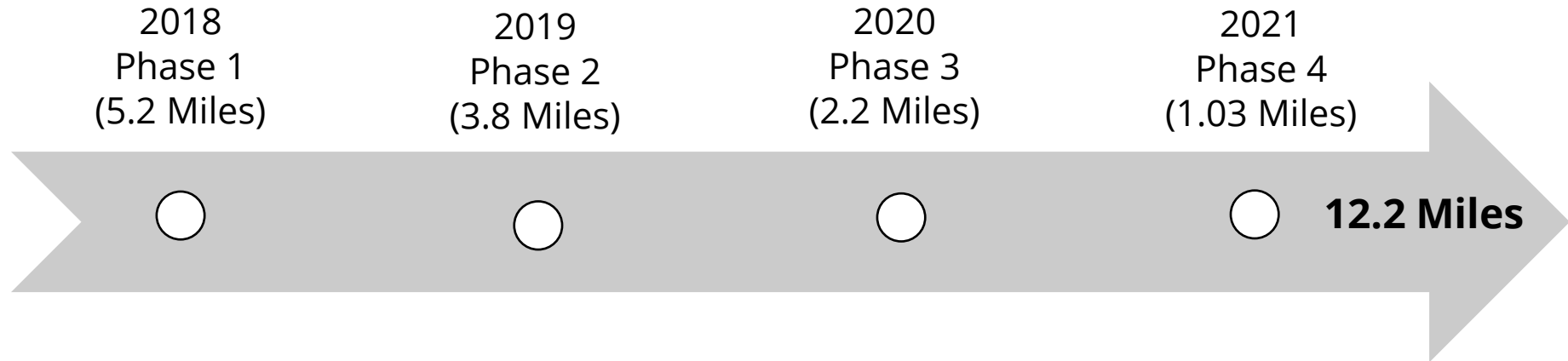
Bike/Pedestrian Planning Assistance

- Plans in over 100 jurisdictions
- On-call consultants for variety of projects:
 - Bicycle & pedestrian circulation studies
 - Pedestrian safety assessments
 - Trail feasibility studies
 - Bikeway plans
 - Crosswalk improvement plans, etc.



Municipal Aid Projects

Sooy Place Rd, Woodland Twp.



- Milled and overlaid HMA surface course. Repaired HMA base as required.
- Installed new center line striping.
- Installed RPM's and flexible delineators and signage at curves to alert drivers and increase safety.
- Filled sidewalk gaps to the Chatsworth Elementary School.

Local Aid Resource Center

a hub for information & technical assistance

THANK YOU!

 (609) 649-9395

 www.njdotlocalaidrc.com

 DOT-LocalAID.ResourceCenter@dot.nj.gov

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 NJDOT Local Aid Resource Center

 NJDOT Local Aid Resource Center



QUESTIONS

1. Given the combination of limited local resources for many smaller communities to research and apply, especially historically underserved and overburdened communities, is there a way to create more direct consulting and application assistance at the state level for local municipalities and counties.
2. What resources does the state have to help municipalities and counties prepare their applications? - How can NJDOT assist municipalities that want to address deadly state roads in their area where a significant number of fatalities are happening?
3. Are there any funds available from the state to meet the match requirements of this funding source?
4. What is the state's goal for achieving zero fatalities and serious injuries and how can we utilize SS4A to get there? (**Dan or Zenobia**)
5. Can the state help municipalities and regions with:
 - a) grant coordination and writing assistance, especially for regional grant submissions which take time and effort to coordinate between multiple towns?
 - b) funds for the 20% match?