



Updating 2019 Safe Corridors Reports

FINAL REPORT

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Submitted by

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EXECUTIVE SUMMARY

The New Jersey Department of Transportation (NJDOT) engaged Cambridge Systematics (CS) to complete the NJDOT Safe Corridors Program Report utilizing the existing methodology, as well as develop a new selection methodology consistent with current safety practices and NJDOT offices.

NJDOT, in conjunction with the Division of State Police, is required to submit a Safe Corridors Program Assessment Report annually under N.J.S.A. 39:3-20.4. Therefore, there is a need to provide results of the safe corridor areas, as well as the highway safety projects and programs paid for by the fund, within the past year to the Senate Transportation Committee and the Assembly Transportation Committee, the President and minority leader of the Senate, and the Speaker and the minority leader of the General Assembly.

The goal of the Safe Corridor Program is to identify corridors with high rates of serious and fatal injury crashes and reduce these crashes in the short-term through the use enforcement and engineering. Both components contribute to the goal of reducing serious injury crashes by encouraging drivers to change poor behaviors within safety corridors and drive safely. The second goal was to assess the current corridor selection methodology and update the methodology if it is needed.

This research was conducted in two phases. The first phase consisted of trend analysis for overall crashes within these designated areas, changes in fatal crashes and crash rates, and how that relates to the enforcement of stricter penalties associated with various traffic violations. The second phase provided an update to the selection methodology which is driven by Equivalent Property Damage Only (EPDO) values and crash thresholds. The selection process is based on prioritizing corridors with the highest crash costs, as well as crash thresholds consistent with various department priority lists and standards. The EPDO methodology is consistent with the grant program's method for distributing funds to municipalities through which the corridors pass.

The results of trend analysis involved review of the 13 years of data collected, current assessment methodologies, and program practices produced a series of findings. While there is value in the current program's attention to corridors with high crash totals, limitations exist in regard to validity of the selection and evaluation methodology, assessment of direct impacts of citations and enforcement efforts without time and location details, citation and revenue flow, and connections between revenues and expenditures. Overall, this report found that the Safe Corridor Program has not met its goals because raised fines in high-risk travel corridors have not correlated with a decrease in crashes and fatalities.

In the interest of improving the Safe Corridor Program, this report provides an update to the selection methodology which is driven by Equivalent Property Damage Only (EPDO) values and crash thresholds. The selection process is based on prioritizing corridors with the highest crash costs, as well as crash thresholds consistent with various department priority lists and standards. The EPDO methodology is consistent with the grant program's method for distributing funds to municipalities through which the corridors pass.

The proposed corridors with crash totals and crash rates above the developed thresholds are presented in this report to serve as a benchmark for future evaluation and comparative analyses, leading to effective assessments of the improvements, enforcement activities, and the program as a whole.

OBJECTIVE

The purpose of this research report is to assist the New Jersey Department of Transportation (NJDOT) in to submit a Safe Corridors Program Assessment Report annually under N.J.S.A. 39:3-20.4.

This report starts with the results from current safe corridor assessment and trend analysts for each corridors. This section includes program reporting requirement, corridor selection methodology, corridor locations, and trend analysis of each corridor. Then, it provides key considerations to improve Safe Corridor Selection methodology.

The second section compiles the results from updated methodology and proposed corridors. The second phase provided an update to the selection methodology which is driven by Equivalent Property Damage Only (EPDO) values and crash thresholds.

NEW JERSEY SAFE CORRIDOR PROGRAM ASSESSMENT

Background

In 2003, prior to the Safe Corridors Program, the stretches of State highway that would be designated Safe Corridors experienced a total of 8,202 crashes, 21 of them involving fatalities and 2,543 involving injuries. These numbers were on the rise, at a rate of about two percent per year in the previous two years. In 2001, the designated Safe Corridors areas saw a total of 7,855 crashes, and in 2002 that number rose to 8,021. By comparison, there were 312,697 statewide overall crashes in 2001, rose to 320,000 in 2002, but dropped to 308,168 in 2003.

Safe Corridor Legislation

Raising fines in high-risk travel corridors often correlates with a decrease in crashes and fatalities. Former Governor McGreevey introduced "Safety First" legislation, which authorized the NJDOT to designate "Safe Corridors" in New Jersey and double fines for motor vehicle violations, including speeding and reckless driving, committed within the

corridors. When the State introduced Safety First legislation, New Jersey had already instituted doubling fines for select motor vehicle offenses committed in construction zones. This legislation (P.L. 2003, c.131) provided a comprehensive initiative to address highway safety in New Jersey. In addition to establishing Safe Corridors, this law increased fines for certain commercial motor vehicle equipment violations, required the completion of a Commercial Driver Improvement Program to restore a suspended Commercial Driver's License, and made fines for overweight trucks consistent. The law also forwarded all fines, penalties, and forfeitures resulting from the enforcement of section 4 of P.L.2003, c.131 (C.39:3-20.3), 50 percent of all fines and penalties from the enforcement of section 5 of P.L.1983, c.401(C.39:5B-29), and the increase from doubling fines pursuant to section 1 of P.L.1993, c.332 (C.39:4-203.5) in designated safe corridor areas to the State Treasurer for deposit into the Highway Safety Fund account. In July 2003, the Stated signed this legislation into law. The establishment of Safe Corridors within the State went into effect on February 15, 2004 along with the doubling of fines for motor vehicle offenses established in the public law. See Appendix A, N.J.S.A. C.39:4-203.5.

The law defines a "Safe Corridor" or "Safe Corridor area" as a segment of highway under the jurisdiction of the department, which, based on crash rates, fatalities, traffic volume, and other highway traffic safety criteria, is identified by the Commissioner of Transportation as a segment warranting designation as a "Safe Corridor." Within such designated "Safe Corridors," fines are doubled for select motor vehicle offenses such as speeding, reckless driving, and failure to stop at a stop sign.

The fines collected from citations written in safe corridors are deposited into the Highway Safety Fund and disbursed, through a grant program, to municipalities with a Safe Corridor within their jurisdiction, for education, enforcement capital undertakings, and other related measures that foster highway safety. The annual income has varied over the years, reaching the highest collected amounts between 2012 and 2014. Following 2014, the annual revenue steadily declined (see Figure 57. Highway Safety Fund 2004-2019 Revenue Chart).

Citations and revenue were also impacted by red light camera automated enforcement pilots (Red Light Camera Pilot Program). On January 13, 2008, Assembly Bill 4314 was signed into law, which required a five-year pilot program be established to determine the effectiveness of red-light camera automated enforcement systems in New Jersey. The Red Light Camera Pilot Program began capturing violations on December 16, 2009 and ended on December 16, 2014.

Existing Safe Corridor Locations

The following 10-mile Safe Corridor segments were selected in 2004, with one added in 2007, and remain today. The segments were designated as Safe Corridors through Traffic Regulation Order SCA-2003-01 and SCA-2007-01.

Table 1 – Current Corridor Locations*

Route	Municipalities	Milepost
US 1	Trenton City, Lawrence Township and West Windsor Township	MP 0.79 - MP 10.10
US 1	South Brunswick Township, North Brunswick Township, New Brunswick City and Edison Township	MP 19.97 - MP 30.37
US 1	Woodbridge Township, Rahway City, Linden City and Elizabeth City	MP 35.10 - MP 45.45
US 9	Lakewood Township and Howell Township	MP 100.96 - MP 110.90
US 9	Freehold Township, Freehold Borough and Manalapan Township	MP 110.90 - MP 119.25
US 9	Marlboro Township, Old Bridge Township and Sayreville Borough	MP 119.25 - MP 129.40
US 22	Branchburg Township, Bridgewater Township, Bound Brook Borough and Green Brook Township	MP 30.00 - MP 40.00
US 22	Mountainside Borough, Springfield Township, Union Township, Kenilworth Borough, Hillside Township and Newark City	MP 50.00 - MP 60.00
US 40	Hamilton Township, Pleasantville City and Egg Harbor Township	MP 50.00 - MP 60.05
US 46	Netcong Borough, Roxbury Township, Mine Hill Township, Wharton Borough, Dover Town, Rockaway Township and Rockaway Borough	MP 30.00 - MP 40.00
US 46	Parsippany-Troy Hills, Montville Township, Fairfield Township, Wayne Township, Totowa Borough, Little Falls Township, and Wood Park Borough	MP 50.50 - MP 59.93
NJ 47	Millville City and Vineland City	MP 40.00 - MP 50.00
NJ 73	Voorhees Township, Evesham Township, Mount Laurel Township and Maple Shade Township	MP 19.38 - MP 30.38
US 206	Montgomery Township, Hillsborough Township and Somerville Borough	MP 60.60 - MP 70.00

* Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

Existing Corridor Selection Methodology

New Jersey initiated a three-step process for selecting the original Safe Corridors. First, the department performed a scan of all State-numbered roads for 10-mile segments with six or more fatal crashes over the previous three years. Next, the department screened the 10-mile segments for 1,000 or more total crashes over the same period. Lastly, the department calculated a crash rate by roadway cross-sectional type; a roadway was selected if the section crash rate was 50 percent higher than the State crash rate average for that roadway cross-section. The department formed Safety Impact Teams (SIT) to study these Safe Corridors. The teams were made up of individuals with diverse backgrounds and expertise, each providing unique perspectives on safety issues within the corridors. The role of the SIT was to examine and develop comprehensive solutions in these 10-mile Safe Corridors to significantly reduce crashes and fatalities utilizing engineering, education, and enforcement.

Program Reporting Requirements

N.J.S.A. 39:3-20.4 requires the department to annually, in conjunction with the Division of State Police, submit a report on the results of the Safe Corridor areas and a list of highway safety projects and programs paid for by the fund within the past year to the Senate Transportation Committee and the Assembly Transportation Committee, the president and minority leader of the Senate, and the speaker and the minority leader of the General Assembly.

Existing Corridor Assessment

This section assesses the 14 Safe Corridor segments' performance from 2006 to 2019 using four variables: Crash Rate, Total Crashes, Fatal Crashes, and Citations. Performance over that time period is also analyzed for each corridor relative to the initial selection criteria: six or more fatal crashes, 1,000 or more total crashes, and a crash rate 50 percent higher than the State crash rate average for that roadway's cross-sections.

The crash rate is calculated by dividing the total crashes on a specific corridor by the Vehicle Miles Traveled (VMT) along that corridor in the respective year. Crash rate trends for each corridor are the key indicator of performance within the Safe Corridors Program.

The section also discusses the effect of improvement projects along the corridors, where they correspond with crash reductions. The list of improvement projects is available in Appendix F.

Apparent crash trend declines along many of the corridors since 2006 are due to higher totals in the earlier years of the analysis.

US 1 - Milepost 0.79 - 10.10

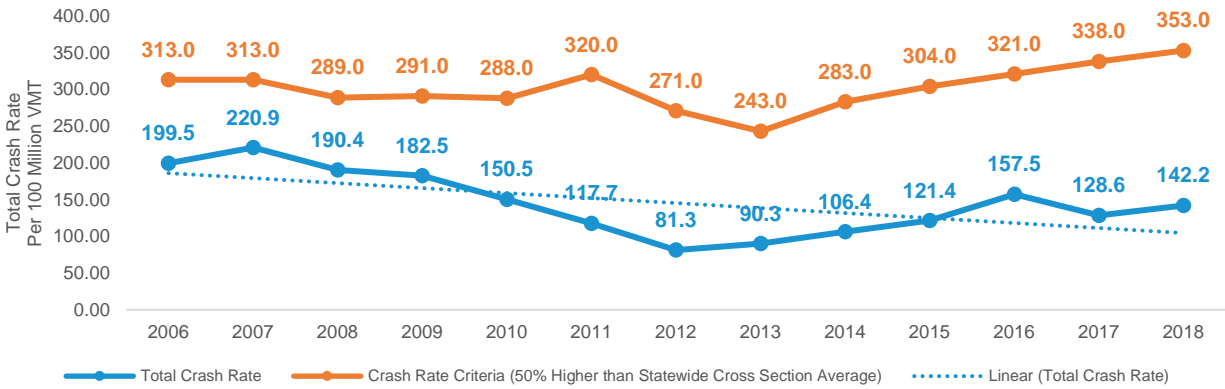


Figure 1. Crash Rate: US 1 - Milepost 0.79 - 10.10

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

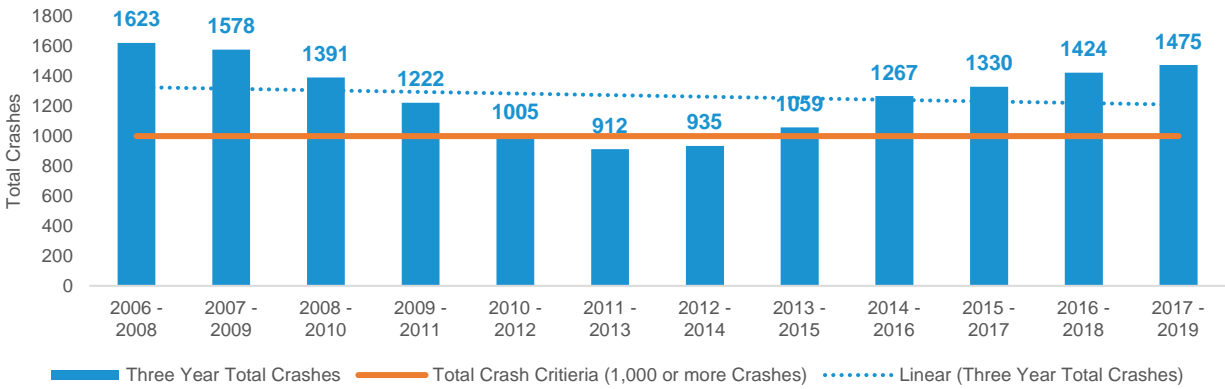


Figure 2. Total Crashes: US 1 - Milepost 0.79 - 10.10

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

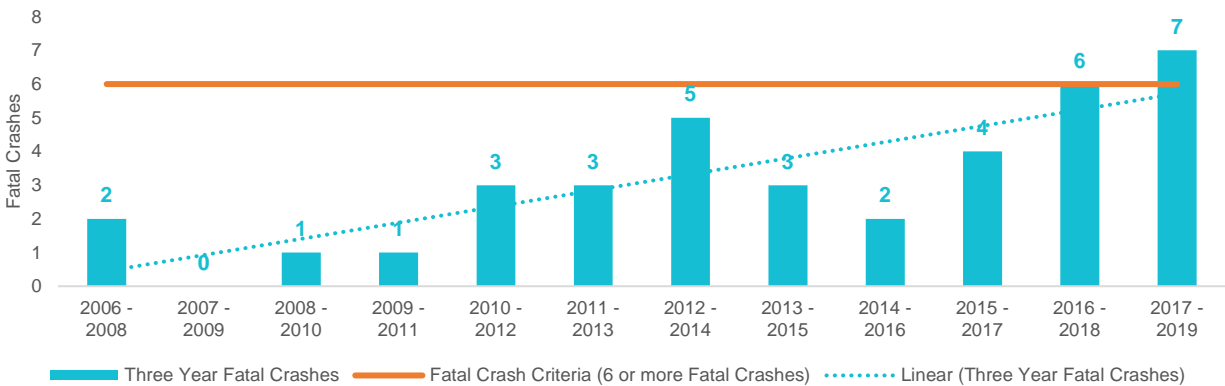


Figure 3. Fatal Crashes: US 1 - Milepost 0.79 - 10.10

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

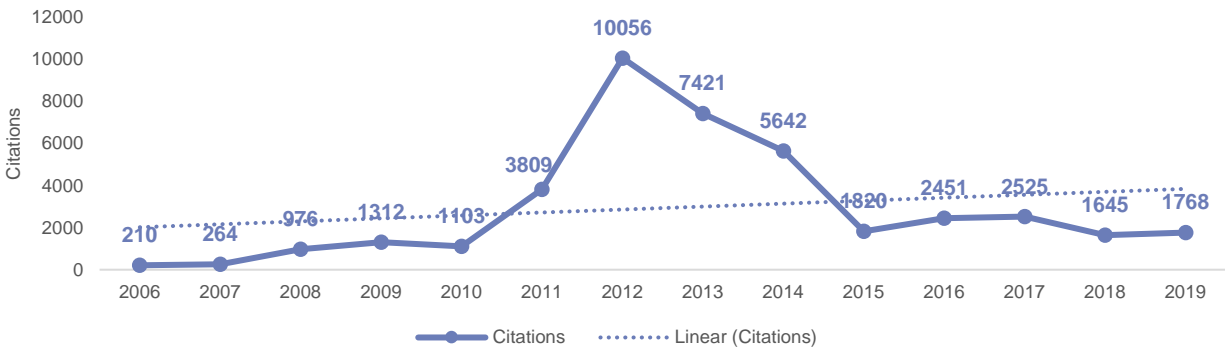


Figure 4. Citations: US 1 - Milepost 0.79 - 10.10

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On US Route 1 from Milepost 0.79 to 10.10, in the municipalities of Trenton City, Lawrence Township, and West Windsor Township, the crash rate was below the selection criteria threshold for the entirety of 2006-2018, while total crashes exceeded the selection criteria threshold in all but two of the three-year periods (2006-2019). Fatal crashes only exceeded the selection criteria threshold in the two most recent three-year periods.

The crash rate and total crashes are trending downward, and fatal crashes are trending upward since 2006. Citations are trending upward since 2006 and reached their highest point for the corridor in 2012 at 10,056 and decreased nearly 82 percent by 2019. The Red Light Camera Pilot Program was present at the intersection with Baker's Basin Road on the corridor from 2010 to 2014.

Due to having a crash rate less than 50 percent higher than the State crash rate average for the corresponding roadway cross-section, the corridor is below the selection criteria threshold, but total crashes exceeded the selection criteria threshold for most years since 2006. Therefore, based on the data the performance of this corridor is inconclusive.

The improvement projects (Appendix F) do not coincide with reductions in crashes, as the bridge and pavement improvements projects started recently. Total crashes and crash rate also increased in the short term after signal optimization was completed in 2012 from Milepost 5.98 and on.

US 1 - Milepost 19.97 - 30.37

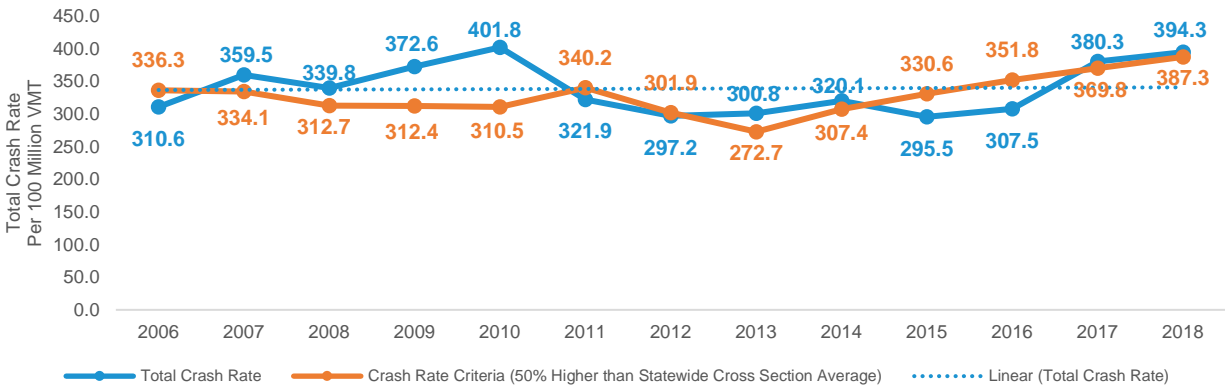


Figure 5. Crash Rate: US 1 - Milepost 19.97 - 30.37

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

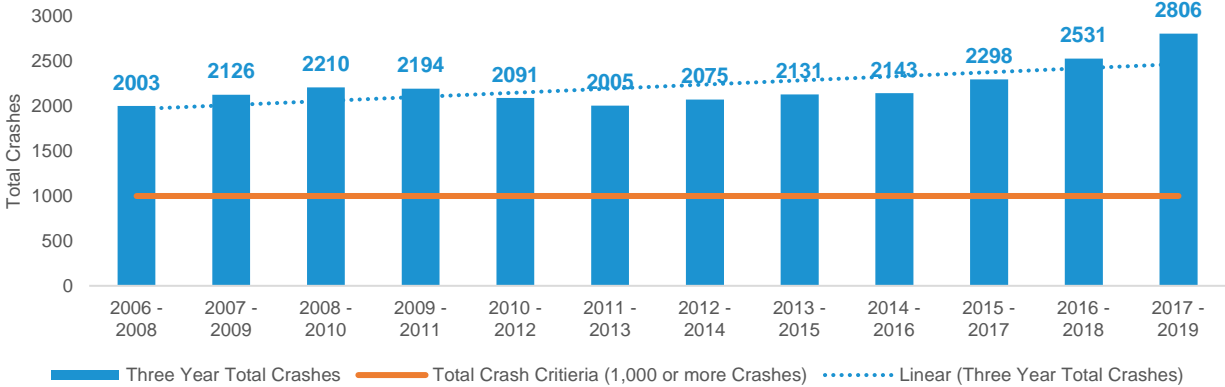


Figure 6. Total Crashes: US 1 - Milepost 19.97 - 30.37

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

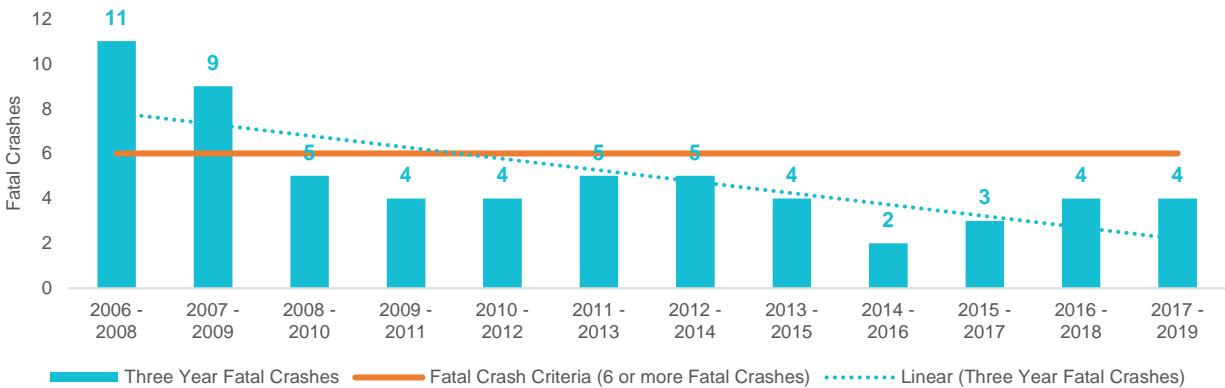


Figure 7. Fatal Crashes: US 1 - Milepost 19.97 - 30.37

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

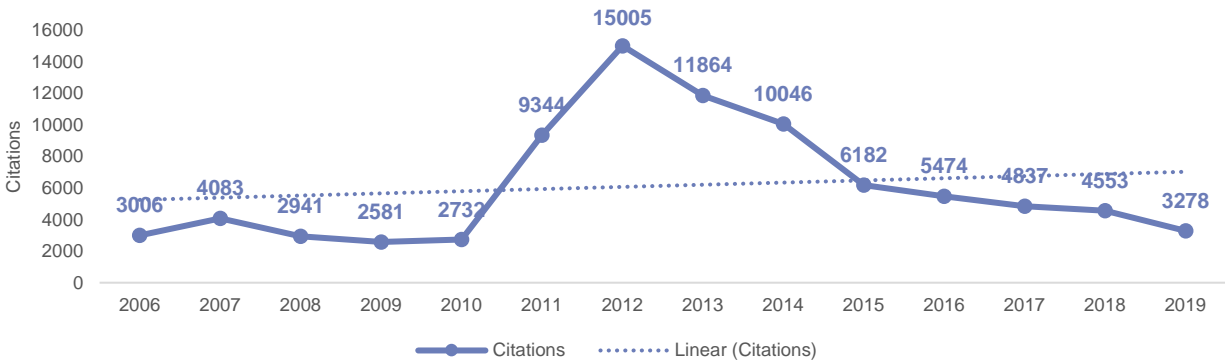


Figure 8. Citations: US 1 - Milepost 19.97 - 30.37

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On US Route 1 from Milepost 19.97 to 30.37, in the municipalities of South Brunswick Township, North Brunswick Township, New Brunswick City, and Edison Township, the crash rate alternated above and below the selection criteria threshold from 2006-2018, while total crashes exceeded the selection criteria threshold for the entirety of 2006-2019. Fatal crashes only exceeded the selection criteria threshold in the two earliest three-year periods.

The crash rate and total crashes are trending upward, and fatal crashes are trending downward since 2006. Citations reached their highest total in 2012 at 15,005 before decreasing 78 percent to 3,278 in 2019. However, citations are trending upward since 2006. The Red Light Camera Pilot Program was at two intersections on the segment from 2010 to 2014, including intersections with Plainfield Avenue and Wooding Avenue.

The corridor's long-term performance based on crash rate is not improving, despite fatal crashes trending downward. Due to having a crash rate routinely 50 percent higher than the State crash rate average for the corresponding roadway cross-section, the corridor still exceeds this selection criteria threshold, and the crash rate is trending upward since 2006. Therefore, based on the data the performance of this corridor is unsuccessful.

Despite the long-term trends, the improvement projects (Appendix F) do not coincide with reductions in crashes in the short term. The crash rate, total crashes, and fatal crashes increased in 2013 following the completion of the traffic control optimization in 2012. Additional traffic control optimization started in 2018 but has not been implemented long enough to evaluate. The improvement projects did not have the expected short-term impact on crash totals.

US 1 - Milepost 35.10 - 45.45

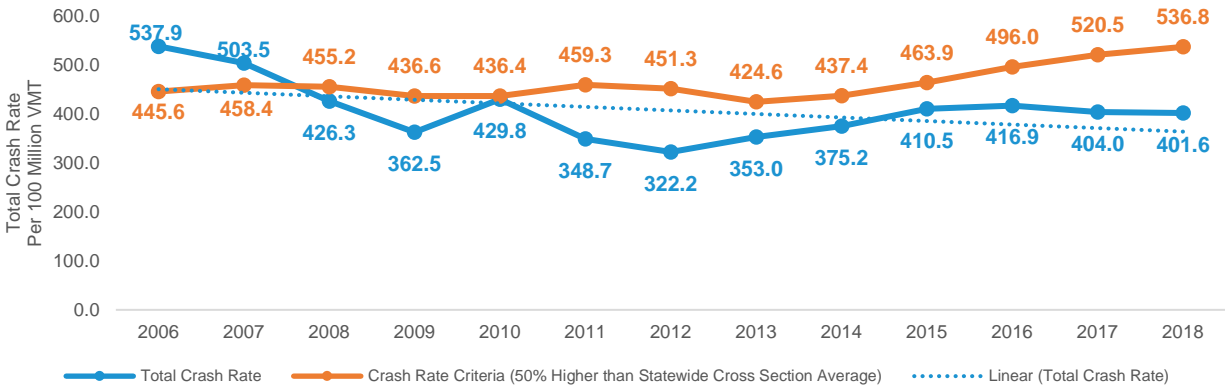


Figure 9. Crash Rate: US 1 - Milepost 35.1 - 45.45

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

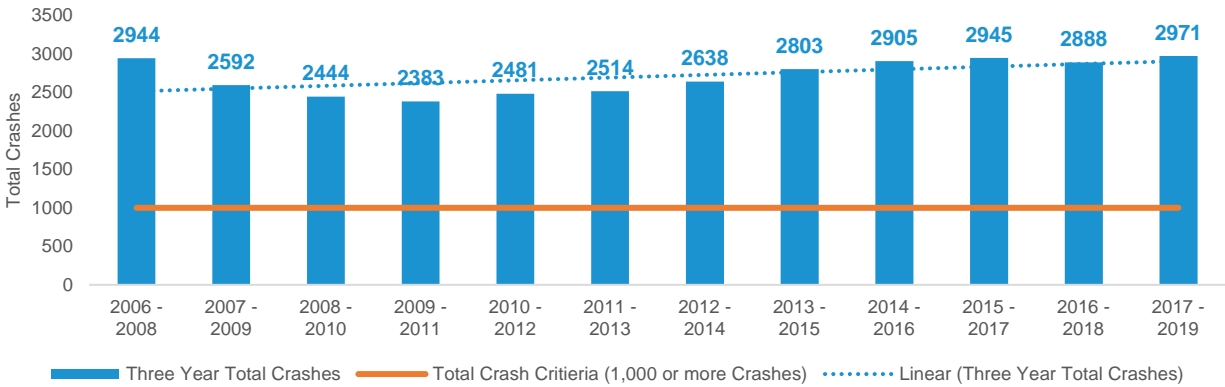


Figure 10. Total Crashes: US 1 - Milepost 35.1 - 45.45

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

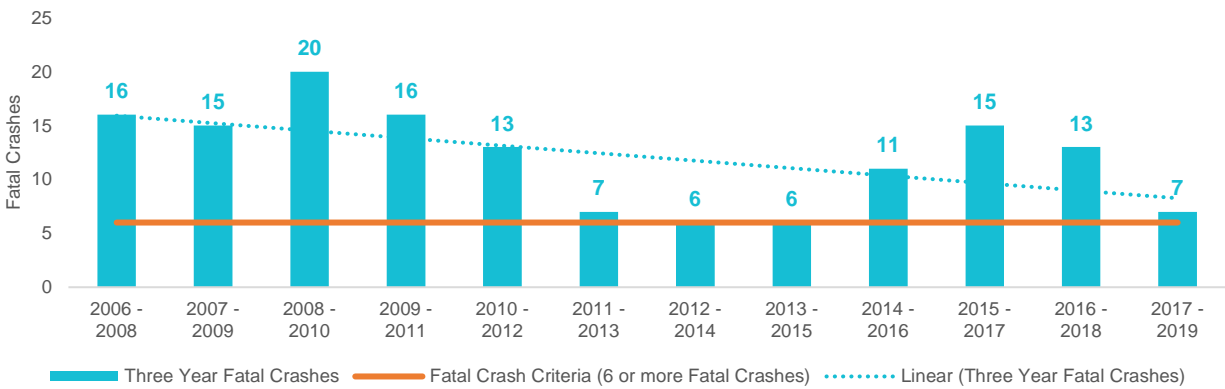


Figure 11. Fatal Crashes: US 1 - Milepost 35.1 - 45.45

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

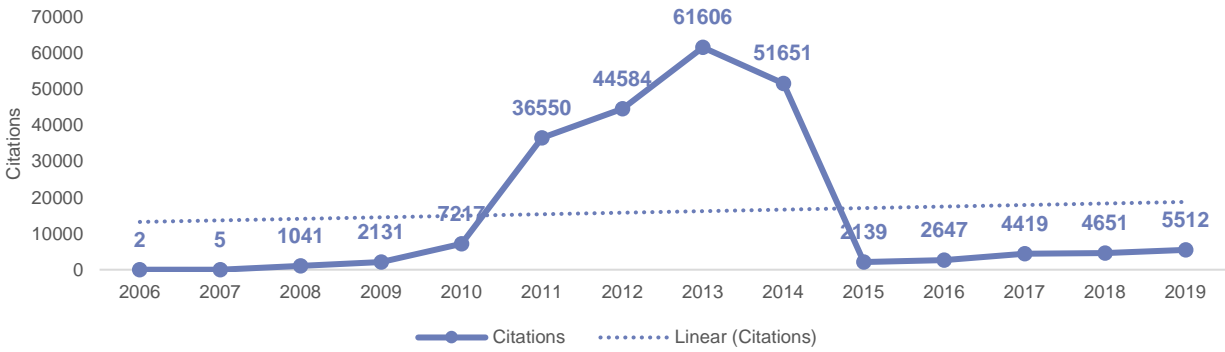


Figure 12. Citations: US 1 - Milepost 35.1 - 45.45

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On US Route 1 from Milepost 35.1 to 45.45, in the municipalities of Woodbridge Township, Rahway City, Linden City and Elizabeth City, the crash rate was below the selection criteria threshold for all but the first two years of 2006-2018, while total crashes exceeded the selection criteria threshold for the entirety of 2006-2019. Fatal crashes exceeded the selection criteria threshold for the entirety of 2006-2019.

The crash rate and fatal crashes are trending downward, and total crashes are trending upward since 2006. Citations reached the highest total in 2013 at 61,606 before decreasing over 91 percent to 5,512 in 2019. As citations increased 2006 to 2013, the crash rate and fatal crashes decreased. The Red Light Camera Pilot Program was at nine intersections on the segment from 2010 to 2014, including intersections with South Stiles Street, Morses Mill Road, South Park Avenue, East Milton Road, Avenel Street, Gill Lane/Woodbridge Center Drive, and Green Street.

Due to having a crash rate less than 50 percent higher than the State crash rate average for the corresponding roadway cross-section, the corridor is below the selection criteria threshold, but total crashes exceeded the selection criteria threshold for most years since 2006. Therefore, based on the data the performance of this corridor is inconclusive.

Improvement projects (Appendix F) did not appear to impact changes in crashes since the resurfacing improvements were made on less than two miles of the corridor, and the congestion improvements were not completed before 2018.

US 9 - Milepost 100.96 - 110.90

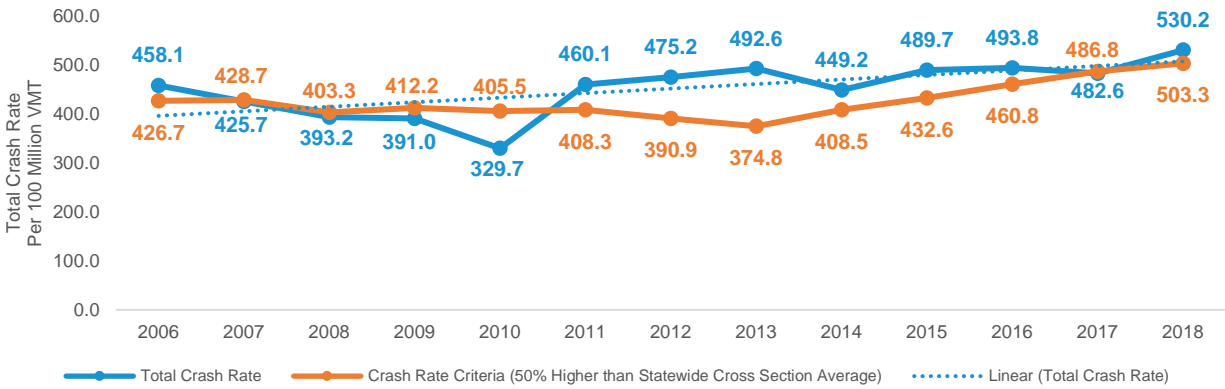


Figure 13. Crash Rate: US 9 - Milepost 100.96 - 110.90

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

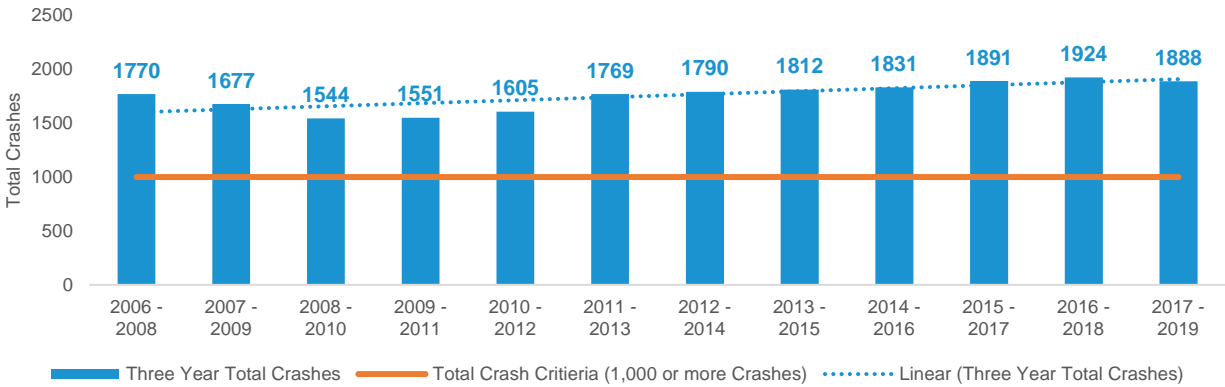


Figure 14. Total Crashes: US 9 - Milepost 100.96 - 110.90

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

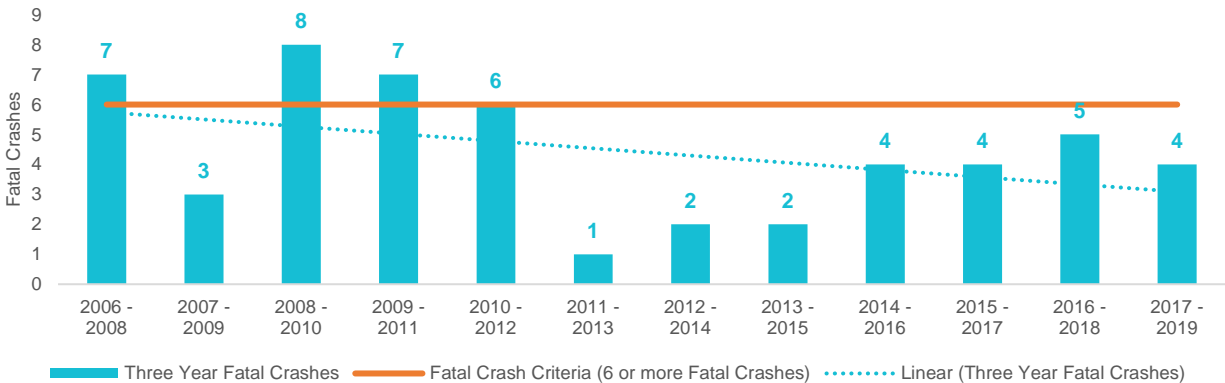


Figure 15. Fatal Crashes: US 9 - Milepost 100.96 - 110.90

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

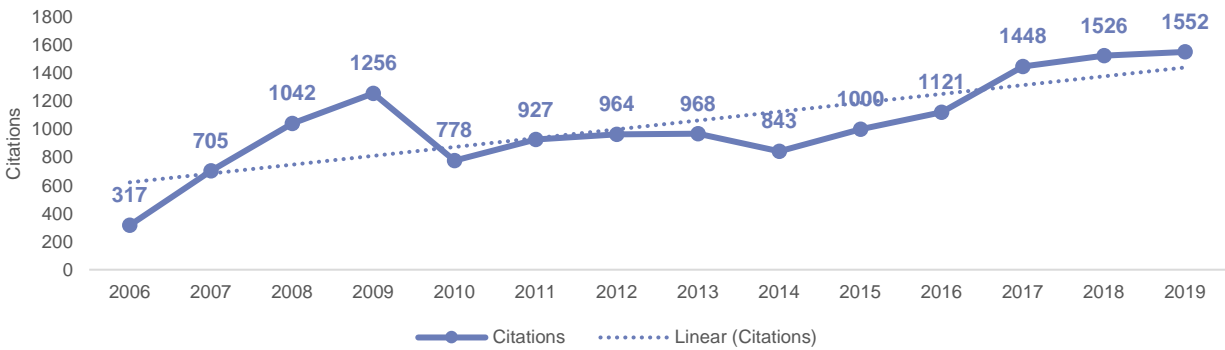


Figure 16. Citations: US 9 - Milepost 100.96 - 110.90

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On US Route 9 from Milepost 100.96 to 110.90, in the municipalities of Lakewood Township and Howell Township, the crash rate exceeded the selection criteria threshold for the majority of 2006-2018, while total crashes exceeded the selection criteria threshold for the entirety of 2006-2019. Fatal crashes exceeded the selection criteria threshold for four of the first five three-year periods but has been below the selection criteria threshold since then.

The crash rate and total crashes are trending upward, and fatal crashes are trending downward since 2006. Citations increased 390 percent from 317 citations in 2006 to the corridor's highest total in 2019 of 1,552. The Red Light Camera Pilot Program was not present on this corridor.

The corridor's long-term performance based on crash rate is not improving, despite decreases in fatal crashes. Due to having a crash rate 50 percent higher than the State crash rate average for the corresponding roadway cross-section, the corridor still exceeds this selection criteria threshold, and the crash rate is trending upward since 2006. Therefore, based on the data the performance of this corridor is unsuccessful.

Fatal crashes decreased following the various improvement projects and resurfacing from 2012 to 2018. However, the resurfacing projects complete in 2016 and 2017 do not overlap with any significant crash decreases. The impact of the improvement projects is difficult to quantify.

US 9 - Milepost 110.90 - 119.25

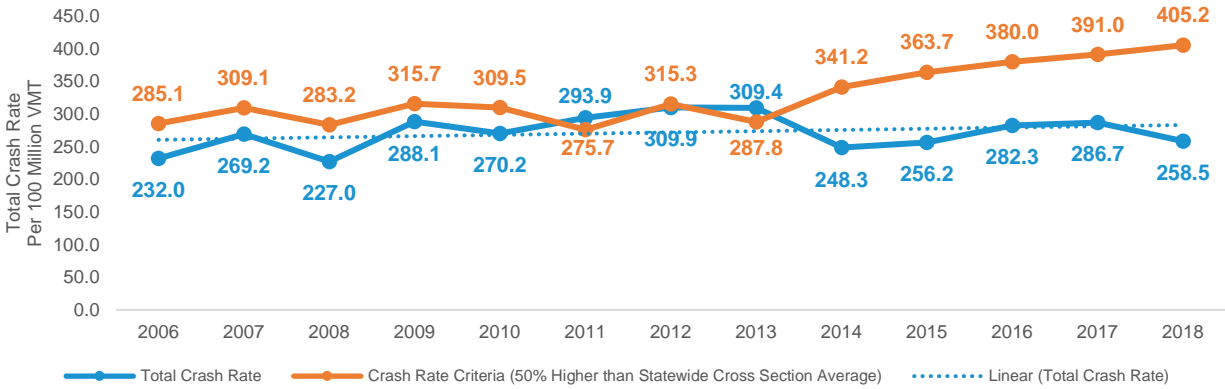


Figure 17. Crash Rate: US 9 - Milepost 110.90 - 119.25

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

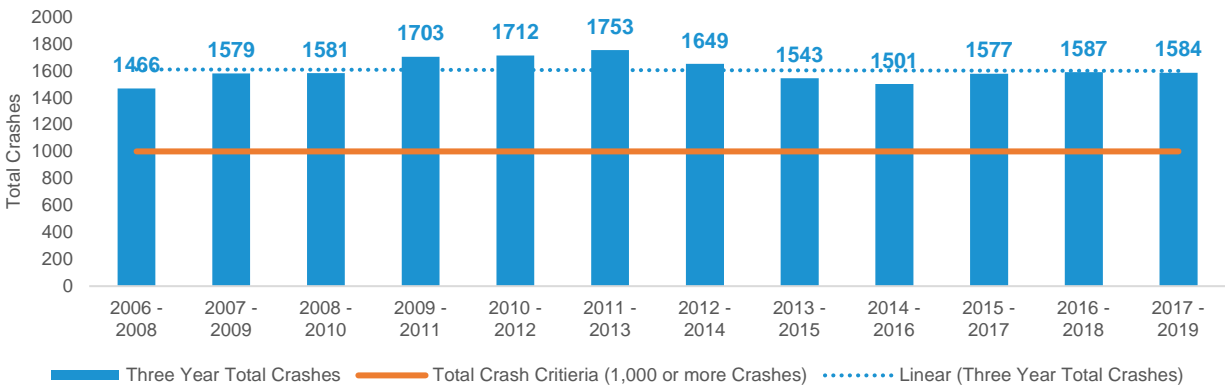


Figure 18. Total Crashes: US 9 - Milepost 110.90 - 119.25

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

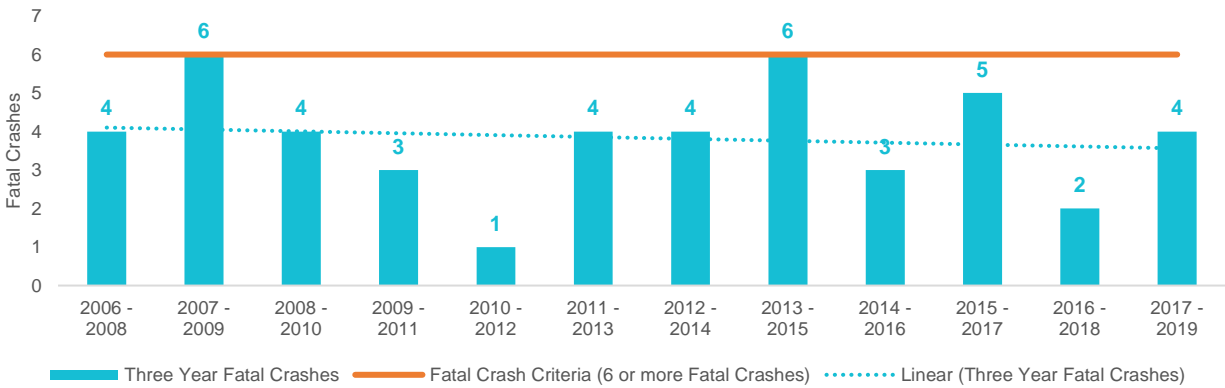


Figure 19. Fatal Crashes: US 9 - Milepost 110.90 - 119.25

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

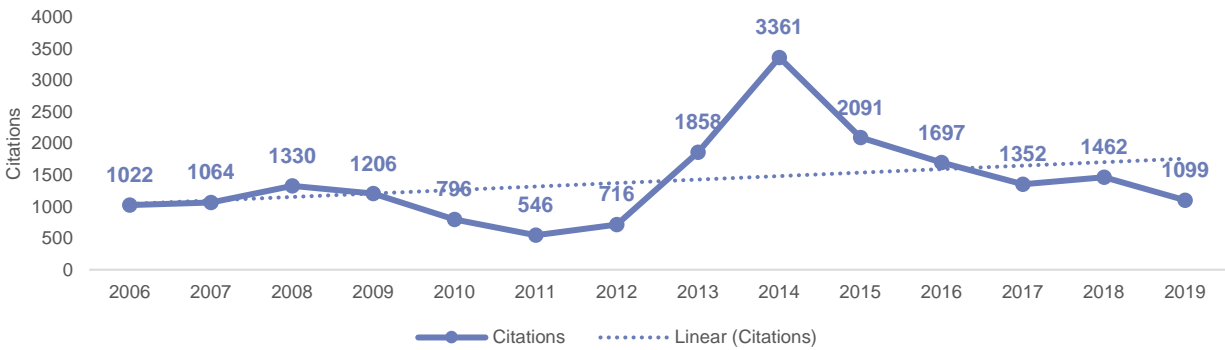


Figure 20. Citations: US 9 - Milepost 110.90 - 119.25

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On US Route 9 from Milepost 110.90 to 119.25, in the municipalities of Freehold Township, Freehold Borough and Manalapan Township, the crash rate was below the selection criteria threshold for the majority of 2006-2018, while total crashes exceeded the selection criteria threshold for the entirety of 2006-2019. Fatal crashes exceeded the selection criteria threshold for only two of the three-year periods from 2006-2019.

The crash rate is trending slightly upward, while the total crashes remain relatively flat. Fatal crashes are trending downward since 2006. Citations peaked in 2014 with 3,361, and citations decreased over 67 percent to 1,099 in 2019. The Red Light Camera Pilot Program was not present on this corridor.

The corridor's long-term performance based on crash rate and fatal crashes is improving. Due to having a crash rate less than 50 percent higher than the State crash rate average for the corresponding roadway cross-section for most years since 2006, the corridor is below the selection criteria threshold. Therefore, based on the data the performance of this corridor could be considered successful.

There have been decreases across all crashes since the congestion relief and resurfacing projects that ended construction in 2017. However, the department will need more time following the improvements to track these effects.

US 9 - Milepost 119.25 - 129.40

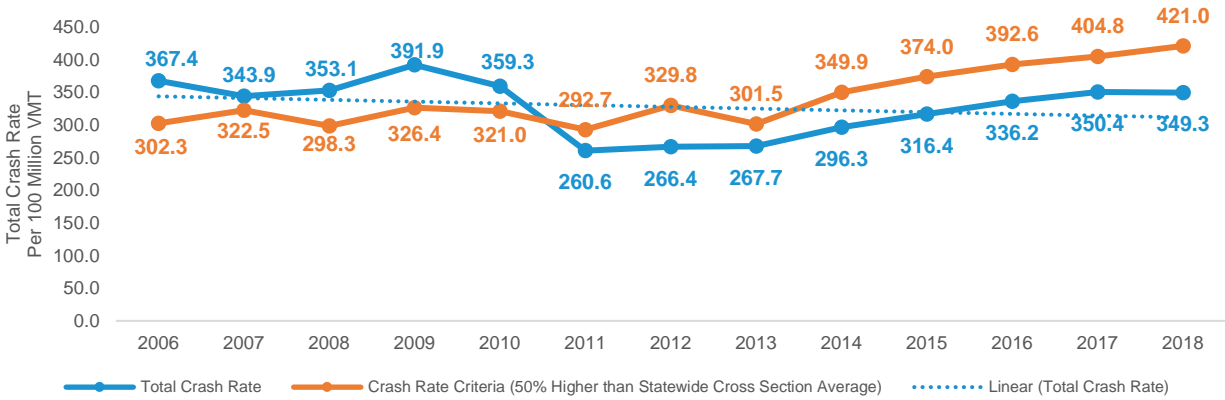


Figure 21. Crash Rate: US 9 - Milepost 119.25 - 129.40

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

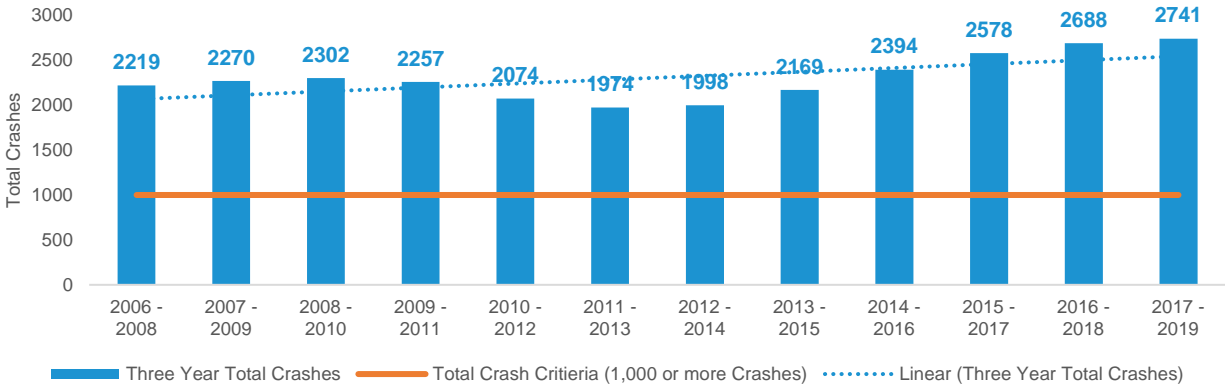


Figure 22. Total Crashes: US 9 - Milepost 119.25 - 129.40

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

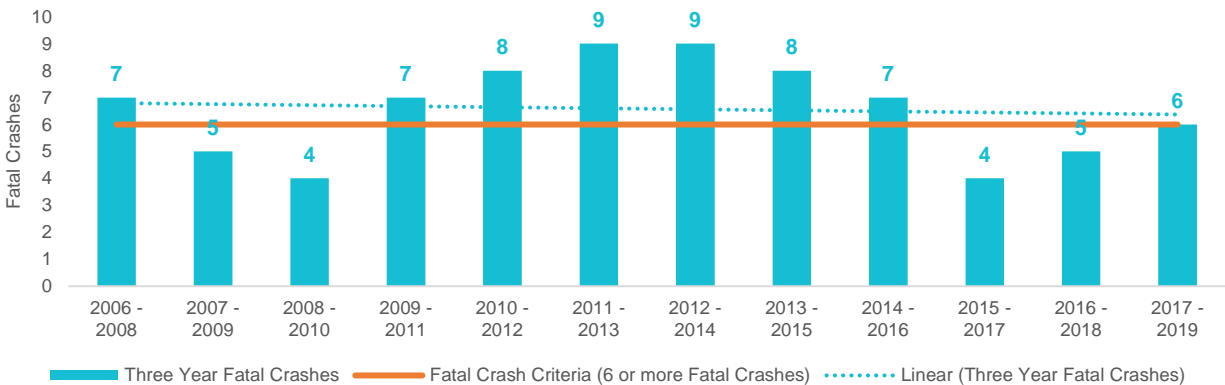


Figure 23. Fatal Crashes: US 9 - Milepost 119.25 - 129.40

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

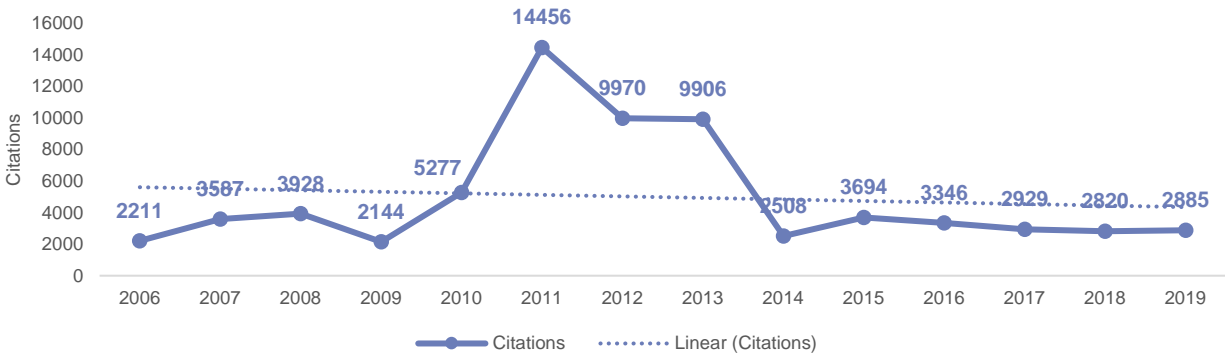


Figure 24. Citations: US 9 - Milepost 119.25 - 129.40

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On US Route 9 from Milepost 119.25 to 129.40, in the municipalities of Marlboro Township, Old Bridge Township, and Sayreville Borough, the crash rate was below the selection criteria threshold for the majority of 2006-2018, while total crashes exceeded the selection criteria threshold for the entirety of 2006-2019. Fatal crashes exceeded the selection criteria threshold for the majority of 2006-2019.

The crash rate and fatal crashes are trending downward, and total crashes are trending upward since 2006. Citations reached their highest point for the corridor in 2011 at 14,456 and decreased 80 percent by 2019. The Red Light Camera Pilot Program was not present on this corridor.

The corridor's long-term performance based on crash rate is improving. Due to having a crash rate less than 50 percent higher than the State crash rate average for the corresponding roadway cross-section for most years since 2006, the corridor is below the selection criteria threshold, but total crashes and fatal crashes remain above the selection criteria thresholds. Therefore, based on the data the performance of this corridor is inconclusive.

There have been no recent improvement projects along this corridor to evaluate.

US 22 - Milepost 30.00 - 40.00

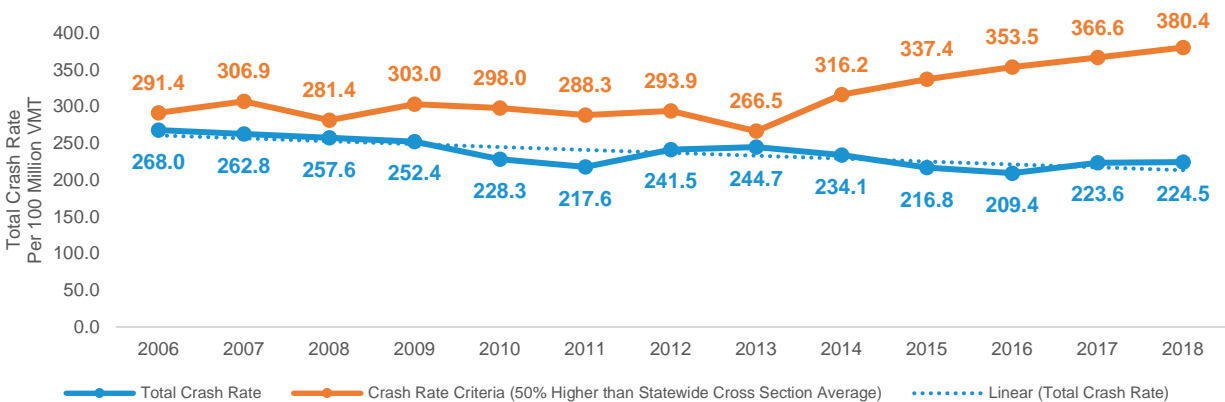


Figure 25. Crash Rate: US 22 - Milepost 30.00 - 40.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

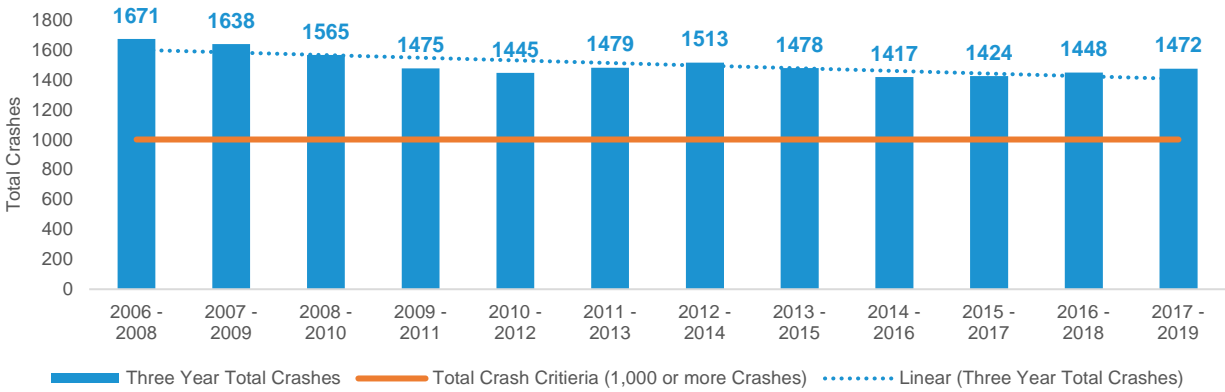


Figure 26. Total Crashes: US 22 - Milepost 30.00 - 40.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

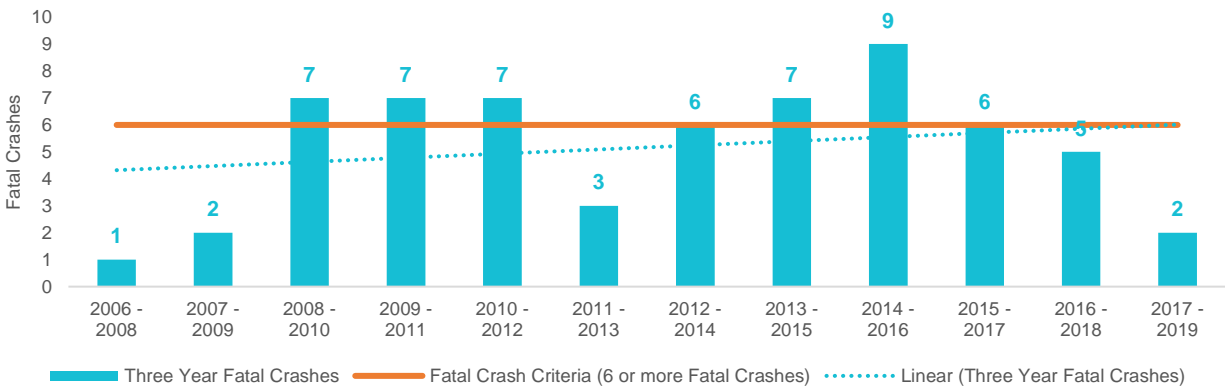


Figure 27. Fatal Crashes: US 22 - Milepost 30.00 - 40.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

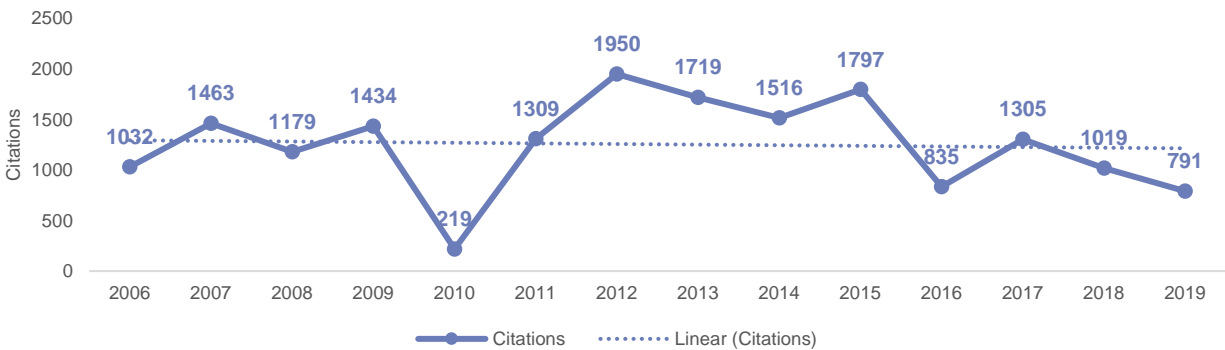


Figure 28. Citations: US 22 - Milepost 30.00 - 40.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On US Route 22 from Milepost 30.0 to 40.0, in the municipalities of Branchburg Township, Bridgewater Township, Bound Brook Borough, and Green Brook Township, the crash rate

was below the selection criteria threshold for the entirety of 2006-2018, while total crashes exceeded the selection criteria threshold for the entirety of 2006-2019. Fatal crashes exceeded the selection criteria threshold for the majority of 2006-2019.

The crash rate and total crashes are trending downward, and fatal crashes are trending upward since 2006. Citation totals have fluctuated at a respectively high rate since 2006. Citations peaked in 2012 at 1,950, a 790 percent increase from 219 in 2010. The Red Light Camera Pilot Program was not present on this corridor.

The corridor’s long-term performance based on crash rate is improving. Due to having a crash rate less than 50 percent higher than the State crash rate average for the corresponding roadway cross-section, the corridor is below the selection criteria threshold, and the crash rate is trending downward since 2006. Therefore, based on the data the performance of this corridor could be considered successful.

Short-term decreases in total crashes from 2013 to 2018 coincide with the signal improvements completed in 2014. These improvement projects seem to have a positive short-term impact on crash totals.

US 22 - Milepost 50.00 - 60.00

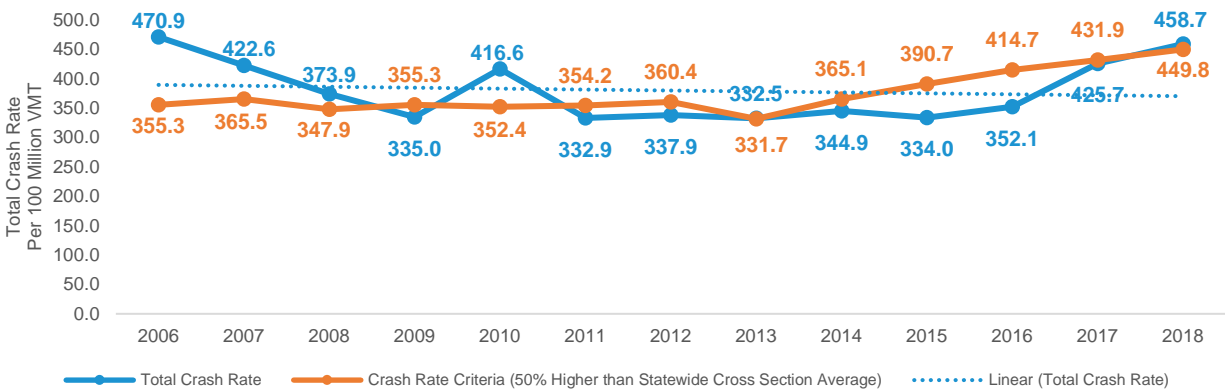


Figure 29. Crash Rate: US 22 - Milepost 50.00 - 60.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

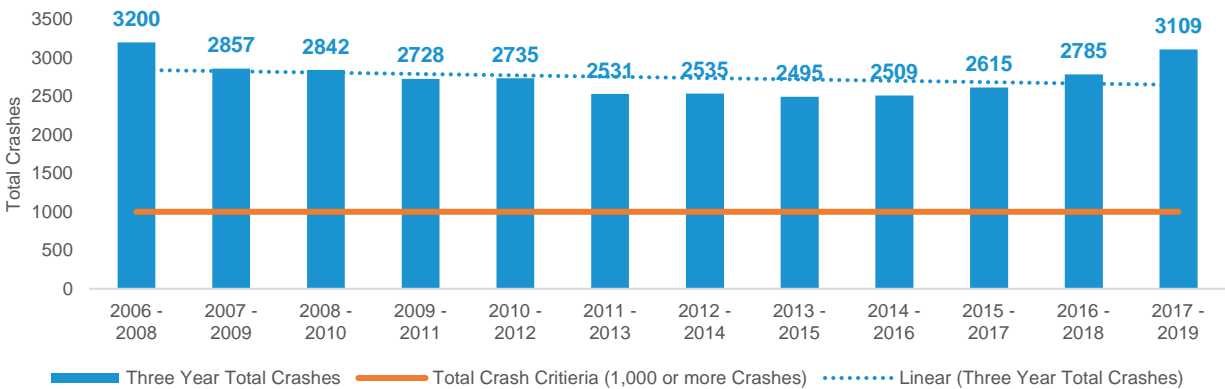


Figure 30. Total Crashes: US 22 - Milepost 50.00 - 60.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

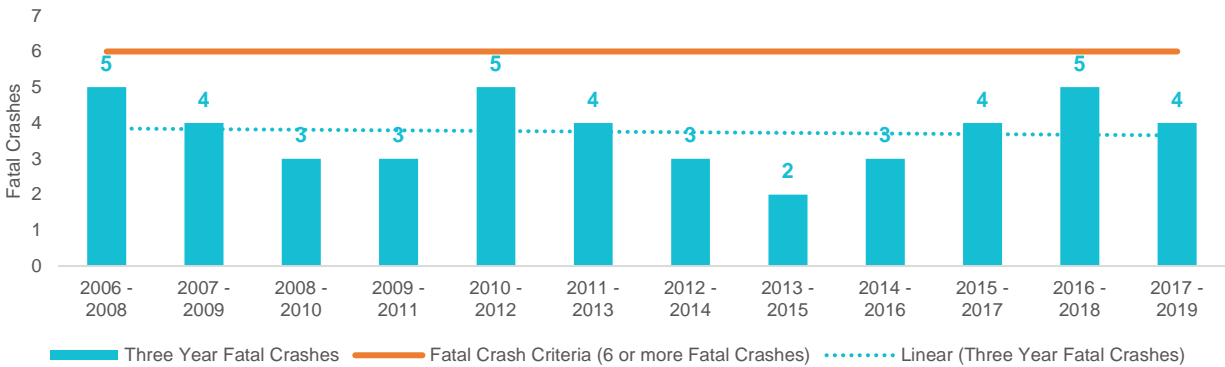


Figure 31. Fatal Crashes: US 22 - Milepost 50.00 - 60.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

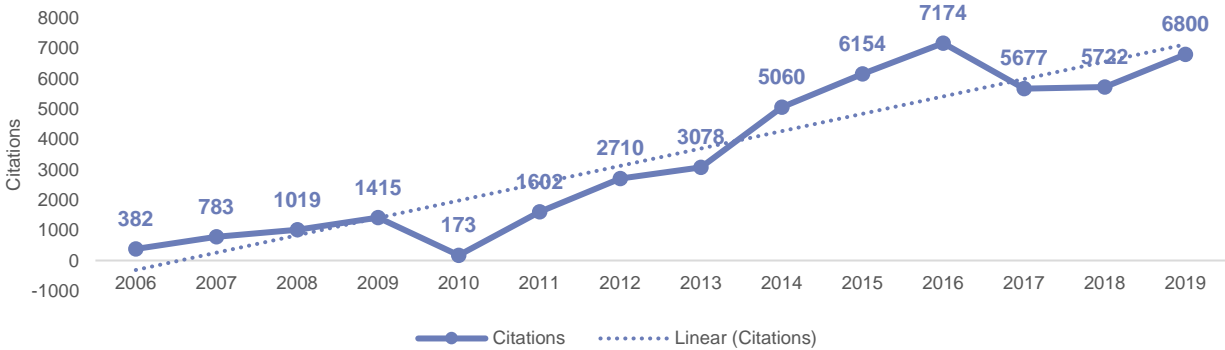


Figure 32. Citations: US 22 - Milepost 50.00 - 60.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On US Route 22 from Milepost 50.0 to 60.0, in the municipalities of Mountainside Borough, Springfield Township, Union Township, Kenilworth Borough, Hillside Township, and Newark City, the crash rate alternated above and below the selection criteria threshold from 2006-2018, while total crashes exceeded the selection criteria threshold for the entirety of 2006-2019. Fatal crashes were below the selection criteria threshold for the entirety of 2006-2019.

The crash rate is relatively steady, while total crashes and fatal crashes are all trending slightly downward since 2006. Citation totals are trending upward since 2006 with the highest total for citations in 2016 at 7,174. The Red Light Camera Pilot Program was not present on this corridor.

Due to a fluctuating crash rate around 50 percent higher than the State crash rate average for the corresponding roadway cross-section, the corridor alternates above and below the selection criteria threshold, and total crashes exceeded the selection criteria threshold since 2006. Therefore, based on the data the performance of this corridor is unsuccessful.

The completed congestion improvements project was applied for a quarter of a mile in this corridor. This included an auxiliary lane along US Route 22 eastbound between Vauxhall

Road and Highland Avenue, as well as acceleration and deceleration lanes, completed in 2013. However, this does not appear to have affected the long-term crash trends, as crashes were already decreasing prior to the improvement. Implementation of similar improvements in the westbound direction began in 2019 but have not been present long enough to be evaluated.

US 40 - Milepost 50.00 - 60.05

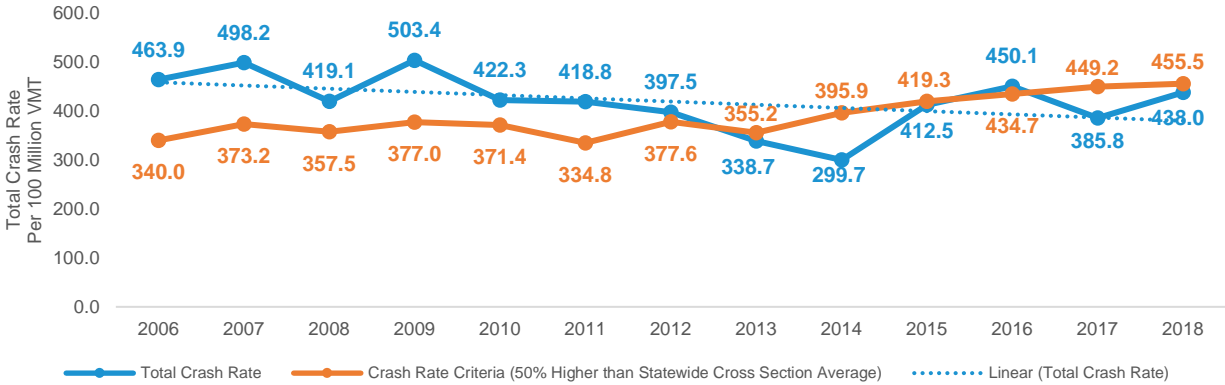


Figure 33. Crash Rate: US 40 - Milepost 50.00 - 60.05

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

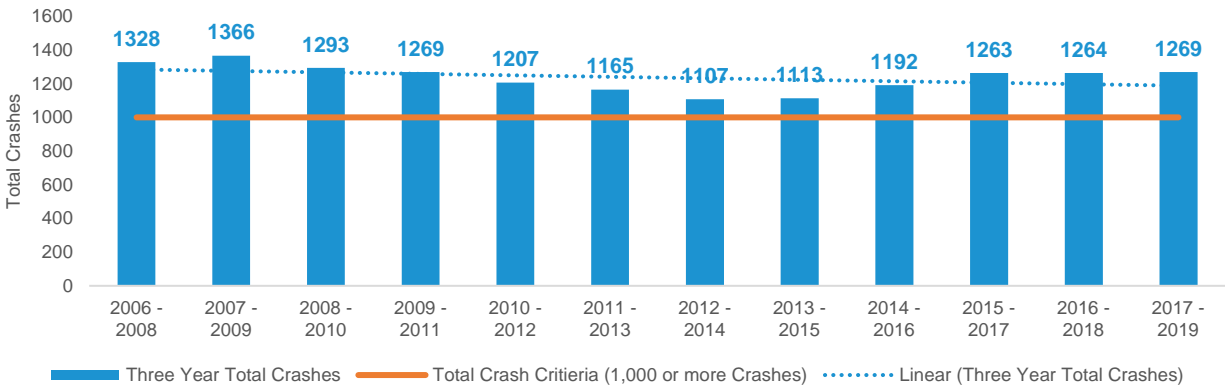


Figure 34. Total Crashes: US 40 - Milepost 50.00 - 60.05

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

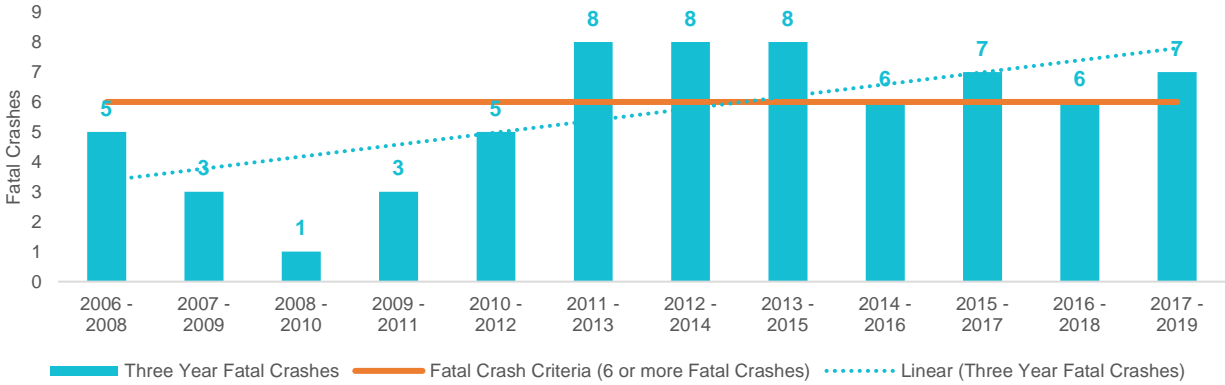


Figure 35. Fatal Crashes: US 40 - Milepost 50.00 - 60.05

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

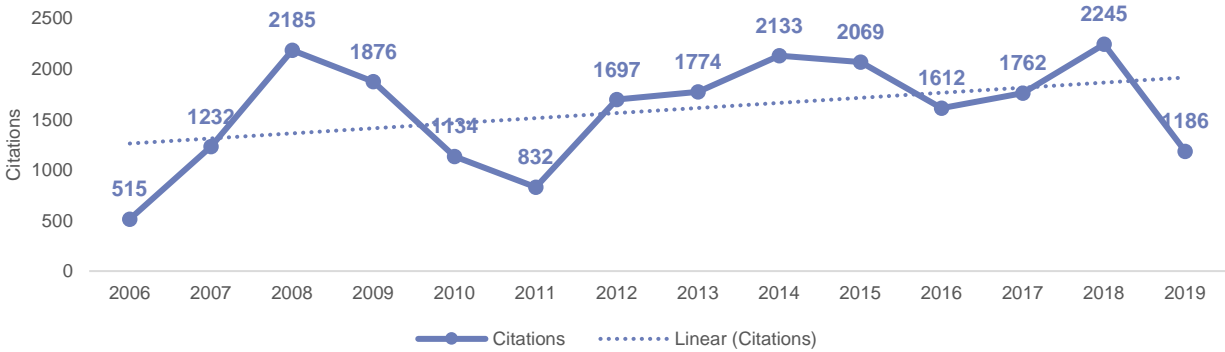


Figure 36. Citations: US 40 - Milepost 50.00 - 60.05

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On US Route 40 from Milepost 50.0 to 60.05, in the municipalities of Hamilton Township, Pleasantville City, and Egg Harbor Township, the crash rate exceeded the selection criteria threshold for the majority of 2006-2018, while total crashes exceeded the selection criteria threshold for the entirety of 2006-2019. Fatal crashes exceeded the selection criteria threshold for the majority of 2006-2019.

The crash rate and total crashes are trending downward, and fatal crashes are trending upward since 2006. Citations are trending upward since 2006 and reach their highest total in 2018 at 2,245. The Red Light Camera Pilot Program was not present on this corridor.

Due to having a crash rate 50 percent higher than the State crash rate average for the corresponding roadway cross-section, the corridor exceeds this selection criteria threshold for most years, but the crash rate is trending downward since 2006. Therefore, based on the data the performance of this corridor is inconclusive.

Median closure improvements were only made for a small segment of the corridor in 2015. The improvement projects did not have the expected short-term impact on crash totals.

US 46 - Milepost 30.00 - 40.00

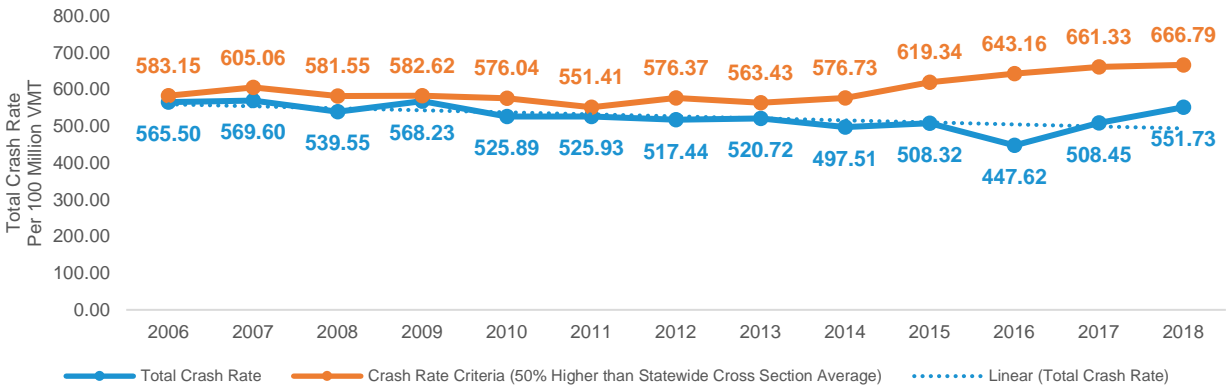


Figure 37. Crash Rate: US 46 - Milepost 30.00 - 40.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

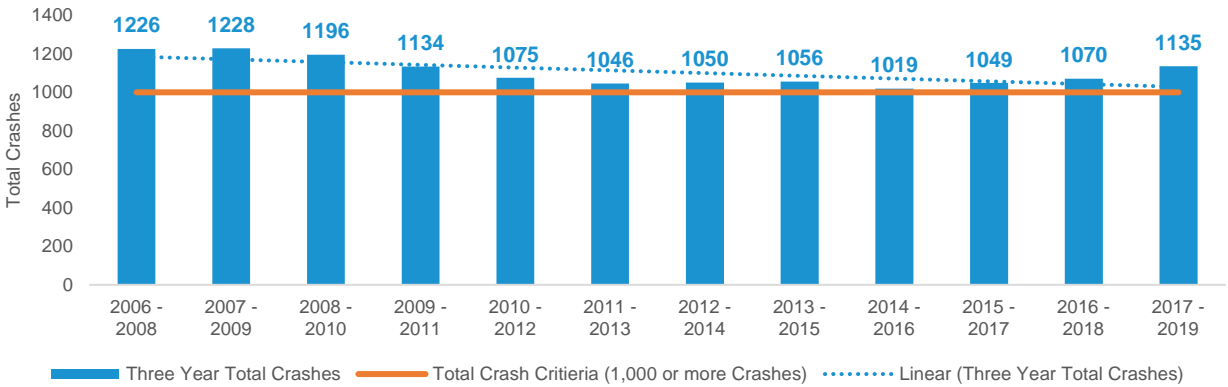


Figure 38. Total Crashes: US 46 - Milepost 30.00 - 40.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

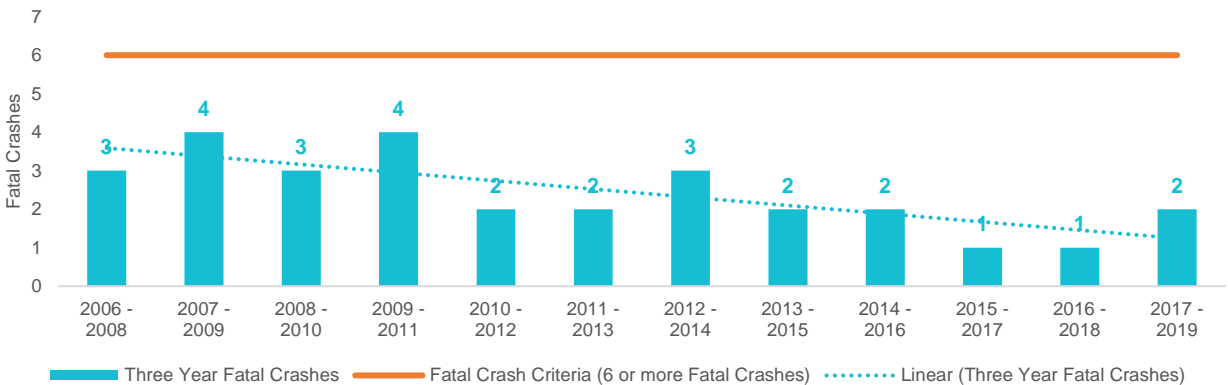


Figure 39. Fatal Crashes: US 46 - Milepost 30.00 - 40.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

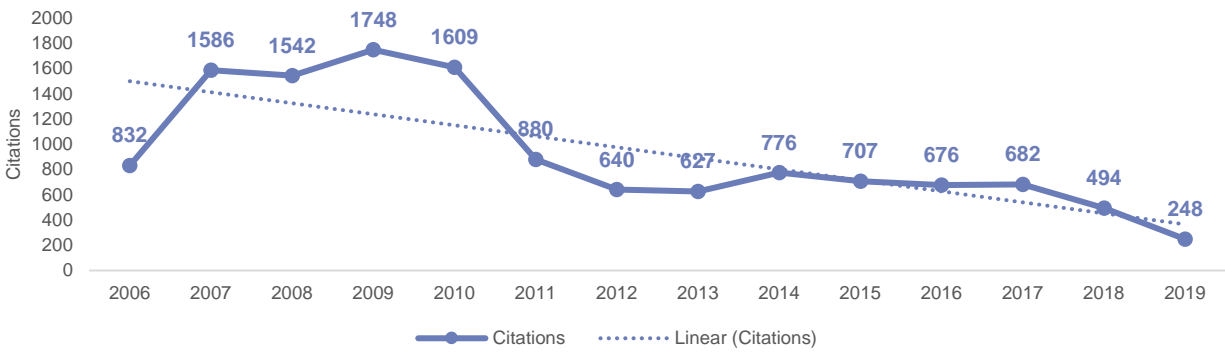


Figure 40. Citations: US 46 - Milepost 30.00 - 40.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On US Route 46 from Milepost 30.0 to 40.00, in the municipalities of Netcong Borough, Roxbury Township, Mine Hill Township, Wharton Borough, Dover Town, Rockaway Township, and Rockaway Borough, the crash rate was below the selection criteria threshold for the entirety of 2006-2018, while total crashes exceeded the selection criteria threshold for the entirety of 2006-2019. Fatal crashes were below the selection criteria threshold for the entirety of 2006-2019.

The crash rate, total crashes, and fatal crashes are all trending downward since 2006. Citations are also trending downward since 2006, and they decreased nearly 86 percent from their highest total of 1,748 in 2009 to 248 in 2019. The Red Light Camera Pilot Program was not present on this corridor.

The corridor's long-term performance based on crash rate is improving, despite recent crash rate increases. Due to having a crash rate less than 50 percent higher than the State crash rate average for the corresponding roadway cross-section, the corridor is below the selection criteria threshold, and the crash rate is trending downward since 2006. Therefore, based on the data the performance of this corridor could be considered successful.

No improvements have been made in the corridor during this time.

US 46 - Milepost 50.50 - 59.93

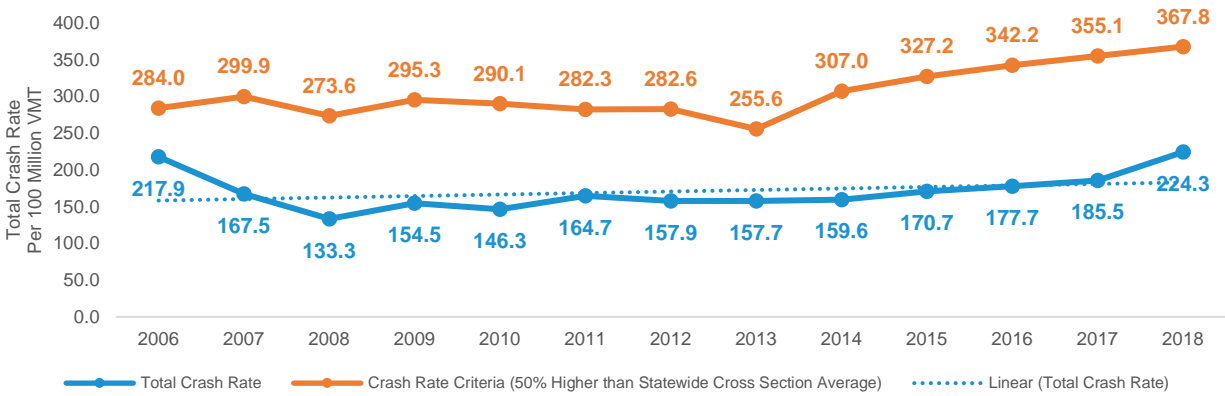


Figure 41. Crash Rate: US 46 - Milepost 50.50 - 59.93

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

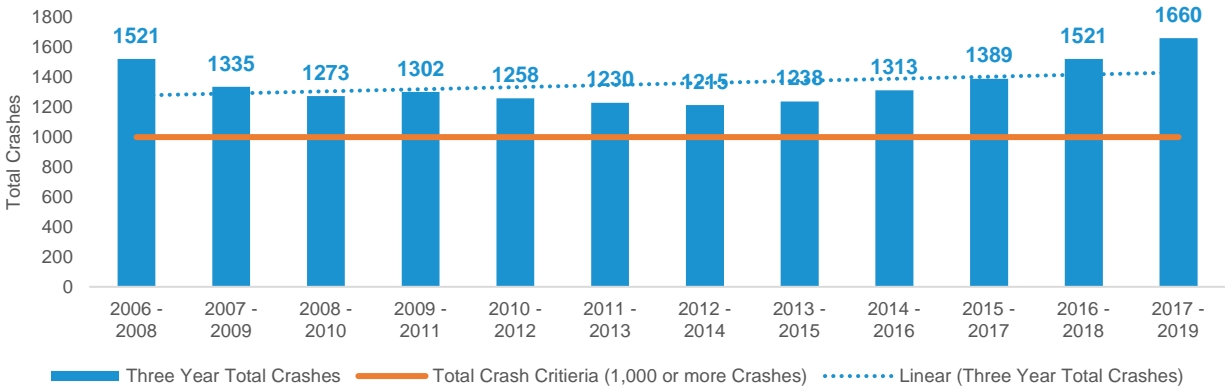


Figure 42. Total Crashes: US 46 - Milepost 50.50 - 59.93

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

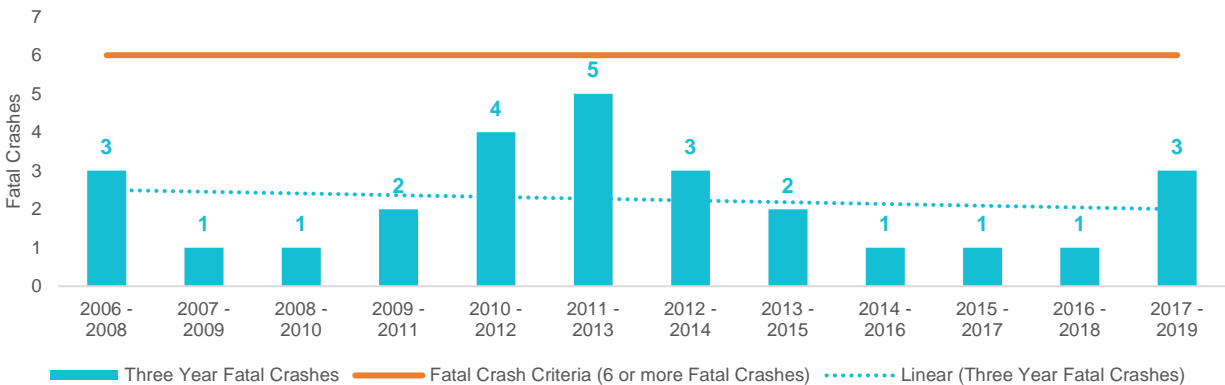


Figure 43. Fatal Crashes: US 46 - Milepost 50.50 - 59.93

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

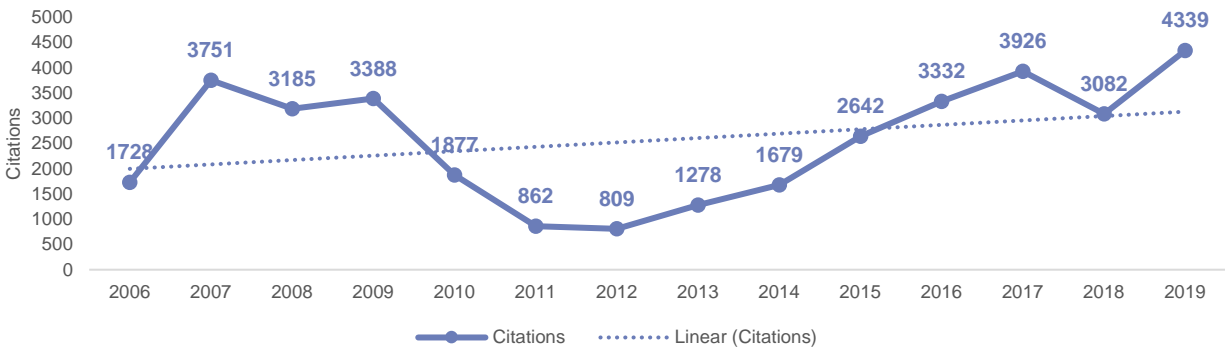


Figure 44. Citations: US 46 - Milepost 50.50 - 59.93

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On US Route 46 from Milepost 50.50 to 59.93, in the municipalities of Parsippany-Troy Hills, Montville Township, Fairfield Township, Wayne Township, Totowa Borough, Little Falls Township, and Wood Park Borough, the crash rate was below the selection criteria threshold for the entirety of 2006-2018, while total crashes exceeded the selection criteria threshold for the entirety of 2006-2019. Fatal crashes were below the selection criteria threshold for the entirety of 2006-2019.

The crash rate and total crashes are trending upward, and fatal crashes are trending downward since 2006. Citations are trending upward since 2006, and they reached their highest total in 2019 at 4,339. The Red Light Camera Pilot Program was not present on this corridor.

Due to having a crash rate less than 50 percent higher than the State crash rate average for the corresponding roadway cross-section, the corridor is below the selection criteria threshold, and fatal crashes were below the selection criteria threshold since 2006. Therefore, based on the data the performance of this corridor could be considered successful.

The 2015 congestion relief improvements shown in Appendix F have very little overlap with the corridor segment, and the 2018 congestion relief improvements have not been implemented long enough for adequate evaluation.

NJ 47 - Milepost 40.00 - 50.00

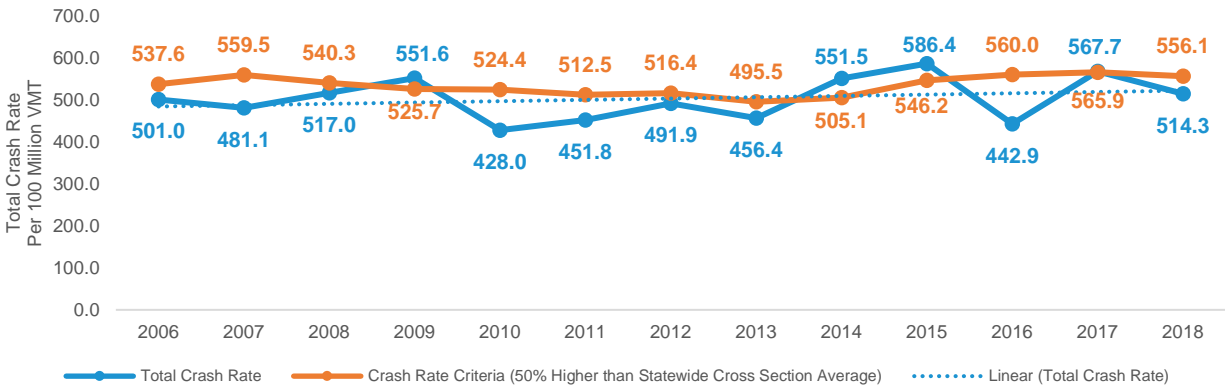


Figure 45. Crash Rate: NJ 47 - Milepost 40.00 - 50.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

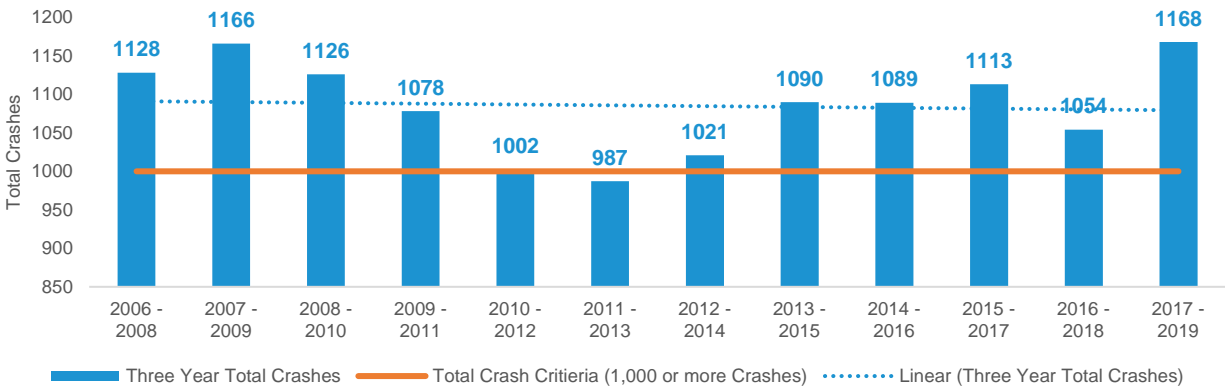


Figure 46. Total Crashes: NJ 47 - Milepost 40.00 - 50.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

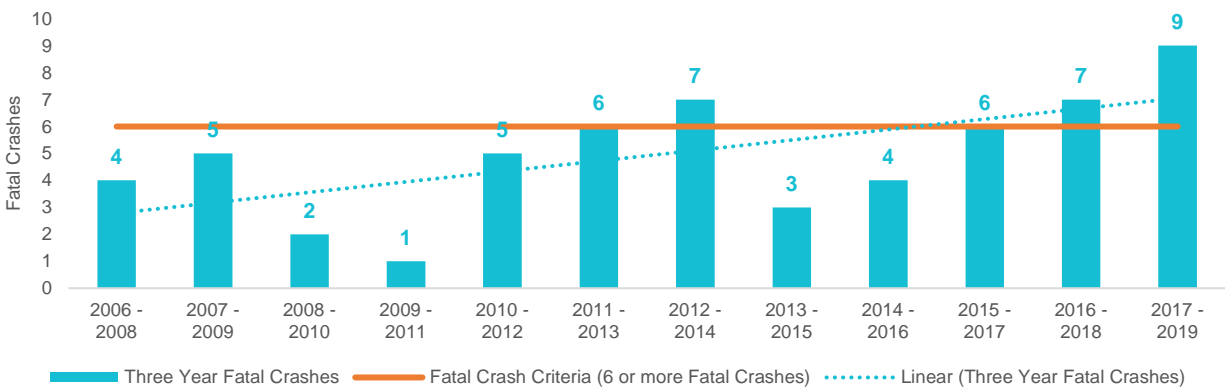


Figure 47. Fatal Crashes: NJ 47 - Milepost 40.00 - 50.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

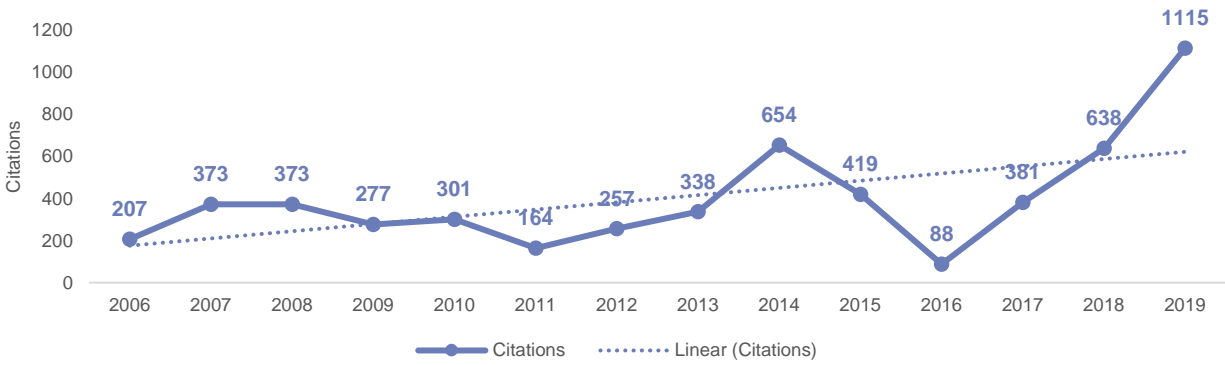


Figure 48. Citations: NJ 47 - Milepost 40.00 - 50.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On NJ Route 47 from Milepost 40.0 to 50.0, in the municipalities of Millville City and Vineland City, total crashes are trending downward since 2006, the crash rate was below the selection criteria threshold for the majority of 2006-2018, while total crashes exceeded the selection criteria threshold for all but one three-year period from 2006-2019. Fatal crashes were below the selection criteria threshold for the majority of 2006-2019.

The crash rate and fatal crashes are trending upward, and total crashes are trending downward since 2006. Citations are trending upward since 2006, and they reached their highest total in 2019, which was also the highest year for total crashes and fatal crashes. The Red Light Camera Pilot Program was not present on this corridor.

Due to a fluctuating crash rate around 50 percent higher than the State crash rate average for the corresponding roadway cross-section, the corridor alternates above and below the selection criteria threshold, and the crash rate is trending upward since 2006. Therefore, based on the data the performance of this corridor is unsuccessful.

The period following roadway improvements along this corridor is not long enough to determine the effects on crashes.

NJ 73 - Milepost 19.38 - 30.38

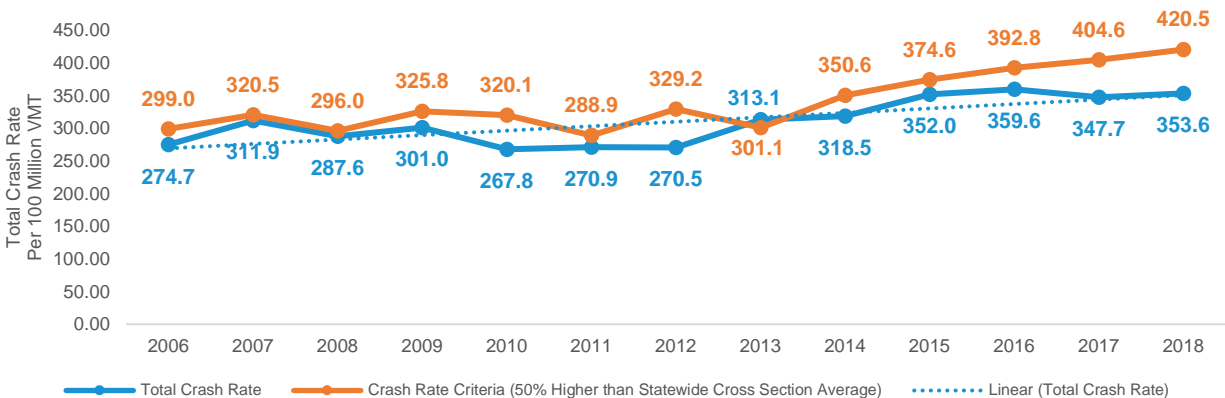


Figure 49. Crash Rate: NJ 73 - Milepost 19.38 - 30.38

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

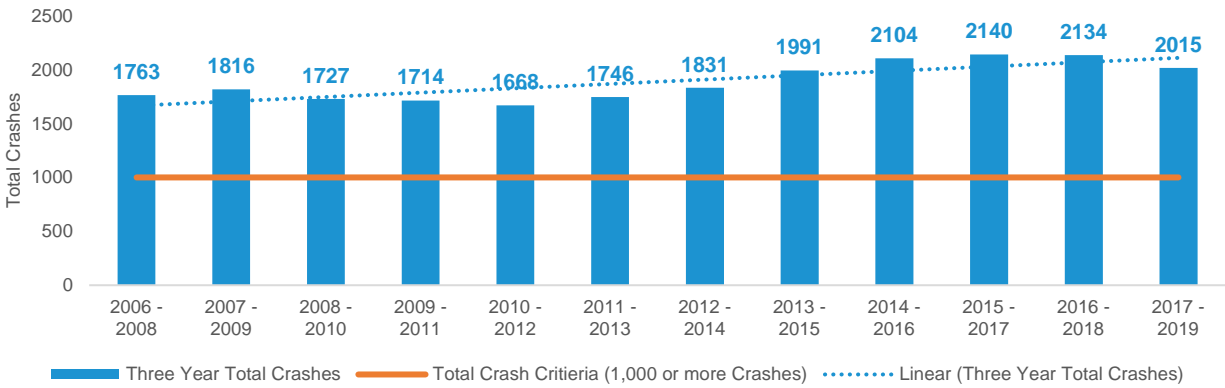


Figure 50. Total Crashes: NJ 73 - Milepost 19.38 - 30.38

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

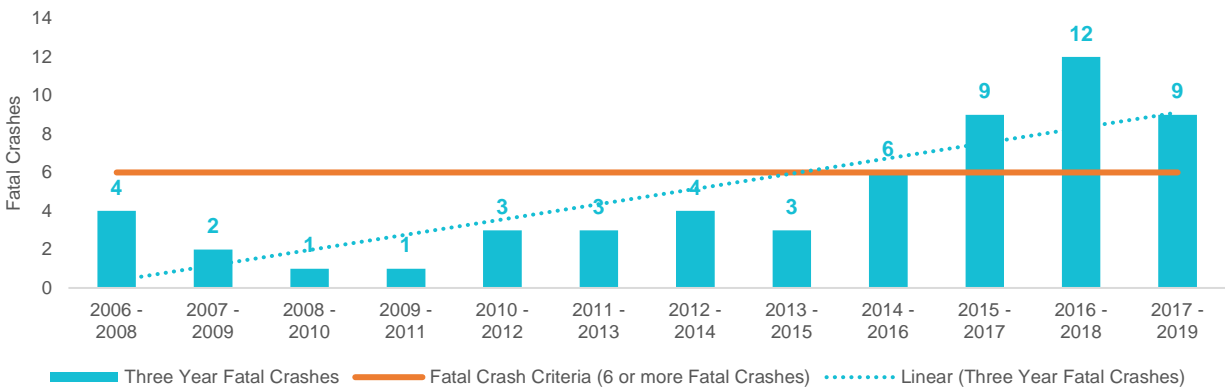


Figure 51. Fatal Crashes: NJ 73 - Milepost 19.38 - 30.38

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

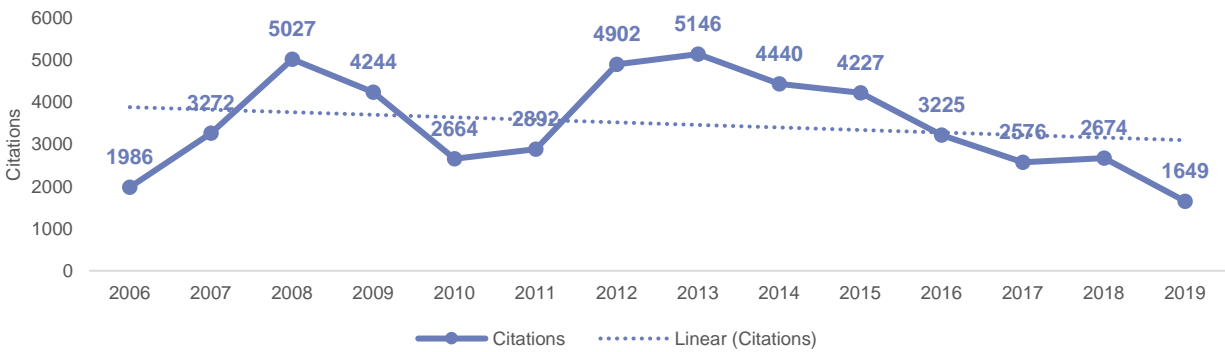


Figure 52. Citations: NJ 73 - Milepost 19.38 - 30.38

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On NJ Route 73 from Milepost 19.38 to 30.38, in the municipalities of Voorhees Township, Evesham Township, Mount Laurel Township, and Maple Shade Township, the crash rate was below the selection criteria threshold for the majority of 2006-2018, while total crashes exceeded the selection criteria threshold for the entirety of 2006-2019. Fatal crashes were below the selection criteria threshold for the majority of 2006-2019.

The crash rate, total crashes, and fatal crashes are all trending upward since 2006. Citations are trending downward since 2006. They reached their highest total in 2013 at 5,146 and decreased nearly 68 percent to 1,649 by 2019. The Red Light Camera Pilot Program was not present on this corridor.

Due to having a crash rate less than 50 percent higher than the State crash rate average for the corresponding roadway cross-section, the corridor is below the selection criteria threshold, but the crash rate, total crashes, and fatal crashes are all trending upward since 2006. Therefore, based on the data the performance of this corridor is inconclusive.

Improvements using adaptive signals are underway in this corridor, but there have been no other recent improvements.

US 206 - Milepost 60.60 - 70.00

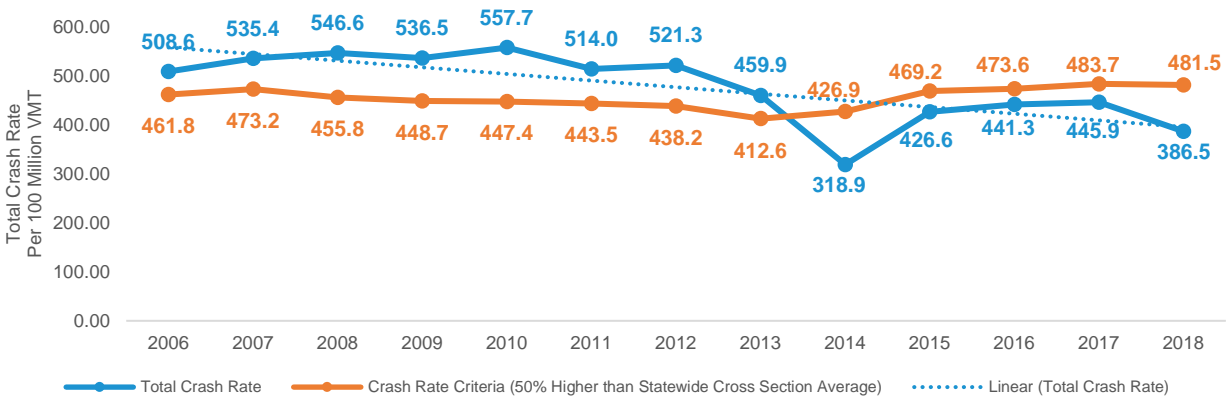


Figure 53. Crash Rate: US 206 - Milepost 60.60 - 70.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

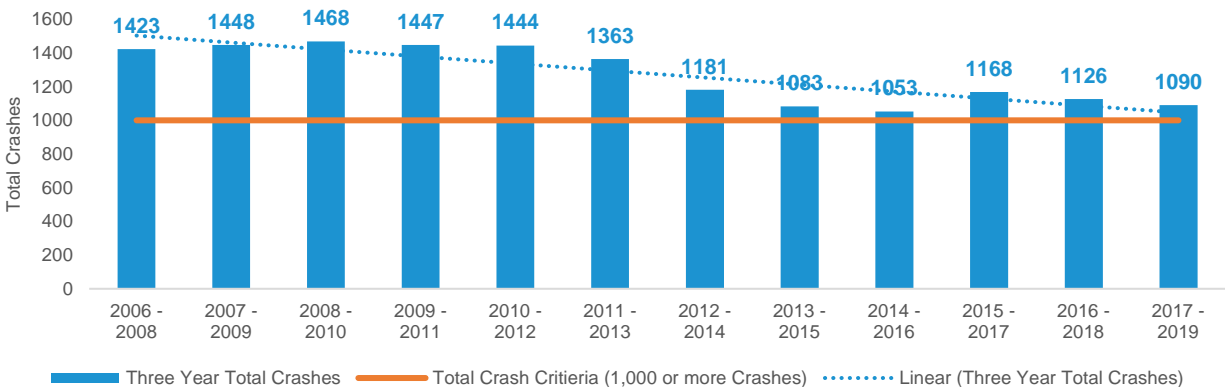


Figure 54. Total Crashes: US 206 - Milepost 60.60 - 70.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

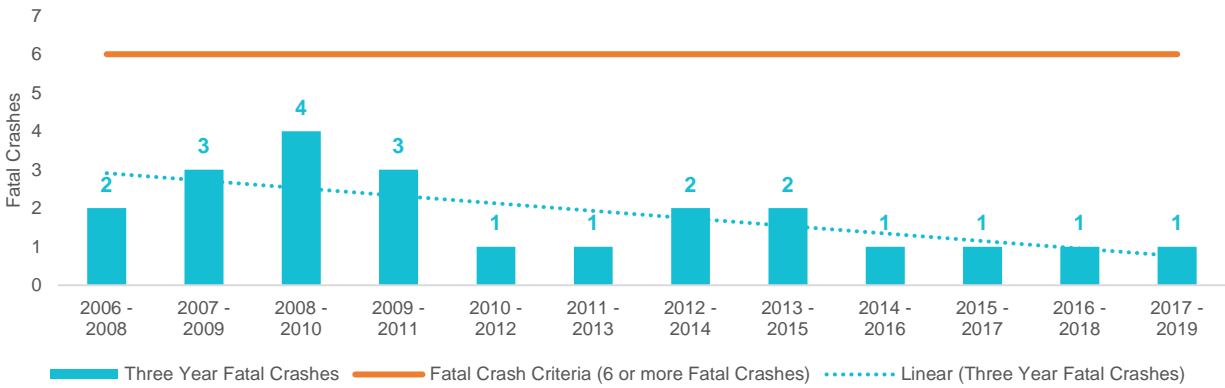


Figure 55. Fatal Crashes: US 206 - Milepost 60.60 - 70.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

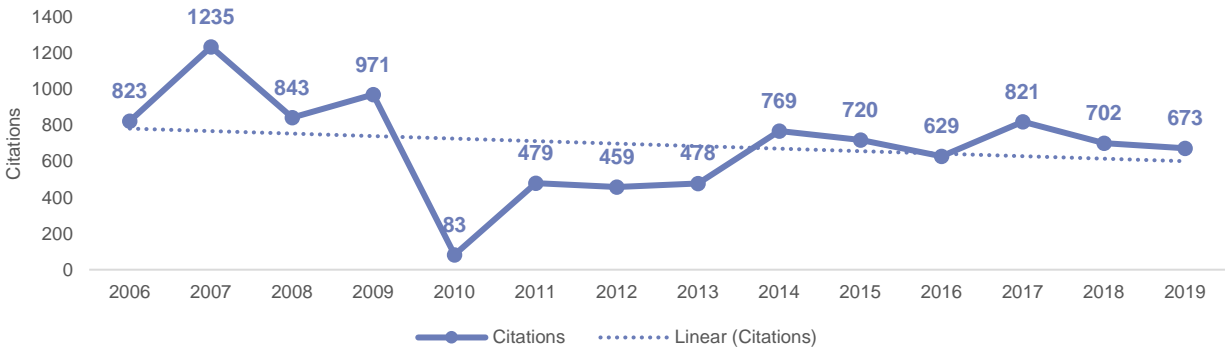


Figure 56. Citations: US 206 - Milepost 60.60 - 70.00

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

On US Route 206 from Milepost 60.60 to 70.0, in the municipalities of Montgomery Township, Hillsborough Township, and Somerville Borough, the crash rate exceeded the selection criteria threshold for the majority of 2006-2018, and total crashes exceeded the selection criteria threshold for the entirety of 2006-2019. Fatal crashes were below the selection criteria threshold for the entirety of 2006-2019.

The crash rate, total crashes, and fatal crashes are all trending downward since 2006. Citations are also trending downward since 2006. They reached their highest total in 2007 at 1,235 and decreased nearly 46 percent by 2019 to 673. The Red Light Camera Pilot Program was not present on this corridor.

The corridor's long-term performance based on crash rate is improving. Due to having a crash rate less than 50 percent higher than the State crash rate average for the corresponding roadway cross-section, the corridor is below the selection criteria threshold over the last five years, and the crash rate is trending downward since 2006. Therefore, based on the data the performance of this corridor could be considered successful.

Roadway improvements and congestion relief, in 2014 and 2016 respectively, may have had a positive impact as these improvements were followed by decrease in total crashes along the corridor.

Funding and Local Aid Grant Program

Revenue Tracking

The Safe Corridor Program created the Highway Safety Fund so the State Treasurer can deposit funds collected from enforcement activities within Safe Corridors into an account established by the department (See, N.J.S.A.39:3-20.4).

*2013 New Jersey Revised Statutes
Title 39 - MOTOR VEHICLES AND
TRAFFIC REGULATION
Section 39:3-20.4 - "Highway Safety
Fund."*

"All fines, penalties and forfeitures imposed and collected as a result of the enforcement of section 4 of P.L.2003, c.131 (C.39:3-20.3) and 50 percent of all fines and penalties imposed and collected in enforcement of section 5 of P.L.1983, c.401 (C.39:5B-29), and the increase from the doubling of fines imposed and collected pursuant to section 1 of P.L.1993, c.332 (C.39:4-203.5) in designated safe corridor areas shall be forwarded to the State Treasurer for deposit into the Highway Safety Fund account."

Figure 57 shows the annual number of citations compared to the revenue in each year. Since the inception of the Safe Corridor Program in 2004, the annual income has varied over the years. In 2012, the Highway Safety Fund received \$4.8 million, which is the highest amount collected by the Safe Corridor Program to date per annum. In the following year, the revenue decreased to \$4.4 million, then went up to \$4.58 million in 2014. However, the spike in revenue in 2010 is most likely due to the Red Light Camera Program, which started in 2010 and ended in 2014. Starting in 2015, the annual revenue steadily declined.

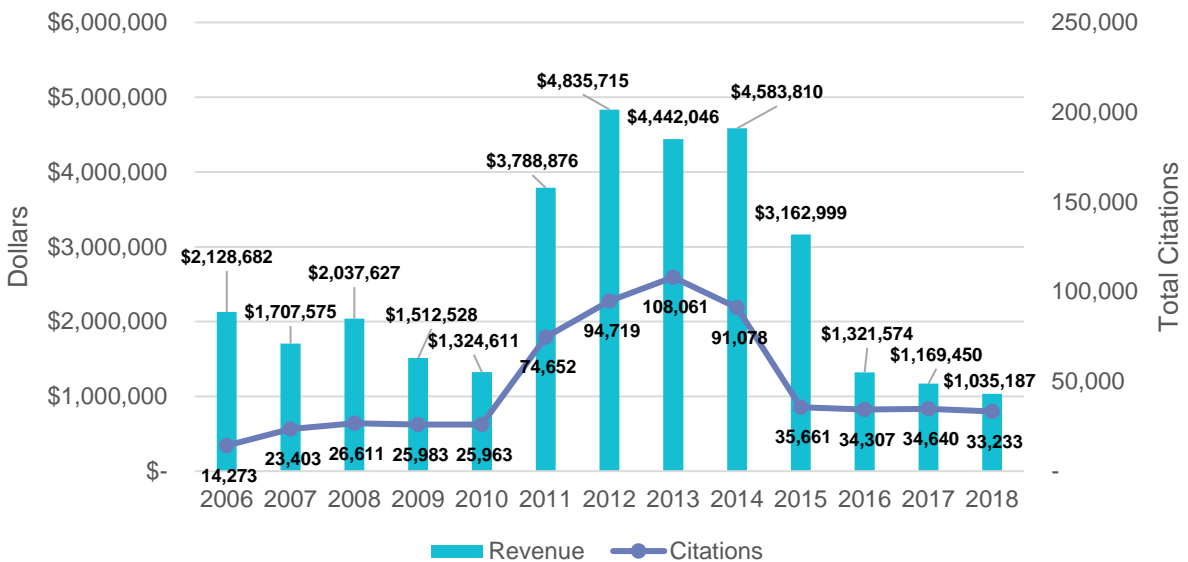


Figure 57. Highway Safety Fund 2004-2019 Revenue Chart

Grant Program Overview

The department developed a grant program to distribute funds to local law enforcement agencies that have a Safe Corridor within their municipal boundaries. The funds specifically support enforcement efforts within the corridors. Annually, or as determined by the department, the department announces the distribution of Highway Safety Fund grants to all municipalities responsible for enforcement of the designated safe corridors. The Division of Local Aid makes the funds available to each eligible municipality.

This grant program identifies the following eligible uses for these local law enforcement agencies:

- Procurement of radar units.
- Procurement of crash data collection systems (hardware and software).
- Procurement of Global Positioning System (GPS) units.
- Procurement of surveillance devices such as cameras and video equipment.
- Procurement of protective vests.
- Procurement of communications equipment.
- Salaries and overtime directly attributed to the enforcement activities of Safe Corridor locations.

For the first year of the program, the maximum grant available was \$25,000. The department increased the maximum grants to \$73,000 at the end of 2006; in 2008, the maximum grants available for qualifying municipalities were \$47,000. Starting in 2012, the amount distributed to each municipality is based on crash severity within each municipality on a Safe Corridor.

Revenue and Grant Analysis

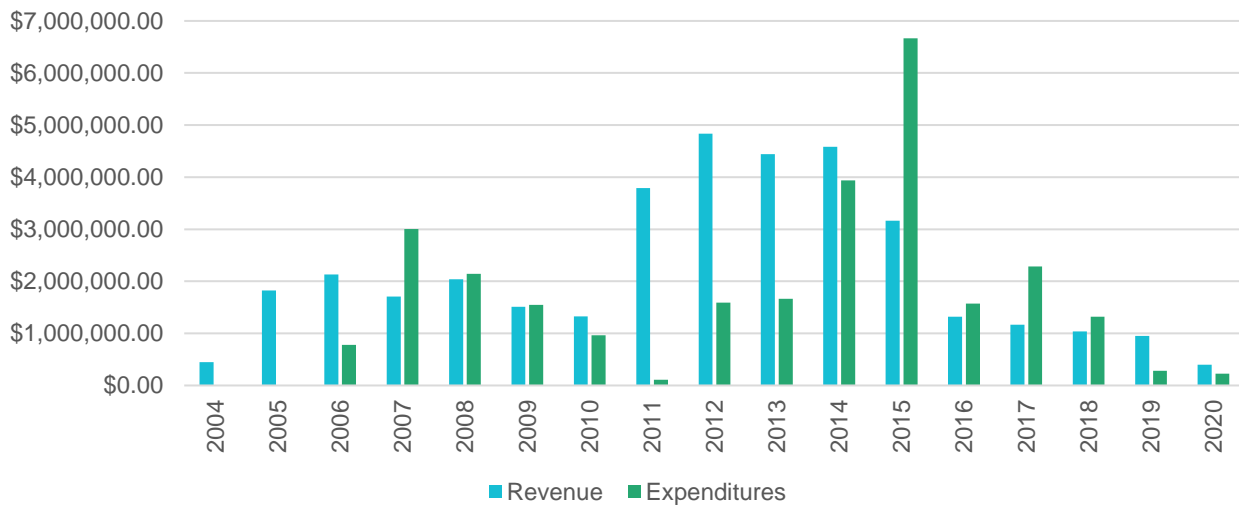


Figure 58. Highway Safety Fund Revenue Analysis

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

Expenditure trends lag just behind revenue trends. The revenue is based on the incoming citations. However, a balance of funds can be carried over year-to-year and expended in later years.

Resource Assessment

New Jersey Department of Transportation

The Highway Safety Fund finances the Safe Corridor Program; the State allocates no other funding to this program. Salaries of the department employees administering the grant program or monitoring the performance are not reimbursed from the Highway Safety Fund.

State Police (Memorandum of Understanding)

In September 2007, the department created a Safe Corridor Coordinator position, which was filled by a member of the New Jersey State Police. The coordinator position is the liaison between those municipalities with a Safe Corridor designation and the department. The responsibilities of the coordinator are to enhance and improve law enforcement activities within the corridors, participate in safety reviews of the roadway segments, and make recommendations for safety improvements in engineering, education, and enforcement. The coordinator attends the State Traffic Officers meetings, in addition to county meetings that involve the Safe Corridors, communicates with Police Departments throughout the State to improve crash reports and their timeliness, discusses safe corridor activities with police departments, and other necessary responsibilities. The Highway Safety Fund pays for this position. The Memorandum of Understanding is available in Appendix E.

Outreach and Training

The Safe Corridor Coordinator works with municipalities that encompass a Safe Corridor and serves as their department contact and resource. The coordinator also helps direct and improve law enforcement activities within each corridor and participates in the following quarterly activities:

- Attend meetings with NJSP station personnel, State Traffic Officers meetings, county meetings that involve the Safe Corridors, and HTSPAC and STRCC meetings.
- Assist the department with the communication with Police Departments throughout the State to improve the submission of crash reports.
- Attend Local Aid meetings to discuss safe corridor activities with all Police Departments in Safety Corridor areas.
- Evaluate the Safe Corridor Program, assist departments looking for crash statistics in corridors, and provide guidance to police department's inquiries pertaining to completing crash reports through NJTR1questions@gmail.com, and provides NTR-1 training.
- Completes the annual Safe Corridors report, which includes statistical analysis and onsite evaluations.

Safe Corridor Program Assessment

Segment Analysis and Ranking

Table 2 compares the corridors by crash severity and total crash averages between 2006 and 2019. This includes the overall program averages as well.

Table 2 - Corridor Average Crashes 2006-2019

Route	Begin	End	Length (miles)	Fatal Crashes	Serious Injury Crashes	Minor Injury	Possible Injury	No Apparent Injury	Total	Total Crash Percent Change from 2006 - 2019
US 1	0.79	10.1	9.31	1.1	1.2	16.6	88.3	332.9	440.1	6.8%
US 1	19.97	30.37	10.4	1.9	2.0	24.7	161.6	559.3	749.5	62.0%
US 1	35.1	45.45	10.35	4.1	6.5	43.1	224.5	644.8	923.1	0.1%
US 9	100.96	110.89	9.93	1.6	3.9	27.8	145.5	411.0	589.8	-4.9%
US 9	110.90	119.24	8.34	1.3	2.6	16.4	111.4	398.9	530.6	15.6%
US 9	119.25	129.40	10.15	2.3	3.4	28.1	177.9	566.4	778.1	21.0%
US 22	30.00	40.00	10.00	1.5	1.9	19.3	86.1	395.4	504.1	-15.3%
US 22	50.00	60.00	10.00	1.3	3.2	28.4	216.8	696.5	946.2	-0.3%
US 40	50.00	60.05	10.05	1.9	2.8	19.0	121.1	272.6	417.4	0.4%
US 46	30.00	40.00	10.00	0.9	1.8	18.1	78.4	274.1	373.4	-7.2%

Route	Begin	End	Length (miles)	Fatal Crashes	Serious Injury Crashes	Minor Injury	Possible Injury	No Apparent Injury	Total	Total Crash Percent Change from 2006 - 2019
US 46	50.50	59.93	9.43	0.9	1.8	20.1	95.3	353.9	471.9	-3.8%
NJ 47	40.00	50.00	10.00	1.7	2.0	19.5	106.4	235.4	364.9	11.4%
NJ 73	19.38	30.38	11.00	1.6	3.0	19.9	150.0	452.4	626.8	10.5%
US 206	60.60	70.00	9.40	0.6	0.9	15.0	83.1	322.4	422.0	-22.6%
TOTAL			129.05	22.5	37.1	316.1	1,846.4	5,915.8	8,137.9	5.5%

Source: Bureau of Transportation Data & Support, New Jersey Department of Transportation.

The highest percentage increases in total crashes from 2006 to 2019 occurred on US 1 from Milepost 19.97 to 30.37 and NJ 73 from Milepost 19.38 to 30.38 at 62 percent and 21 percent, respectively. US 206 had the largest decrease in total crashes (22.6 percent decrease) from 2006 to 2019, and the corridor with the most total crashes on average, US 22 from Milepost 50.0 to 60.0, decreased 0.3 percent over that time. While total crashes increased statewide from 257,597 to 276,861 (seven percent) from 2006 to 2019, the Safe Corridor Program only had a 5.5 percent increase in total crashes over the same period. However, there is not conclusive evidence that the types of improvements and enforcement strategies utilized by the program at large have contributed additional reductions of crashes overall compared to observed statewide trends.

External factors, such as improved driver education, vehicle safety, weather, and VMT, may contribute to long-term trends in crashes statewide, as well as the program corridors. The relatively slight changes in crash totals over this timeframe can likely be attributed to these factors.

Key Findings and Considerations for Safe Corridor Program

The goal of the Safe Corridor Program is to identify corridors with high rates of serious and fatal injury crashes and reduce these crashes in the short-term through the use enforcement and engineering. Both components contribute to the goal of reducing serious injury crashes by encouraging drivers to change poor behaviors within safety corridors and drive safely. This report examined the performance of the 14 corridors and any correlation between the performance and enforcement or roadway improvements made in each corridor.

The performance evaluation of the individual corridors was based on the original criteria of six or more fatal crashes, 1,000 or more total crashes, a crash rate 50 percent higher than the State crash rate average for that roadway's cross-sections and trendlines. Crash rate, total crash, and fatal injury crash data from 2006 through 2019 was evaluated and reviewed through a uniformed ranking system. Each corridor was scored, and a determination was made if the performance of the corridor was successful, unsuccessful, or inconclusive. Based on the data evaluated and reviewed, out of the 14 corridors in the Safe Corridor Program,

- Five corridors were determined to be successful,
- Four corridors were determined to be unsuccessful, and

- Five corridors had inconclusive data to make a determination.

This report also studied the correlation between enforcement and corridor performance from 2006 through 2019. Based on the data reviewed, only four corridors showed a correlation between the enforcement and corridor performance as follows:

- Of the five corridors identified as successful, the data showed a positive correlation between issuing citations and crash reductions in the following two corridors: US Route 9 from Milepost 100.96 to 110.90 and US Route 22 from Milepost 30.0 to 40.0.
- Of the five corridors identified as inconclusive, the data showed a correlation between the decreasing number of citations and increasing total crashes in the following two corridors: US 9 - Milepost 119.25 - 129.40 and NJ 73 - Milepost 19.38 - 30.38. The remaining corridors identified as inconclusive showed an increase in enforcement but did not see an impact in crashes.
- All four of the corridors identified as unsuccessful showed an increase in enforcement but did not see a reduction in crashes.

This report also evaluated the correlation between roadway improvements and corridor performance from 2006 through 2019. While 2 corridors showed a positive correlation, most roadway improvements along the corridors were not present long enough to determine the effects on crashes.

Finally, this report made additional programmatic findings as follows:

- Time and location details of citations and enforcement would improve the evaluation of their impact on specific locations and at the corridor level.
- Citation data and revenues require further evaluation to ensure the penalty moneys collected for violations pursuant to section 5 of P.L. 2003, c.131 (c.39:3-24.4) are programmed to be deposited into the Highway Safety Fund.
- There is a disconnect between the revenues generated and expenditures for the program.

In sum and based on the analysis above, this report finds that enforcement and roadway improvements were not effective in reducing crashes on corridors with high rates of serious and fatal injury crashes.

In the interest of improving the Safe Corridor Program, this report recommends the following programmatic changes and considerations:

- Adjust corridor selection and assessment to utilize a severity-based methodology. An Equivalent Property Damage Only crash weighting method with a sliding window network screening should be used to select new corridors along with an updated and in-depth methodology for tracking their performance using the crash data from the

most recent five-year period. This an industry standard recognized by Federal Highway Administration to analyze crashes and will go beyond the current analysis of crash and citation totals only and help drive specific improvements at specific locations, as well as evaluate those improvements.

- Track citation types, details, and times to help compare enforcement actions versus crash data changes to better evaluate effectiveness of enforcement efforts.
- Increase and improve outreach and training for tracking, improving, and evaluating the corridors. This outreach is key for highlighting the importance of the program and ensuring accurate application of the data and disbursement of the funding.
- Engage the Safe Corridor Coordinator to review flow of citation revenue going toward Highway Safety Funds and identify barriers to correct data entry and submission errors.
- Develop improved understanding between the revenues and funding allocations for the program.

SAFE CORRIDOR PROGRAM CORRIDOR SELECTION

This section details the proposed corridor selection methodology, including the network screening, thresholds, and eligible facilities. The section also displays the length and location of the proposed corridors and a map of the corridors statewide.

Selection Methodology

Network Screening

The first step in the selection of a Safe Corridor is to segment the roadway network into a set of corridors that can be analyzed and ranked. Only crashes from 2014-2018 on State (NJ) and U.S. highways were used for this effort. A window 10 miles in length is used to group crashes along the roadway network for evaluation. The window slides at 0.25-mile increments, generating a new corridor each time to collect the necessary data for evaluation. A buffer of 50 feet on either side of the roadway is used to adjust for the misalignment of crash data locations in relation to the roadway, but only crashes with a matching Standard Route Identification (SRI) number to the corridor are included. Roadways or routes shorter than 10 miles are not removed from selection eligibility, resulting in corridors of varying lengths. Once the sliding window has moved throughout the entire eligible roadway network, the list of the corridors is populated with the respective crash data, traffic volumes, and roadway data for evaluation and selection. This method of analysis is known as the sliding window method.

Equivalent Property Damage Only

After the roadway network is segmented into corridors, Equivalent Property Damage Only (EPDO) values based on crash costs are used to rank and prioritize corridors throughout the New Jersey roadway network. Corridors are first ranked by summing the total EPDO weights from Table 2.1 for all the crashes on each corridor and dividing by the length of the respective corridor. Applying the EPDO methodology to corridor selection provides consistency with the Local Aid Grant Program and best practice standards.

Table 3 - EPDO Values

Crash Severity	Economic Crash Unit Cost	QALY Crash Unit Cost	Comprehensive Crash Unit Cost	EPDO Weights
Fatal (K)	\$1,688,100	\$4,052,000	\$5,740,100	568
Disabling Injury (A)	\$151,000	\$153,400	\$304,400	30
Evident Injury (B)	\$56,800	\$54,400	\$111,200	11
Possible Injury (C)	\$38,500	\$24,200	\$62,700	6
PDO (O)	\$8,700	\$1,400	\$10,100	1

Source: Highway Safety Manual Crash Costs and EPDO Weights.

Next, corridors are compared to multiple thresholds determined by the department. First, the corridor must exceed the crash rate threshold, 50 percent over the average crash rate (4.35 crashes per million miles) for all the corridors generated. Second, the corridor must exceed 1.6 fatal or serious injury crashes per mile, as well as 166.7 total crashes per mile. Each of these thresholds must be met for a corridor to be selected. Corridors that do not meet thresholds, as well as corridors under one mile in length, are removed from consideration.

Finally, the remaining eligible corridors are combined with any overlapping or abutting corridors that also meet the thresholds, and they are included in the final list as a single corridor. This resulted in 14 proposed corridors of varying length to be included the Safe Corridor Program.

Application of the Network Screening and Equivalent Property Damage Only Methodology for Safe Corridor Locations

After applying the network screening and Equivalent Property Damage Only methodology, the following 14 proposed Safe Corridor locations were identified as having met the thresholds. Table 2.2 provides proposed corridors identified with this methodology by their mileposts and the municipalities through which each corridor passes. Figure 2.1 shows the proposed corridor locations across the state.

Table 4 - Corridor Locations Utilizing EDPO Methodology

Route	Municipalities	Milepost
US 1	Linden City, Elizabeth City, New Brunswick City, Edison Township, Rahway City, Woodbridge Township	MP 27.75 – MP 45.49
NJ 27	Linden City, Roselle Borough, Elizabeth City, Rahway City, Newark City	MP 28 – MP 37.85
US 30	Waterford Township, Berlin Borough, Clementon Borough, Laurel Springs Borough, Lindenwold Borough, Stratford Borough, Somerdale Borough, Magnolia Borough, Lawnside Borough, Barrington Borough, Haddon Heights Borough, Audubon Borough, Oaklyn Borough	MP 5.92 – MP 20.16
US 9	Toms River Township, Lakewood Township, Howell Township	MP 96 – MP 110.24
NJ 439	Elizabeth City, Union Township, Elizabeth City, Union Township, Hillside Township	MP 0 – MP 3.95
NJ 27	New Brunswick City, Highland Park Borough, Metuchen Borough, Edison Township, Woodbridge Township	MP 15.75 – MP 25.62
NJ 82	Springfield Township, Union Township	MP 0 – MP 4.92
NJ 35	Sayreville Borough, Perth Amboy City, Rahway City, Woodbridge Township	MP 50.63 – MP 58.07
NJ 47	Vineland City, Millville City	MP 39.5 – MP 50.24
NJ 93	Leonia Borough, Leonia Borough, Englewood City, Leonia Borough, Palisades Park Borough, Englewood City, Ridgefield Borough, Palisades Park Borough	MP 0 – MP 3.5
NJ 33	Neptune City Borough, Howell Township, Tinton Falls Borough, Wall Township, Neptune Township	MP 32.17 – MP 42.12
US 130	Bellmawr Borough, West Deptford Township, Westville Borough, Brooklawn Borough, Camden City, Gloucester City, Woodlynne Borough, Collingswood Borough, Haddon Township	MP 23.61 – MP 29.48
NJ 168	Washington Township, Gloucester Township, Runnemede Borough, Bellmawr Borough, Camden City, Haddon Heights Borough, Mount Ephraim Borough, Haddon Heights Borough, Mount Ephraim Borough, Audubon Park Borough, Audubon Borough, Oaklyn Borough, Woodlynne Borough, Haddon Township	MP 0 – MP 10.74
NJ 166	Beachwood Borough, South Toms River Borough, Toms River Township	MP 0 – MP 3.86

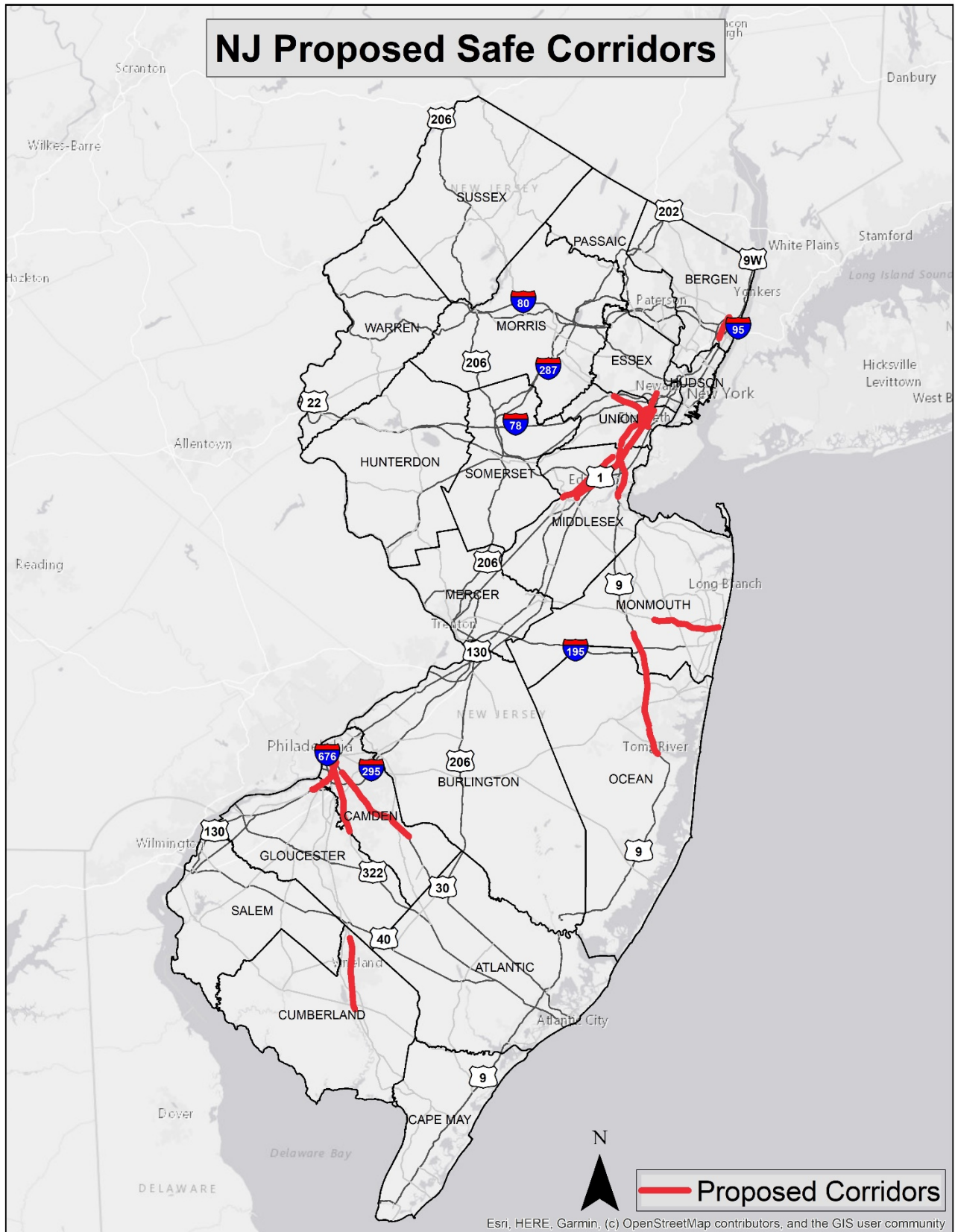


Figure 59. NJ Proposed Safe Corridors

Proposed Corridor Crash Trends

This section provides crash and EPDO trends for each of the proposed 14 Safe Corridor locations from 2014 to 2018 using four variables: Total Crashes, Fatal Crashes, Serious Injury Crashes, and EPDO. This analysis serves as a benchmark for future evaluation of roadway improvements, enforcement activities, and the program as a whole.

US 1 - Milepost 27.75 - 45.49

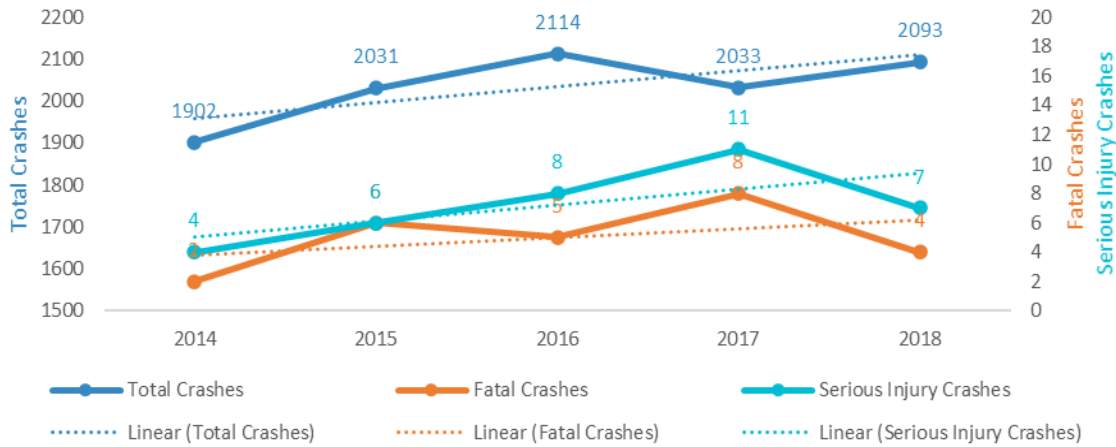


Figure 60. Crashes: US 1 - Milepost 27.75 - 45.49

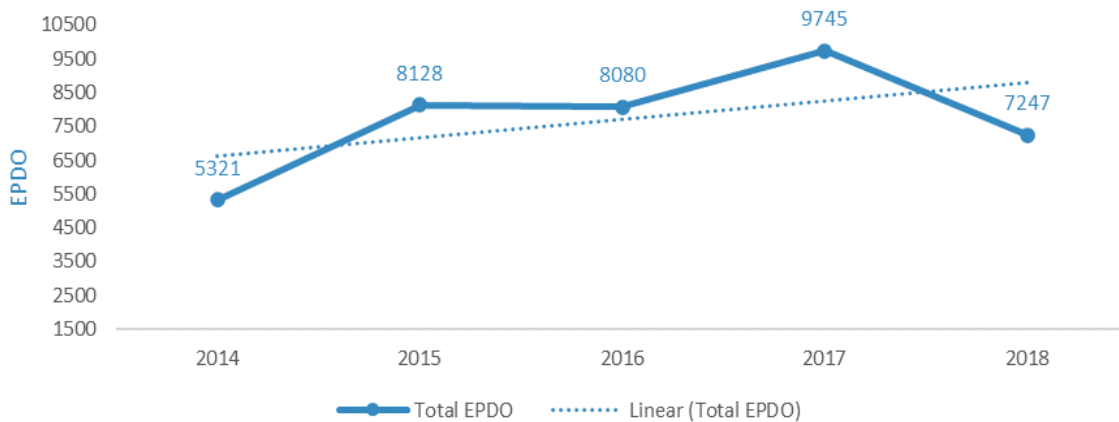


Figure 61. EPDO: US 1 - Milepost 27.75 - 45.49

The charts above show that on US Route 1 from Milepost 27.75 to 45.49, in the municipalities of Linden City, Elizabeth City, New Brunswick City, Edison Township, Rahway City, and Woodbridge Township, total crashes, fatal crashes, and serious injury crashes are trending up since 2014. Total crashes increased 10 percent, fatal crashes increased 100 percent, and serious injury crashes increased 75 percent from 2014 to 2018. Similarly, EPDO increased 36 percent as the number of crashes increased (2014-2018).

NJ 27 - Milepost 28.00 - 37.85

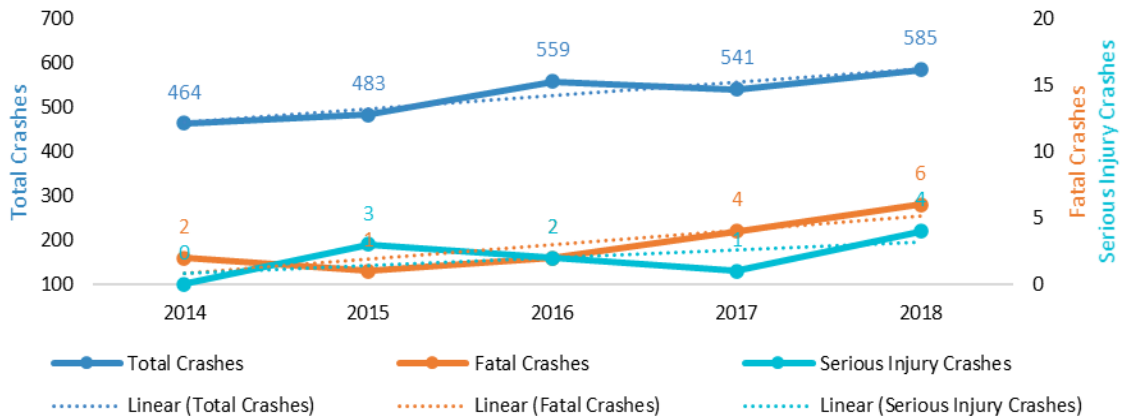


Figure 62. Crashes: NJ 27 - Milepost 28.00 - 37.85

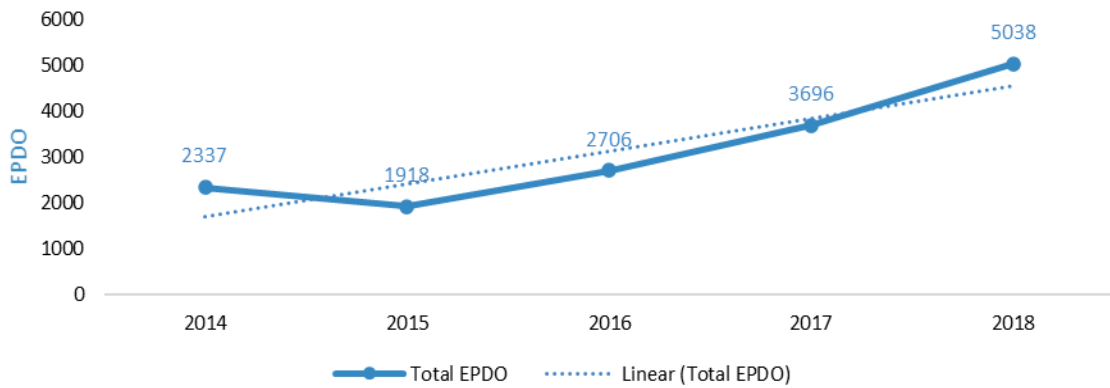


Figure 63. EPDO: NJ 27 - Milepost 28.00 - 37.85

The charts above show that on NJ Route 27 from Milepost 28 to 37.85, in the municipalities of Linden City, Roselle Borough, Elizabeth City, Rahway City, and Newark City, total crashes, fatal crashes, and serious injury crashes are trending up since 2014. Total crashes increased 26 percent, fatal crashes increased 200 percent, and serious injury crashes increased 400 percent from 2014 to 2018. Similarly, EPDO increased 116 percent as the number of crashes increased (2014-2018).

US 30 - Milepost 5.92 - 20.16

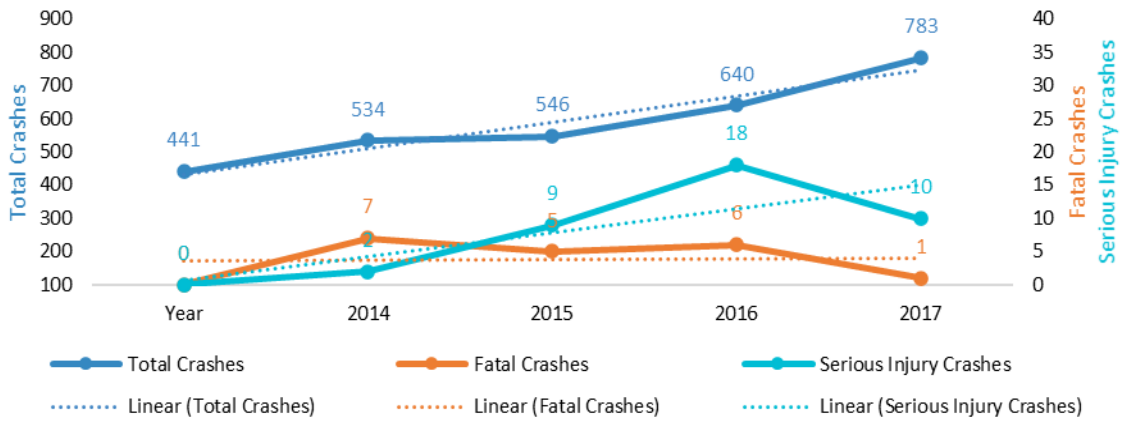


Figure 64. Crashes: US 30 - Milepost 5.92 - 20.16

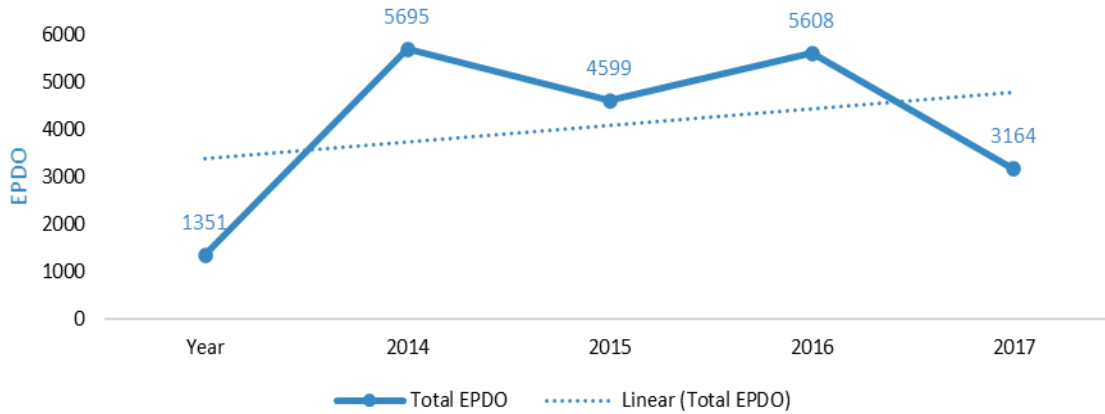


Figure 65. EPDO: US 30 - Milepost 5.92 - 20.16

On US Route 30 from Milepost 5.92 to 20.16, in the municipalities of Waterford Township, Berlin Borough, Clementon Borough, Laurel Springs Borough, Lindenwold Borough, Stratford Borough, Somerdale Borough, Magnolia Borough, Lawnside Borough, Barrington Borough, Haddon Heights Borough, Audubon Borough, and Oaklyn Borough, total crashes, fatal crashes, and serious injury crashes are trending up since 2014. Total crashes increased 78 percent, fatal crashes increased 100 percent, and serious injury crashes increased almost 1,000 percent from 2014 to 2018 (from zero serious injury crashes in 2014 to 10 in 2018). Similarly, EPDO increased 134 percent as the number of crashes increased (2014-2018).

US 9 - Milepost 96.00 - 110.24

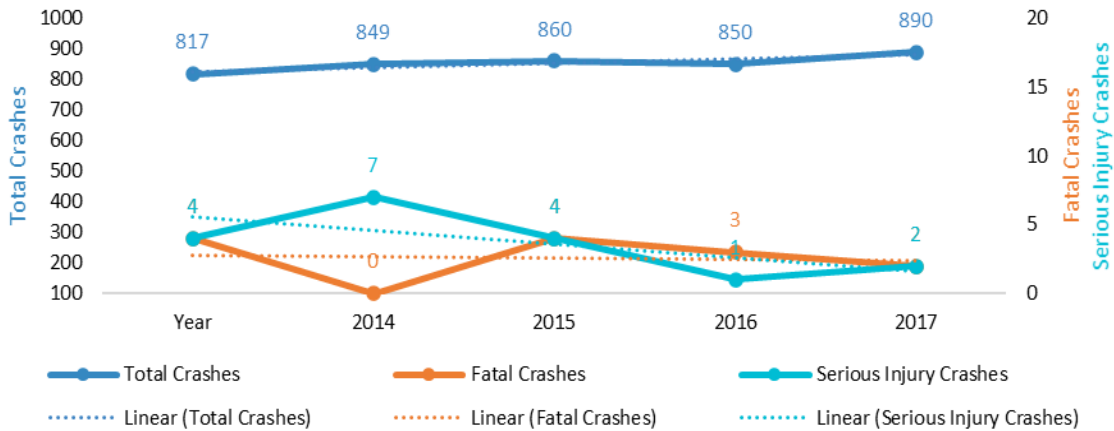


Figure 66. Crashes: US 9 - Milepost 96.00 - 110.24

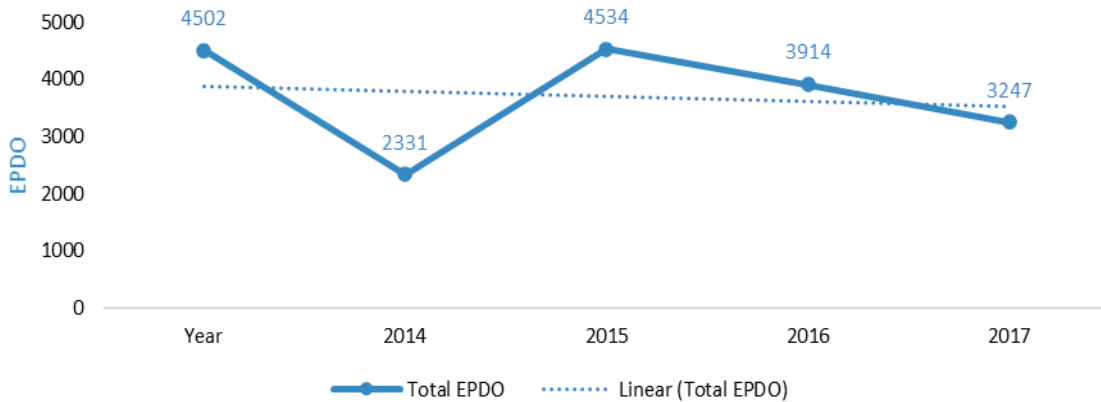


Figure 67. EPDO: US 9 - Milepost 96.00 - 110.24

On US Route 9 from Milepost 96 to 110.24, in the municipalities of Toms River Township, Lakewood Township, and Howell Township, total crashes are trending up since 2014, but fatal crashes and serious injury crashes are trending down. Total crashes increased 9 percent, fatal crashes decreased 50 percent, and serious injury crashes decreased 50 percent from 2014 to 2018. EPDO decreased 28 percent as fatal crashes and serious injury crashes decreased (2014-2018).

NJ 439 - Milepost 0.00 - 3.95

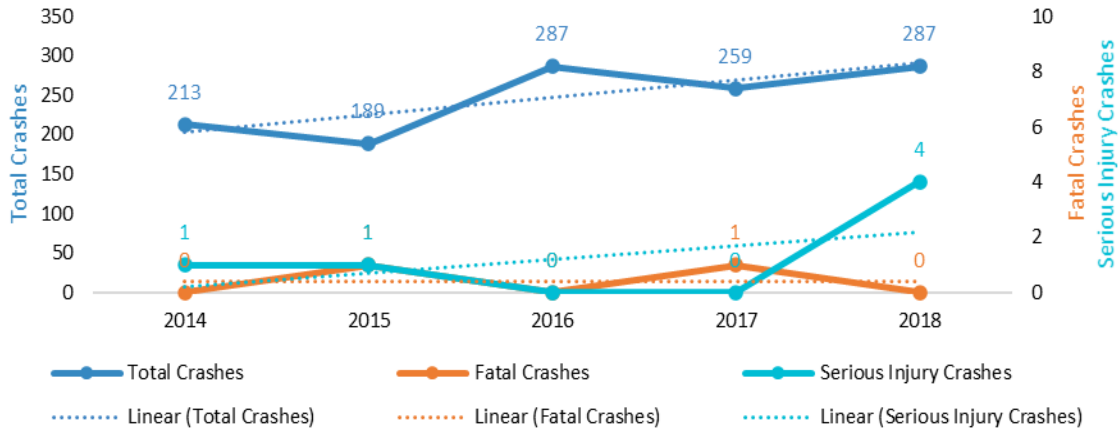


Figure 68. Crashes: NJ 439 - Milepost 0.00 - 3.95

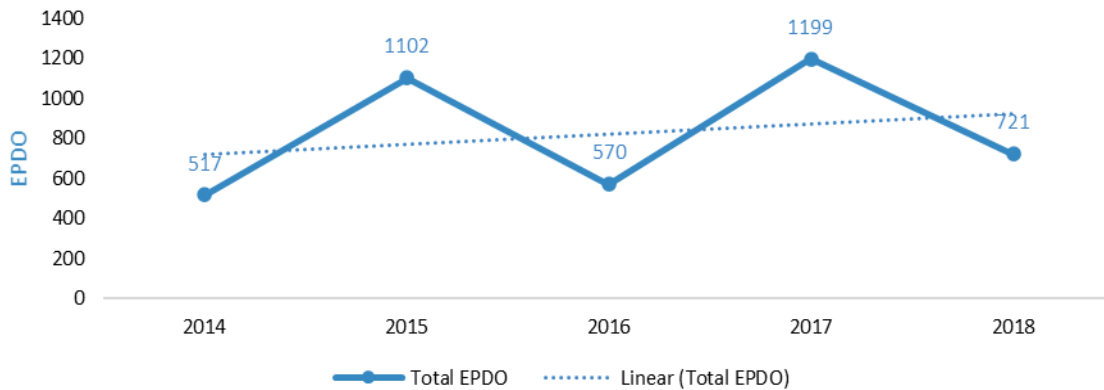


Figure 69. EPDO: NJ 439 - Milepost 0.00 - 3.95

On NJ Route 439 from Milepost 0.00 to 3.95, in the municipalities of Elizabeth City, Union Township, Elizabeth City, Union Township, and Hillside Township, total crashes and serious injury crashes are trending up since 2014, and fatal crashes had no major change. Total crashes increased 35 percent, and serious injury crashes increased 300 percent from 2014 to 2018 (from 1 serious injury crash in 2014 to 4 in 2018). Similarly, EPDO increased 39 percent as the number of crashes increased (2014-2018).

NJ 27 - Milepost 15.75 - 25.62

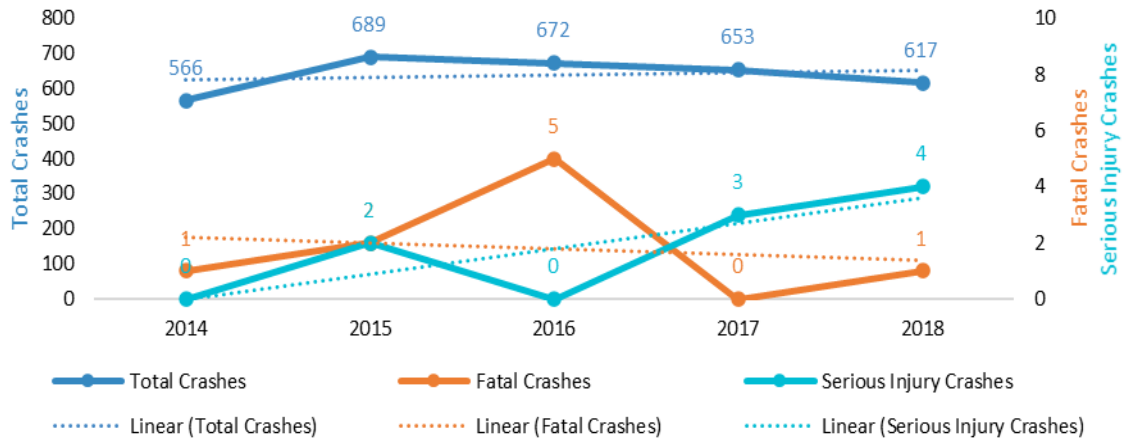


Figure 70. Crashes: NJ 27 - Milepost 15.75 - 25.62

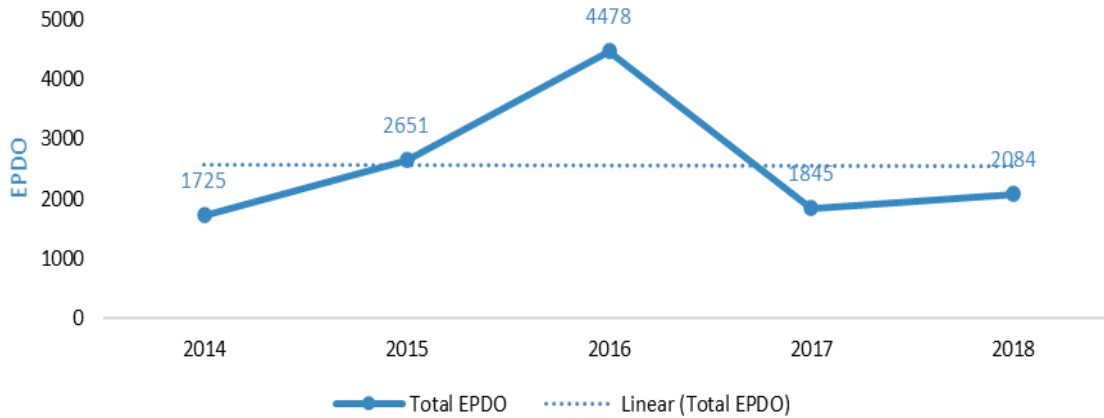


Figure 71. EPDO: NJ 27 - Milepost 15.75 - 25.62

On NJ Route 27 from Milepost 15.75 to 25.62, in the municipalities of New Brunswick City, Highland Park Borough, Metuchen Borough, Edison Township, and Woodbridge Township, total crashes and serious injury crashes are trending up since 2014, and fatal crashes had no change. Total crashes increased 9 percent, and serious injury crashes increased 400 percent from 2014 to 2018 (from zero serious injury crashes in 2014 to 4 in 2018). Similarly, EPDO increased 21 percent as the number of crashes increased (2014-2018).

NJ 82 - Milepost 0.00 - 4.92

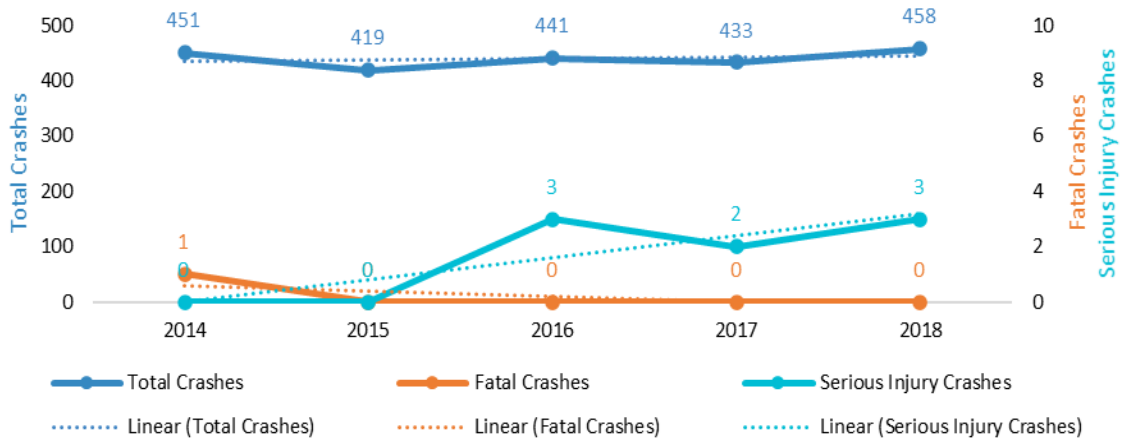


Figure 72. Crashes: NJ 82 - Milepost 0.00 - 4.92

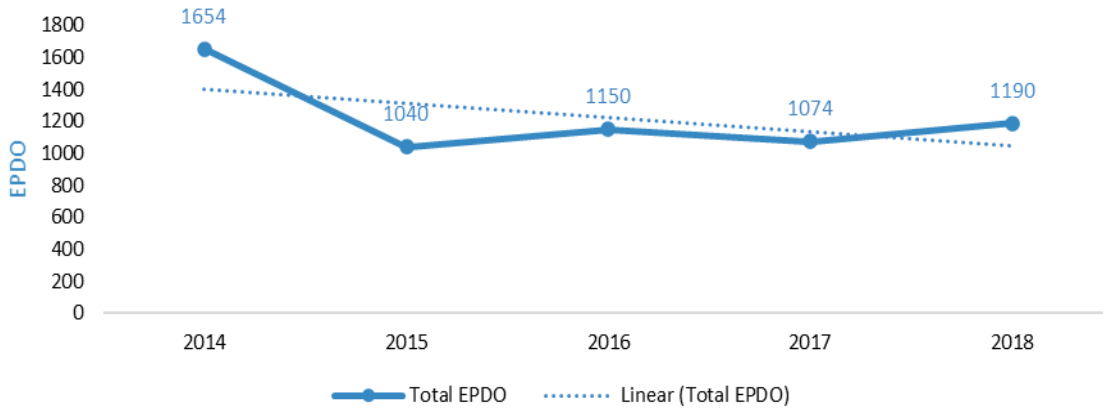


Figure 73. EPDO: NJ 82 - Milepost 0.00 - 4.92

On NJ Route 82 from Milepost 0.00 to 4.92, in the municipalities of Springfield Township and Union Township, serious injury crashes are trending up, and fatal crashes are trending down since 2014. Total crashes increased only 2 percent, and fatal crashes decreased 100 percent from 2014 to 2018. Serious injury crashes increased 300 percent from 2014 to 2018 (from zero serious injury crashes in 2014 to 3 in 2018). EPDO along the corridor decreased by 28 percent as fatal crashes decreased (2014-2018).

NJ 35 - Milepost 50.63 - 58.07

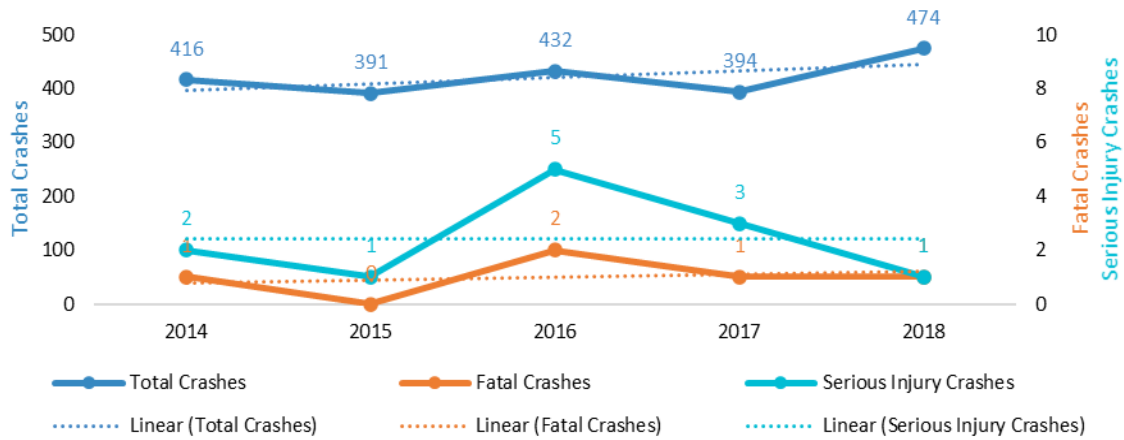


Figure 74. Crashes: NJ 35 - Milepost 50.63 - 58.07

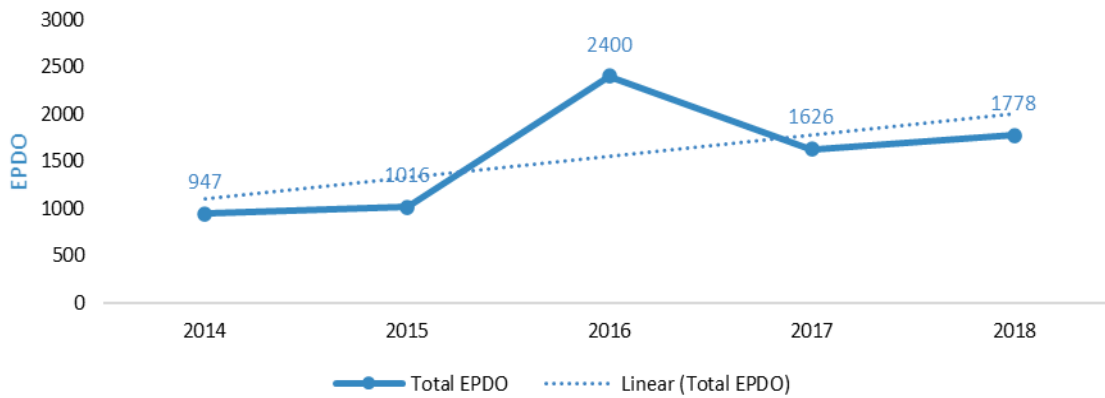


Figure 75. EPDO: NJ 35 - Milepost 50.63 - 58.07

On NJ Route 35 from Milepost 50.63 to 58.07, in the municipalities of Sayreville Borough, Perth Amboy City, Rahway City, and Woodbridge Township, total crashes are trending up since 2014, serious injury crashes and fatal crashes had no major change in trends. Total crashes increased 14 percent, while serious injury crashes decreased 50 percent from 2014 to 2018. EPDO increased 88 percent as the number of crashes increased (2014-2018).

NJ 47 - Milepost 39.50 - 50.24

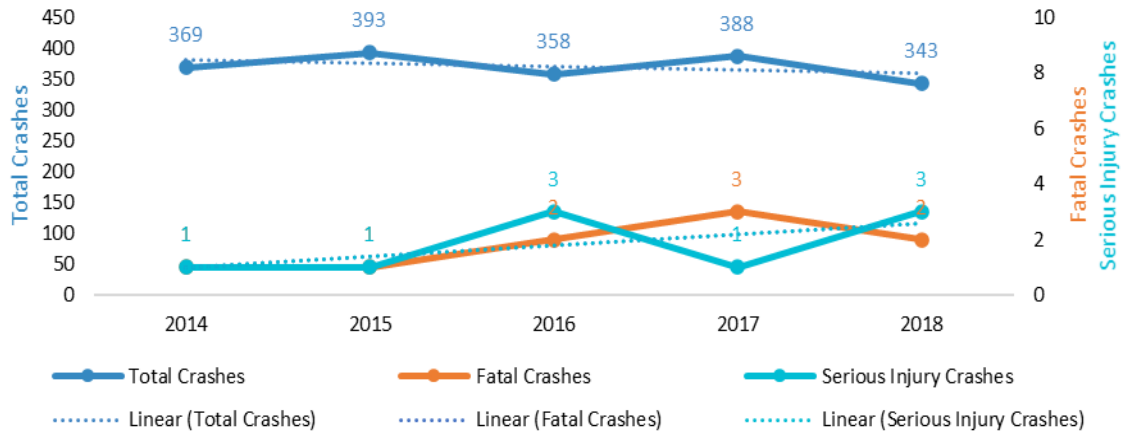


Figure 76. Crashes: NJ 47 - Milepost 39.50 - 50.24

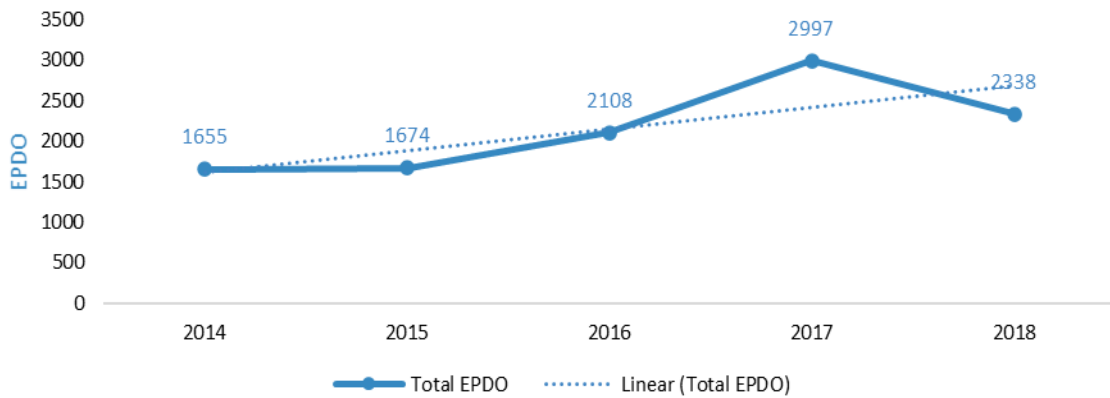


Figure 77. EPDO: NJ 47 - Milepost 39.50 - 50.24

On NJ Route 47 from Milepost 39.5 to 50.24, in the municipalities of Vineland City and Millville City, total crashes are trending down since 2014. However, fatal crashes and serious injury crashes are trending up. Total crashes decreased 7 percent, fatal crashes increased 100 percent, and serious injury crashes increased 200 percent from 2014 to 2018. EPDO increased 41 percent as the number of fatal and serious injury crashes increased (2014-2018).

NJ 93 - Milepost 0.00 - 3.50

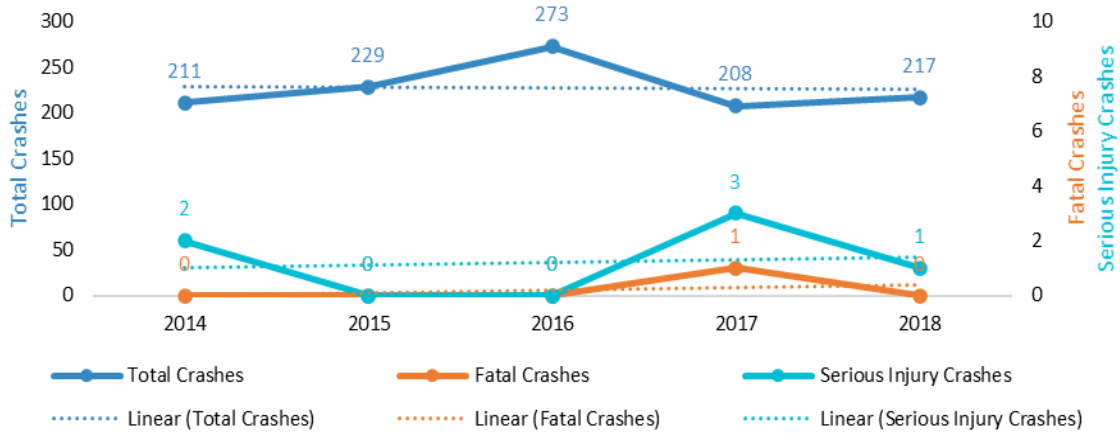


Figure 78. Crashes: NJ 93 - Milepost 0.00 - 3.50

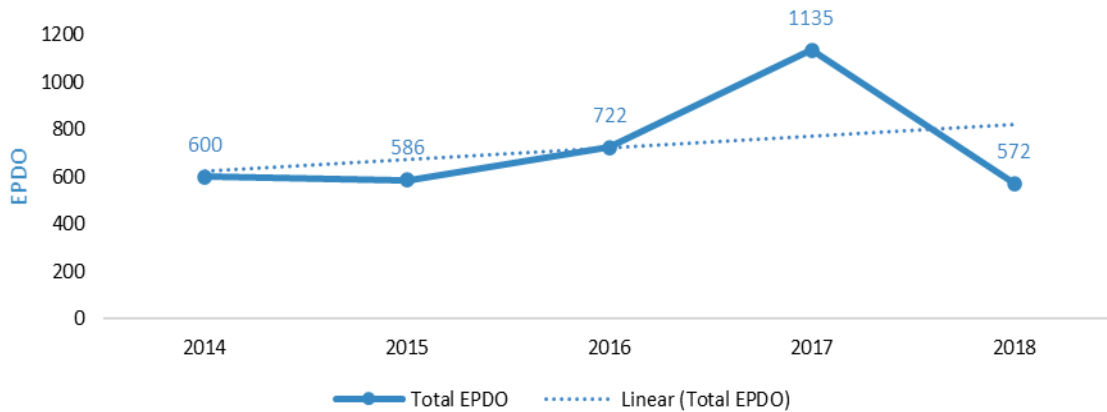


Figure 79. EPDO: NJ 93 - Milepost 0.00 - 3.50

On NJ Route 93 from Milepost 0.00 to 3.5, in the municipalities of Leonia Borough, Leonia Borough, Englewood City, Leonia Borough, Palisades Park Borough, Englewood City, Ridgefield Borough, and Palisades Park Borough, total crashes, serious injury crashes, and fatal crashes had no major change in trends since 2014. Total crashes increased 3 percent, but serious injury crashes decreased 50 percent from 2014 to 2018. EPDO decreased 5 percent as the number of serious injury crashes decreased (2014-2018).

NJ 33 - Milepost 32.17 - 42.12

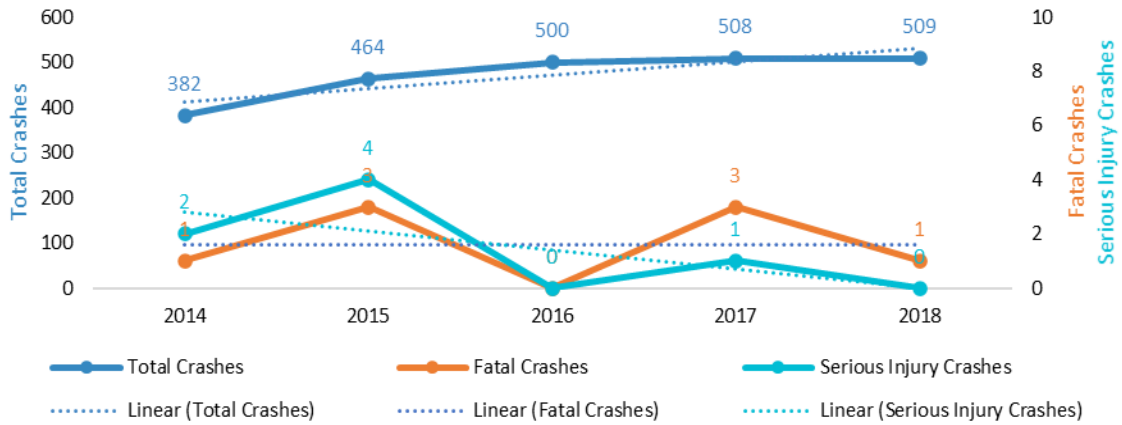


Figure 80. Crashes: NJ 33 - Milepost 32.17 - 42.12

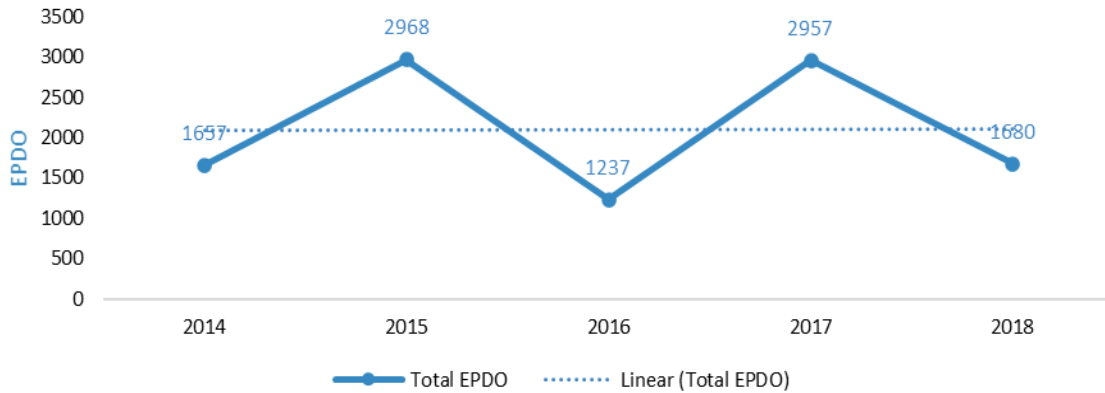


Figure 81. EPDO: NJ 33 - Milepost 32.17 - 42.12

On NJ Route 33 from Milepost 32.17 to 42.12, in the municipalities of Neptune City Borough, Howell Township, Tinton Falls Borough, Wall Township, and Neptune Township, total crashes are trending up since 2014. Serious injury crashes and fatal crashes fluctuated with no major change in the overall trend. Total crashes increased 33 percent. EPDO increased just over 1 percent as the number of crashes increased (2014-2018).

US 130 - Milepost 23.61 - 29.48

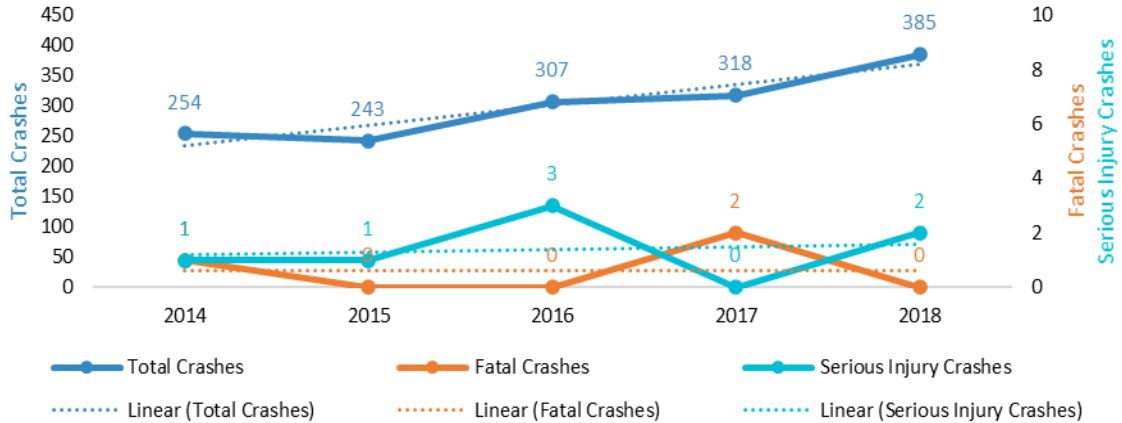


Figure 82. Crashes: US 130 - Milepost 23.61 - 29.48

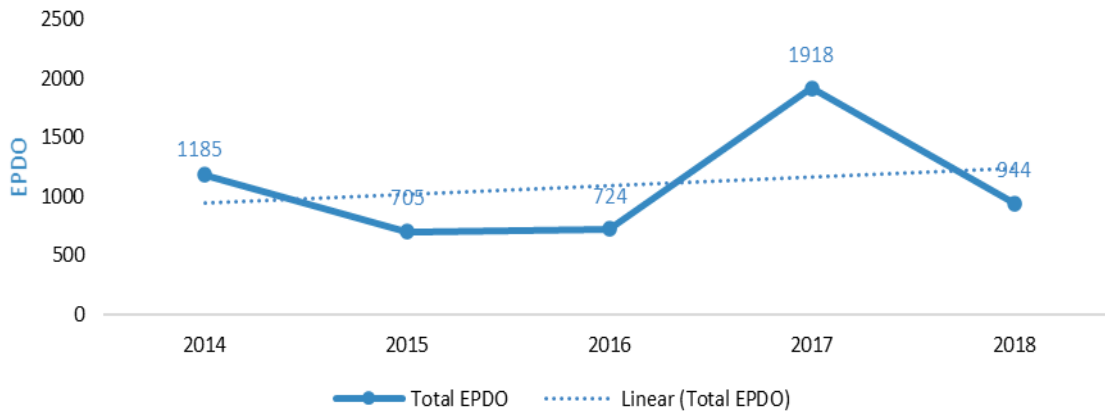


Figure 83. EPDO: US 130 - Milepost 23.61 - 29.48

On NJ Route 130 from Milepost 23.61 to 29.48, in the municipalities of Bellmawr Borough, West Deptford Township, Westville Borough, Brooklawn Borough, Camden City, Gloucester City, Woodlynne Borough, Collingswood Borough, and Haddon Township, total crashes are trending up since 2014, while fatal crashes and serious injury crashes show no major change in overall trend. Total crashes increased 52 percent, serious injury crashes increased 100 percent, and fatal crashes decreased 100 percent from 2014 to 2018. EPDO decreased 20 percent as fatal crashes decreased (2014-2018).

NJ 168 - Milepost 0.00 - 10.74

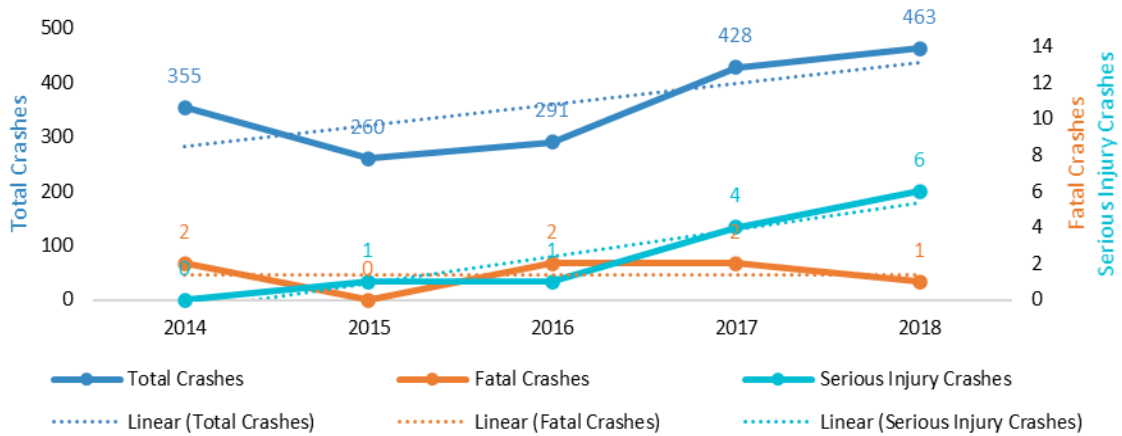


Figure 84. Crashes: NJ 168 - Milepost 0.00 - 10.74

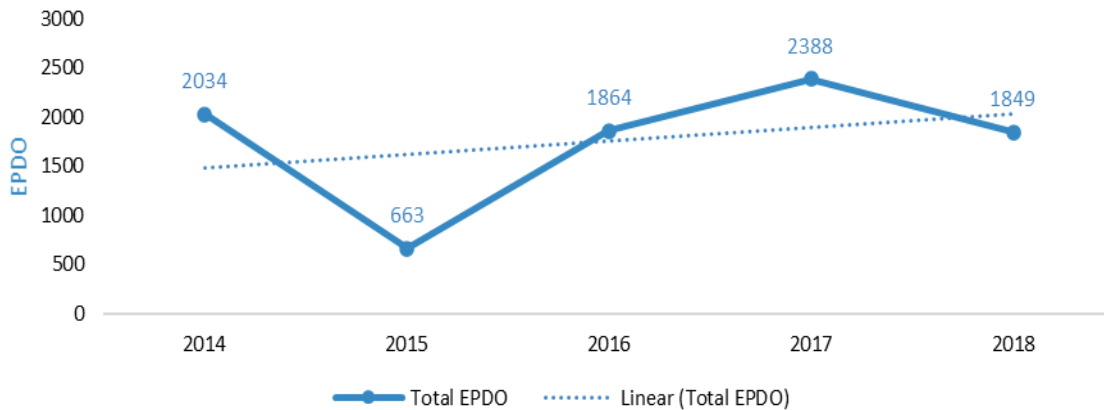


Figure 85. EPDO: NJ 168 - Milepost 0.00 - 10.74

On NJ Route 168 from Milepost 0.00 to 10.74, in the municipalities of Washington Township, Gloucester Township, Runnemede Borough, Bellmawr Borough, Camden City, Haddon Heights Borough, Mount Ephraim Borough, Haddon Heights Borough, Mount Ephraim Borough, Audubon Park Borough, Audubon Borough, Oaklyn Borough, Woodlynne Borough, and Haddon Township, total crashes and serious injury crashes are trending up since 2014. Total crashes increased 30 percent, and serious injury crashes increased 600 percent from 2014 to 2018 (from zero serious injury crashes in 2014 to 6 in 2018). Fatal crashes decreased 50 percent. EPDO decreased 9 percent as fatal crashes decreased (2014-2018).

NJ 166 - Milepost 0.00 - 3.86

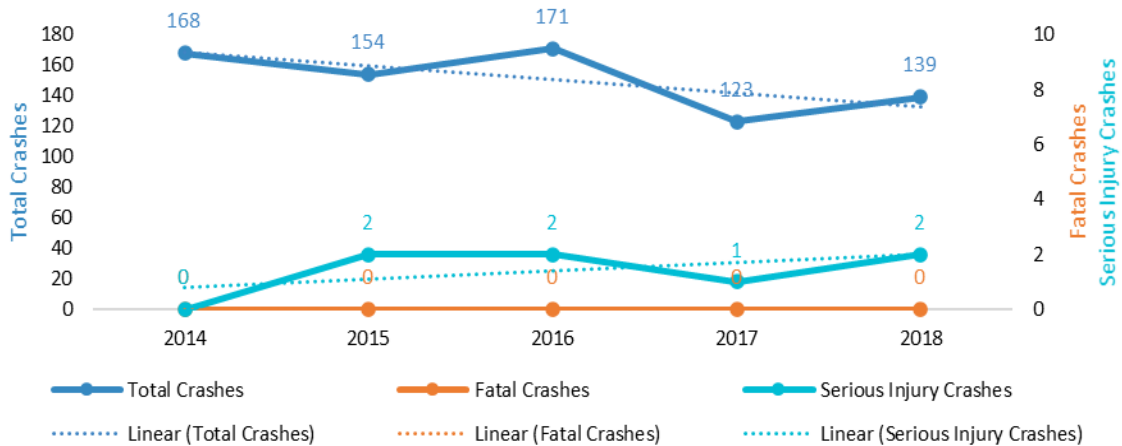


Figure 86. Crashes: NJ 166 - Milepost 0.00 - 3.86

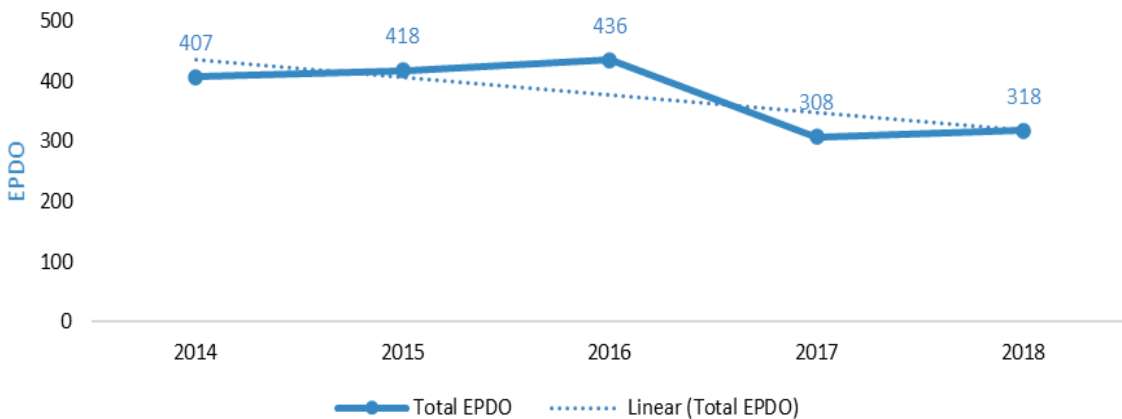


Figure 87. EPDO: NJ 166 - Milepost 0.00 - 3.86

On NJ Route 166 from Milepost 0.00 to 3.86, in the municipalities of Beachwood Borough, South Toms River Borough, and Toms River Township, total crashes are trending down since 2014, and serious injury crashes are trending up. Total crashes decreased 17 percent, and serious injury crashes increased 200 percent from 2014 to 2018 (from zero serious injury crashes in 2014 to 2 in 2018). EPDO decreased 22 percent as crashes decreased (2014-2018).

Summary

The need for updating safe corridor selection methodology was identified in 2020 Safe Corridor Program Assessment Report. This update of the corridor selection methodology is based on the Equivalent Property Damage Only (EPDO) value and crash thresholds. The selection process prioritized corridors with the highest crash costs, as well as crash thresholds consistent with various department priority lists and standards. The updated methodology is consistent with the grant program’s method for distributing funds to municipalities through which the corridors pass.

The proposed corridor analysis, by Total Crashes, Fatal Crashes, Serious Injury Crashes, and EPDO, provide a benchmark for annual evaluation and comparative analyses, leading to effective assessments of the improvements, enforcement activities, and the program as a whole. It is recommended that the corridor selection process be updated every five years to ensure the Safe Corridor Program is considering the most costly crash locations, as well as utilizing methodologies consistent with state priorities and national best practices.

APPENDIX

Appendix A - Legislative Action

P.L. 2003, CHAPTER 131

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AN ACT concerning highway safety, and amending and supplementing various parts of the statutory law.

BE IT ENACTED by the Senate and General Assembly of the State of New Jersey:

1. Section 1 of P.L.1993, c.332 (C.39:4-203.5) is amended to read as follows:

C.39:4-203.5 Offenses in area of highway construction, repair or designated safe corridor.

1. a. For the purposes of this act:

"Area of highway construction or repair" means that segment of any highway which is identified by properly posted traffic control devices or signs as undergoing construction, reconstruction, repair, or maintenance operation. An area of highway construction or repair shall consist of that area between the first traffic control device or sign informing motor vehicle operators of their approaching highway construction or repair and the last traffic control device or sign indicating all restrictions are removed and normal motor vehicle operations may resume.

"Highway" means any highway under the jurisdiction of the State Department of Transportation, a county, a municipality or a toll road authority.

"Safe corridor" or "safe corridor area" means a segment of highway under the jurisdiction of the Department of Transportation which, based upon accident rates, fatalities, traffic volume and other highway traffic safety criteria, is identified by the Commissioner of Transportation as a segment warranting designation as a "safe corridor."

"Toll road authority" means the New Jersey Turnpike Authority, the New Jersey Highway Authority, or the South Jersey Transportation Authority.

- b. The fine for a motor vehicle offense embodied in the following sections of statutory law, when committed in an area of highway construction or repair, or when committed in a designated safe corridor, shall be double the amount specified by law:

Subsection b. of R.S.39:3-20;

R.S.39:4-52;

R.S.39:4-57;

R.S.39:4-71;

R.S.39:4-80;

R.S.39:4-81;

R.S.39:4-82;

R.S.39:4-83;

R.S.39:4-84;

R.S.39:4-85;

R.S.39:4-86;

R.S.39:4-88;

R.S.39:4-89;

R.S.39:4-90;

R.S.39:4-96;

R.S.39:4-97;

R.S.39:4-98;

R.S.39:4-99;

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R.S.39:4-105;
R.S.39:4-115;
R.S.39:4-119;
R.S.39:4-122;
R.S.39:4-123;
R.S.39:4-124;
R.S.39:4-125;
R.S.39:4-127;
R.S.39:4-129;
R.S.39:4-144;
P.L.1955, c.217 (C.39:5C-1);
Section 48 of P.L.1951, c.23 (C.39:4-66.1);
Section 41 of P.L.1951, c.23 (C.39:4-82.1);
Section 51 of P.L.1951, c.23 (C.39:4-90.1);
Section 1 of P.L.2000, c.75 (C.39:4-97.2);
Section 6 of P.L.1997, c.415 (C.39:4-98.7);
Section 5 of P.L.1951, c.264 (C.27:23-29);
Section 18 of P.L.1952, c.16 (C.27:12B-18); and
Section 21 of P.L.1991, c.252 (C.27:25A-21).

When an area of highway construction or repair is within a safe corridor, the fine for a motor vehicle offense embodied in the preceding sections of statutory law shall be doubled only once. When a safe corridor is within an area of highway construction or repair, the fine for a motor vehicle offense embodied in the preceding sections of statutory law shall be doubled only once. Fines for violation of section 6 of P.L.1997, c.415 (C.39:4-98.7) in a safe corridor or an area of highway construction or repair shall be doubled only once. Notwithstanding any other provision of law, the increase from the doubled fines imposed and collected in designated safe corridor areas shall be forwarded by the person to whom they are paid to the State Treasurer, who shall annually deposit those moneys in the "Highway Safety Fund" established pursuant to section 5 of P.L.2003, c.131 (C.39:3-20.4).

c. (1) Signs designed in compliance with the specifications of the Department of Transportation or, if appropriate, the toll road authority having jurisdiction over the appropriate highway, shall be appropriately placed, by order of the Commissioner of Transportation, the appropriate local official, or the affected toll road authority, as the case may be, to notify drivers approaching areas of highway construction or repair, or designated safe corridor areas, that the fines are doubled for motor vehicle offenses in those areas.

(2) In addition, all traffic control signs and devices erected or displayed by the State Department of Transportation, a county, a municipality or a toll road authority within an area of highway construction or repair or safe corridor area shall conform to the uniform system specified in the most current "Manual on Uniform Traffic Control Devices for Streets and Highways," prepared by the Federal Highway Administration in the United States Department of Transportation.

d. It shall not be a defense to the imposition of the fines authorized under the provisions of this act that a sign notifying drivers who are approaching highway construction or repair areas, or designated safe corridor areas, that fines are doubled for motor vehicle offenses in those areas was not posted, improperly posted, wrongfully removed or stolen, or that signs or devices were not placed in compliance with the most current "Manual on Uniform Traffic Control Devices for Streets and Highways" as required pursuant to paragraph (2) of subsection c. of this section.

e. The director shall include information concerning the penalties imposed pursuant to this act in any subsequent revision of the New Jersey Driver Manual and the New Jersey Motorist Guide.

f. Safe corridor areas shall be designated by traffic order issued pursuant to P.L.1998, c.28 (C.39:4-8.2 et seq.).

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2. Section 5 of P.L.1983, c.401 (C.39:5B-29) is amended to read as follows:

C.39:5B-29 Violations, penalties.

5. a. Any person who violates the provisions of this act or any rule or regulation adopted pursuant thereto shall be subject to a penalty of not less than \$100 nor more than \$5,000.00 for the first offense, nor less than \$200 nor more than \$10,000.00 for the second offense, nor less than \$500 nor more than 25,000.00 for the third or any subsequent offense. Notwithstanding any other provision of law, 50 percent of the penalty moneys collected pursuant to this paragraph shall be deposited into the "Highway Safety Fund" created pursuant to section 5 of P.L.2003, c.131 (C.39:3-20.4).

The complaint and summons shall state whether the charges pertain to a first offense, or to a second or subsequent offense, but if the complaint or summons fails to allege a second or subsequent offense, the penalty imposed shall be for a first offense. The penalty may be reduced to \$25 for a first offense, \$50 for a second offense, and \$125 for a third and subsequent offense for a non-out-of-service equipment violation if the defendant provides proof of repair to the vehicle that is satisfactory to the court. Proof that the violation has been corrected shall be by a document certifying that the non-out-of-service equipment violation has been corrected. The Division of State Police, a diesel emissions inspection center licensed by the New Jersey Motor Vehicle Commission, a certified fleet mechanic approved by the New Jersey Motor Vehicle Commission, or any other entity approved by the New Jersey Motor Vehicle Commission shall be authorized to issue the requisite certifying documentation. The Division of State Police may, in its discretion, designate times and locations where a defendant may bring a vehicle for an inspection pursuant to which a requisite certifying document may be issued. Nothing in this act shall be construed as requiring the Division of State Police to conduct a vehicle inspection pursuant to which a requisite certifying document may be issued other than at the time and locations as the Division of State Police may provide.

Repairs to effect a reduction of penalty under the provisions of this section shall be made before the hearing date. A defendant may be permitted to submit the certification of repairs by mail; provided that if the court deems the certification to be inadequate, it shall afford the defendant the option to withdraw the defendant's guilty plea.

The Department of Transportation is authorized to adopt a schedule of penalties for any specific violation of P.L.1983, c.401 (C.39:5B-25 et seq.) or any rule or regulation adopted pursuant thereto. A penalty imposed pursuant to this act may be collected in a civil action by a summary proceeding under the "Penalty Enforcement Law of 1999," P.L.1999, c.274 (C.2A:58-10 et seq.), or in a summary proceeding before a court of competent jurisdiction wherein injunctive relief has been sought. The State Police and police officers of the Port Authority of New York and New Jersey may issue a summons and complaint returnable in a municipal court or other court of competent jurisdiction for violations of P.L.1983, c.401

(C.39:5B-25 et seq.) and this amendatory and supplementary act or any rule or regulation adopted pursuant thereto. In addition to the jurisdiction conferred by the "Penalty Enforcement Law of 1999," the Law and Chancery Divisions of the Superior Court shall have jurisdiction of proceedings for the enforcement of the penalties provided in this act. The various municipal courts shall have jurisdiction of proceedings for the enforcement of penalties under \$5,000.00 provided in P.L.1983, c.401 (C.39:5B-25 et seq.).

b. Penalties imposed pursuant to this act shall in no way reduce or otherwise limit the liability of any person, pursuant to the laws of this State, for cleanup costs or other damages arising from a discharge of hazardous materials.

c. The Superintendent of the State Police, police officers of the Port Authority of New York and New Jersey and personnel of the Department of Transportation and of the Department of Environmental Protection duly authorized by the superintendent may, in addition to seeking a civil penalty, seek injunctive relief in the Chancery Division, General Equity Part of the Superior Court as to any person found to have

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violated any provision of P.L.1983, c. 401 (C. 39:5B-25 et seq.) or this amendatory and supplementary act or any rule or regulation adopted pursuant to either.

d. (Deleted by amendment, P.L.2003, c.131).

3. R.S.39:5-30 is amended to read as follows:

Suspension, revocation of registration, license certificates.

39:5-30. a. Every registration certificate, every license certificate, every privilege to drive motor vehicles, including commercial motor vehicles as defined in P.L.1990, c.103 (C.39:3-10.9 et al.), every endorsement, class of license, and commercial driver 's license, may be suspended or revoked, and any person may be prohibited from obtaining a driver's license or a registration certificate, or disqualified from obtaining any class of or endorsement on a commercial driver's license, and the reciprocity privilege of any nonresident may be suspended or revoked by the director for a violation of any of the provisions of this Title or on any other reasonable grounds, after due notice in writing of such proposed suspension, revocation, disqualification or prohibition and the ground thereof.

He may also summon witnesses to appear before him at his office or at any other place he designates, to give testimony in a hearing which he holds looking toward a revocation of a license or registration certificate issued by or under his authority. The summons shall be served at least five days before the return date, either by registered mail or personal service. A person who fails to obey the summons shall be subject to a penalty not exceeding \$100.00, to be recovered with costs in an action at law, prosecuted by the Attorney General, and in addition the vehicle registration or driver's license, or both, as the case may be, shall forthwith be revoked. The fee for witnesses required to attend before the director shall be \$1.00 for each day's attendance and \$0.03 for every mile of travel by the nearest generally traveled route in going to and from the place where the attendance of the witness is required. These fees shall be paid when the witness is excused from further attendance, and the disbursements made from payment of the fees shall be audited and paid in the manner provided for expenses of the department. The actual conduct of said hearing may be delegated by the director to such departmental employees as he may designate, in which case the said employees shall recommend to the director in writing whether the said licenses or certificates shall or shall not be suspended or revoked.

b. Whenever a matter is presented to the director involving an alleged violation of

(1) R.S.39:4-98, where an excess of 20 miles per hour over the authorized speed limit is alleged, and which has resulted in the death of another;

(2) R.S.39:4-50, and which has resulted in the death of another;

(3) R.S.39:4-96, and which has resulted in the death of another; or

(4) R.S.39:4-129, wherein the death of another has occurred, and the director has not determined to immediately issue a preliminary suspension pursuant to subsection e. of this section, the director shall issue a notice of proposed final suspension or revocation of any license certificate or any nonresident reciprocity privilege to operate any motor vehicle or motorized bicycle held by the individual charged or temporary order prohibiting the individual from obtaining any license to operate any motor vehicle or motorized bicycle in this State.

In the notice, the director shall provide the individual charged with an opportunity for a plenary hearing to contest the proposed final suspension, revocation or other final agency action. Unless the division receives, no later than the 10th day from the date the notice was mailed, a written request for hearing, the proposed final agency action shall take effect on the date specified in the notice.

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Upon receipt of a timely request for a plenary hearing, a preliminary hearing shall be held by an administrative law judge within 15 days of the receipt of the request. The preliminary hearing shall be for the purpose of determining whether, pending a plenary hearing on the proposed final agency action, a preliminary suspension shall be immediately issued by the judge. Adjournment of such hearing upon motion by the individual charged shall be given only for good cause shown.

At the preliminary hearing, the parties shall proceed on the papers submitted to the judge, including the summons, the police reports and the charged individual's prior driving record submitted by the division, and any brief affidavits permitted by the judge from persons who shall be witnesses at the plenary hearing, and the parties may present oral argument. Based on the papers, on any oral argument, on the individual's prior driving record, and on the circumstances of the alleged violation presented in the papers, the judge shall determine whether the individual was properly charged with a violation of the law and a death occurred; and, if so, whether in the interest of public safety, a preliminary suspension shall be immediately ordered pending the plenary hearing on the proposed suspension or revocation. The administrative law judge shall transmit his findings to the director.

A plenary hearing shall be held no later than the 45th day following the preliminary hearing. Adjournment of the hearing shall be given only for good cause shown. If the hearing is otherwise postponed or delayed solely at the instance of the individual charged, the administrative law judge shall immediately issue a preliminary suspension of any license certificate or any nonresident reciprocity privilege held by the individual charged, or if any such preliminary suspension or order is in effect, he shall continue such suspension or order. Such preliminary suspension or temporary order shall remain in effect pending a final agency decision on the matter. If the hearing is otherwise postponed or delayed at the instance of anyone other than the individual charged, the judge shall immediately issue an order restoring the individual's license certificate or any nonresident reciprocity privilege pending final agency decision in the matter. The period of any preliminary suspension imposed under this section shall be deducted from any suspension imposed by the final agency decision in the matter.

c. Whenever any other matter is presented to the director involving an alleged violation of this title, wherein the death of another occurred and for which he determines immediate action is warranted, he may proceed in the manner prescribed in subsection b. above.

d. Whenever a fatal accident occurs in this State, an investigation of the incident, whether performed by the State Police or by local police, shall be completed and forwarded to the director within 72 hours of the time of the accident.

e. Whenever a matter is presented to the director involving an alleged violation of

- (1) R.S.39:4-98, where an excess of 20 miles per hour over the authorized speed limit is alleged, and which has resulted in the death or serious bodily injury of another;
- (2) R.S.39:4-50, which has resulted in the death or serious bodily injury of another;
- (3) R.S.39:4-96 or R.S.39:4-97, which has resulted in the death or serious bodily injury of another; or
- (4) R.S.39:4-129, wherein the death or serious bodily injury of another has occurred, the director for good cause may, without hearing, immediately issue a preliminary suspension of any license certificate or any nonresident reciprocity privilege to operate any motor vehicle or motorized bicycle held by an individual charged or temporary order prohibiting the individual from obtaining any license to operate any motor vehicle or motorized bicycle in this State. For purposes of this subsection, "serious bodily injury" means bodily injury which creates a substantial risk of death or which causes serious, permanent disfigurement, or protracted loss or impairment of the function of any bodily member or organ. Along with the notice of preliminary suspension, the director shall issue a notice of proposed final suspension, revocation or other final agency action, and shall afford the individual the right to a preliminary hearing to contest the preliminary suspension and a plenary hearing to contest the proposed final agency action.

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The preliminary suspension shall remain in effect pending a final agency decision on the proposed final agency action, unless a request for a preliminary hearing is received by the division no later than the 10th day from the date on which the notice was mailed. The proposed final agency action shall take effect on the date specified in the notice unless a request for a plenary hearing is received by the division no later than the 10th day from the date on which the notice was mailed.

Upon timely request by the individual, a preliminary hearing shall be held by an administrative law judge, no later than the 15th day from the date on which the division receives the request.

The preliminary hearing shall be for the purpose of determining whether, pending a final agency decision on the matter, the preliminary suspension issued by the director shall remain in effect. Adjournment of the hearing shall be given only for good cause shown. If the preliminary hearing is otherwise postponed or delayed solely at the instance of someone other than the individual charged, the judge shall immediately order that the individual's license certificate or any nonresident reciprocity privilege be restored pending the rescheduled preliminary hearing.

At the preliminary hearing, the parties shall proceed on the papers submitted to the judge, including the summons, the police reports and the charged individual's prior driving record submitted by the division, and any brief affidavits permitted by the judge from persons who shall be witnesses at the final hearing, and the parties may present oral arguments. Based on the papers, on any oral argument, on the individual's prior driving record, and on the circumstances of the alleged violation presented in the papers, the judge shall immediately determine whether the individual was properly charged with a violation of the law and a death occurred; and, if so, whether in the interest of public safety, the preliminary suspension shall be continued pending the final agency decision on the matter. The administrative law judge shall transmit his findings to the director.

Any plenary hearing to contest the proposed final agency action shall conform to the requirements for a plenary hearing contained in subsection b. of this section.

f. In addition to any other final agency action, the director shall require any person whose privileges to operate a motor vehicle or motorized bicycle are suspended or who has been prohibited from obtaining a license, pursuant to this section, to be reexamined to determine the person's ability to operate a motor vehicle or motorized bicycle, prior to regaining or obtaining any driving privileges in this State.

Any determination resulting from any preliminary or plenary hearing held pursuant to subsection b., c., or e. of this section shall not be admissible at any criminal or quasi-criminal proceedings on the alleged violation or violations.

g. In addition to any other requirements imposed by statute or regulation, as a condition for the restoration of a revoked or suspended license issued under the provisions of the "New Jersey Commercial Driver License Act," P.L.1990, c.103 (C.39:3-10.9 et seq.), the person whose commercial driving privileges are revoked or suspended shall successfully complete a commercial driver improvement program. The director, in accordance with the provisions of the "Administrative Procedure Act," P.L.1968, c.410 (C.52:14B-1 et seq.), shall promulgate rules and regulations prescribing the scope and content of the program, the qualifications of third parties that may offer a commercial driver improvement program, a fee schedule for persons attending a commercial driver improvement program and such other matters as the director may deem appropriate and necessary. The successful completion of a commercial driver improvement program pursuant to this subsection shall not entitle a person to any reduction in the points assessed and recorded under P.L.1982, c.43 (C.39:5-30.5 et seq.). In addition, the director may also require a person holding a commercial driver's license pursuant to P.L.1990, c.103 (C.39:3-10.9 et seq.) who receives 12 or more points during a 24-month period to complete a commercial driver improvement program successfully or face full suspension of the commercial driver's license driving privilege.

P.L. 2003, CHAPTER 131

7

C.39:3-20.3 Weight limit for vehicles registered out-of-State; violations, penalties, fines.

4. It shall be unlawful for any vehicle or combination of vehicles registered as a commercial motor vehicle by another state or jurisdiction to operate on the highways of this State if it has a gross weight, including load or contents, which is in excess of the gross weight limit permitted on the registration certificate issued for it by that other state or jurisdiction.

The owner, lessee or bailee of any vehicle or combination of vehicles that is found or operated on any public road, street or highway or on any public or quasi-public property in this State with a gross weight in excess of the weight limitation permitted by the certificate of registration issued for it by that other state or jurisdiction shall be assessed a penalty of \$500 plus an amount equal to \$100 for each 1,000 pounds or fractional portion of 1,000 pounds of weight in excess of the weight limitation permitted by that certificate of registration.

For the purposes of enforcement, a vehicle or combination of vehicles for which there is no valid certificate of registration shall be deemed to have been registered for zero pounds.

All fines, penalties and forfeitures imposed and collected in the enforcement of this section shall be forwarded by the person to whom they are paid to the State Treasurer, who shall annually deposit those moneys in the "Highway Safety Fund" established pursuant to section 5 of P.L.2003, c.131 (C.39:3-20.4).

C.39:3-20.4 "Highway Safety Fund."

5. There is established in the General Fund a separate, non-lapsing, dedicated account to be known as the "Highway Safety Fund." All fines, penalties and forfeitures imposed and collected as a result of the enforcement of section 4 of P.L.2003, c.131 (C.39:3-20.3) and 50 percent of all fines and penalties imposed and collected in enforcement of section 5 of P.L.1983, c.401 (C.39:5B-29), and the increase from the doubling of fines imposed and collected pursuant to section 1 of P.L.1993, c.332 (C.39:4-203.5) in designated safe corridor areas shall be forwarded to the State Treasurer for deposit into the Highway Safety Fund account. The fund shall be administered by the Department of Transportation which shall establish a grant program to fund local law enforcement agencies for special enforcement efforts associated with this act. The department shall annually, in conjunction with the Division of State Police, submit a report on the results of the safe corridor areas and a list of highway safety projects and programs paid for by the fund within the past year to the Senate Transportation Committee and the Assembly Transportation Committee, the President and minority leader of the Senate, and the Speaker and the minority leader of the General Assembly. The moneys in the account shall be used exclusively for highway safety projects and programs, including education, enforcement, capital improvements and such other related measures and undertakings as the Department of Transportation and the Division of State Police may deem appropriate to foster highway safety.

6. This act shall take effect on the 15th day of the seventh month following enactment, except that section 3 of this act shall take effect on the 15th day of the 10th month following enactment. The Department of Transportation, the New Jersey Motor Vehicle Commission, the Administrative Office of the Courts, the Department of Law and Public Safety and other relevant agencies may take such anticipatory administrative action in advance as shall be necessary for the implementation of this act.

Approved July 15, 2003.

Appendix B - Traffic Regulation: SCA-2003-01

FORMERLY FD-28 (2A)

002/007

APPROVED

NEW JERSEY DEPARTMENT OF TRANSPORTATION TRAFFIC REGULATION ORDER AUTHORIZED PURSUANT TO P.L.1998, CHAPTER 28

Traffic Regulation Filing Number: SCA - 2003 - 01

COMPLETE EACH OF THE SECTIONS BELOW:

THE PUBLIC HIGHWAY OR TRANSPORTATION SYSTEM WHERE THIS ORDER IS APPLICABLE.

Route US 1 in Trenton City, Lawrence Township, West Windsor Township, Mercer County;
Route US 1 in South Brunswick Township, North Brunswick Township, New Brunswick City,
Edison Township, Middlesex County;
Route US 9 in Lakewood Township, Ocean County;
Route US 9 in Howell Township, Freehold Township, Freehold Borough, Mansalapan Township,
Marlboro Township, Monmouth County;
Route US 9 in Old Bridge Township, Sayreville Borough, Middlesex
County;
Route US 22 in Branchburg Township, Bridgewater Township, Bound Brook Borough, Green Brook
Township, Somerset County;
Route US 22 in Mountainside Borough, Springfield Township, Union Township, Hillside Township,
Union County;
Route US 22 in Newark City, Essex County;
Route US 40 in Hamilton Township, Egg Harbor Township, Pleasantville City, Atlantic County;
Route US 46 in Netcong Borough, Roxbury Township, Mine Hill Township, Dover Town,
Rockaway Township, Rockaway Borough, Montville Township, Morris County;
Route US 46 in Fairfield Township, Essex County;
Route US 46 in Wayne Township, Totowa Borough, Little Falls Township, West Paterson Borough,
Passaic County;
Route NJ 47 in Millville City, Vineland City, Cumberland County;
Route NJ 73 in Voorhees Township, Camden County;
Route NJ 73 in Evesham Township, Mount Laurel Township, Maple Shade Township, Burlington
County;
Route US 206 in Montgomery Township, Hillsborough Township, Somerville Borough, Somerset
County.

PLAIN LANGUAGE DESCRIPTION OF WHAT THIS ORDER REQUIRES.

This Traffic Order will require the Department's Bureau of Traffic Engineering and Investigations to establish a "Safe Corridor Area" on Route US 1, Route US 9, Route US 22, Route US 40, Route US 46, Route NJ 47, Route NJ 73 and Route US 206 as follows:

- (a) Certain parts of Route US 1, Route US 9, Route US 22, Route US 40, Route US 46, Route NJ 47, Route NJ 73 and Route US 206 described herein below shall be and hereby are designated as a "Safe Corridor Area."

Route US 1

1. In Mercer County:

- i. Trenton City (approximate milepost 0.79 to 3.20)
- ii. Lawrence Township (approximate milepost 3.20 to 8.03)
- iii. West Windsor Township (approximate milepost 8.03 to 10.10)

2. In Middlesex County:

- i. South Brunswick Township (approximate milepost 19.97 to 20.52)
- ii. North Brunswick Township (approximate milepost 20.52 to 26.70)
- iii. New Brunswick City (approximate milepost 26.70 to 27.90)
- iv. Edison Township (approximate milepost 27.90 to 30.37)

Route US 9

3. In Ocean County:

- i. Lakewood Township (approximate milepost 100.96 to 103.13)

4. In Monmouth County:

- i. Howell Township (approximate milepost 103.13 to 110.90)
- ii. Freehold Township (approximate milepost 110.90 to 113.56)
- iii. Freehold Borough (approximate milepost 113.56 to 113.84)
- iv. Freehold Township (approximate milepost 113.84 to 116.31)
- v. Manalapan Township (approximate milepost 116.31 to 119.25)
- vi. Marlboro Township (approximate milepost 119.25 to 121.63)

5. In Middlesex County:

- i. Old Bridge Township (approximate milepost 121.63 to 128.07)
- ii. Sayreville Borough (approximate milepost 128.07 to 129.40)

Route US 22

6. In Somerset County:

- i. Branchburg Township (approximate milepost 30.00 to 30.83)
- ii. Bridgewater Township (approximate milepost 30.83 to 38.42)
- iii. Bound Brook Borough (approximate milepost 38.42 to 39.01)
- iv. Bridgewater Township (approximate milepost 39.01 to 39.70)
- v. Green Brook Township (approximate milepost 39.70 to 40.00)

7. In Union County:

- i. Mountainside Borough (approximate milepost 50.00 to 51.60)
- ii. Springfield Township (approximate milepost 51.60 to 52.94)
- iii. Union Township (approximate milepost 52.94 to 56.51)
- iv. Hillside Township (approximate milepost 56.51 to 58.40)

8. In Essex County:

- i. Newark City (approximate milepost 58.40 to 60.00)

Route US 40

9. In Atlantic County:

- i. Hamilton Township (approximate milepost 50.00 to 53.12)
- ii. Egg Harbor Township (approximate milepost 53.12 to 58.40)
- iii. Pleasantville City (approximate milepost 58.40 to 59.81)
- iv. Egg Harbor Township (approximate milepost 59.81 to 60.05)

Route US 46

10. In Morris County:

- i. Netcong Borough (approximate milepost 30.00 to 30.57)
- ii. Roxbury Township (approximate milepost 30.57 to 35.30)
- iii. Mine Hill Township (approximate milepost 35.30 to 37.28)
- iv. Dover Town (approximate milepost 37.28 to 39.42)
- v. Rockaway Township (approximate milepost 39.42 to 39.90)
- vi. Rockaway Borough (approximate milepost 39.90 to 40.00)
- vii. Montville Township (approximate milepost 50.50 to 52.12)

11. In Essex County:

- i. Fairfield Township (approximate milepost 52.12 to 55.45)

12. In Passaic County:

- i. Wayne Township (approximate milepost 55.45 to 56.82)

- ii. Totowa Borough (approximate milepost 56.82 to 57.94)
- iii. Little Falls Township (approximate milepost 57.94 to 59.11, approximate milepost 59.19 to 59.33 and eastbound approximate milepost 59.33 to 59.93)
- iv. West Paterson Borough (approximate milepost 59.11 to 59.19 and westbound approximate milepost 59.33 to 59.93)

Route NJ 47

13. In Cumberland County:

- i. Millville City (approximate milepost 40.00 to 42.36)
- ii. Vineland City (approximate milepost 42.36 to 50.00)

Route NJ 73

14. In Camden County:

- i. Voorhees Township (approximate milepost 19.38 to 21.43)

15. In Burlington County:

- i. Evesham Township (approximate milepost 21.43 to 25.78)
- ii. Mount Laurel Township (approximate milepost 25.78 to 27.88)
- iii. Maple Shade Township (approximate milepost 27.88 to 30.38)

Route US 206

16. In Somerset County:

- i. Montgomery Township (approximate milepost 60.60 to 63.06)
- ii. Hillsborough Township (approximate milepost 63.06 to 69.77)
- iii. Somerville Borough (approximate milepost 69.77 to 70.0)

PLAIN LANGUAGE DESCRIPTION OF AS TO WHY THIS ORDER IS NEEDED.

This Traffic Order establishes a "Safe Corridor Area" and will enhance safety along the following routes:

Route US 1 in Trenton City, Lawrence Township, and West Windsor Township, Mercer County; and South Brunswick Township, North Brunswick Township, New Brunswick City, and Edison Township, Middlesex County;

Route US 9 in Lakewood Township, Ocean County; Howell Township, Freehold Township, Freehold Borough, Manalapan Township, and Marlboro Township, Monmouth County; and Old Bridge Township, Sayreville Borough, Middlesex County;

Route US 22 in Branchburg Township, Bridgewater Township, Bound Brook Borough, and Green Brook Township, Somerset County; Mountainside Borough, Springfield Township, Union Township, Hillside Township, Union County; and Newark City, Essex County;

Route US 40 in Hamilton Township, Egg Harbor Township, and Pleasantville City, Atlantic County;

Route US 46 in Netcong Borough, Roxbury Township, Mine Hill Township, Dover Town, Rockaway Township, Rockaway Borough, and Montville Township, Morris County; Fairfield Borough, Essex County; and Wayne Township, Totowa Borough, Little Falls Township, West Paterson Borough, Passaic County;

Route NJ 47 in Millville City, and Vineland City, Cumberland County;

Route NJ 73 in Voorhees Township, Camden County, and Evesham Township, Mount Laurel Township, and Maple Shade Township, Burlington County;

Route US 206 in Montgomery Township, Hillsborough Township, and Somerville Borough, Somerset County.

P.L. 2003, Chapter 131 authorizes the Commissioner of Transportation to designate segments of highways where there have been high numbers of motor vehicle accidents and fatalities as "safe corridors." The fines for motor vehicle violations in these areas would be doubled, just as they are in construction zones. Traffic orders may be issued pursuant to P.L. 1998, Chapter 28. The increase in fines resulting from the doubling of fines for motor vehicle violations would be dedicated to the Highway Safety Fund established. NJDOT will install signs alerting motorists of these corridors and the doubled penalties.

THE INDIVIDUAL, PUBLIC BODY, OR ENTITY REQUESTING OR INITIATING THIS ORDER.

The highway safety initiative became law when signed by Governor McGreevey on July 15, 2003 as Public Law 2003, Chapter 131. The law authorizes the Commissioner of Transportation to designate certain segments of highways under the jurisdiction of the Department of Transportation (DOT) as "safe corridors." It is in the interest of the public health, safety and welfare to designate certain routes of the State highway system as "safe corridors." By way of this Traffic Order, the Department of Transportation is designating "Safe Corridors" on the State highway system by delineating the mileposts as listed above.

"Safe corridor" or "safe corridor area" means a segment of highway under the jurisdiction of the Department of Transportation which, based upon accident rates, fatalities, traffic volume and other highway traffic safety criteria, is identified by the Commissioner of Transportation as a segment warranting such a designation.

The designated speed limit will be in effect and enforceable as of February 15, 2004 with double penalties for speeding and aggressive driving offenses pursuant to N.J.S.A. 39:4-203.5. In addition, the fine for motor vehicle offenses embodied in P.L. 2003, Chapter 131, when committed in a designated safe corridor, shall be double the amount specified by law.

This Order has been initiated by the Commissioner of the Department of Transportation as required pursuant to the provisions of P.L. 1998, c.28 (C.39:4-8.2 et seq.).

DATE ON WHICH THIS ORDER BECOMES FINAL AND EFFECTIVE.

This Order shall be final and effective as of February 15, 2004 and upon placement of highway signs designating the Safe Corridor Areas.

OTHER INFORMATION THE COMMISSIONER DEEMS NECESSARY.

TAKE NOTICE that there is a 30-day public comment period regarding this Order. Persons interested in providing comments to the Department of Transportation regarding this Order may send their comments by mail or by fax before the close of business on January 19, 2004, to Miriam Crum, Administrative Practice Officer, New Jersey Department of Transportation, 1035 Parkway Avenue, P.O. Box 600, Trenton, New Jersey 08625-0600. The fax number is (609) 530-3841.

Any person who wishes to receive a copy of the complete text of the Order may call the Department at (609) 530-2038 and request that a copy be mailed or faxed to them.

An informational notice regarding this Order, which shall include a summary of the provisions of this Order, shall be published in a newspaper or newspapers having general circulation in the municipalities affected by this Order.

Violation of the provisions of this Order shall be enforced as a violation of N.J.S.A. 39:4-81, which requires motorists to obey all official traffic control devices. N.J.S.A. 39:4-81 may be enforced by both State Police and local police with probable cause.

[X] A copy of the final Order was mailed to the following municipal and/or county governing bodies and chief uniformed law enforcement officials on the following date:

Bound Brook Borough, Somerset County
 Branchburg Township, Somerset County
 Bridgewater Township, Somerset County
 Dover Town, Morris County
 Edison Township, Middlesex County
 Egg Harbor Township, Atlantic County

Evesham Township, Burlington County
 Fairfield Township, Essex County
 Freehold Borough, Monmouth County
 Freehold Township, Monmouth County
 Green Brook Township, Somerset County
 Hamilton Township, Atlantic County
 Hillsborough Township, Somerset County
 Hillside Township, Union County
 Howell Township, Monmouth County
 Lakewood Township, Ocean County
 Lawrence Township, Mercer County
 Little Falls Township, Passaic County
 Manalapan Township, Monmouth County
 Maple Shade Township, Burlington County
 Marlboro Township, Monmouth County
 Millville City, Cumberland County
 Mine Hill Township, Morris County
 Montgomery Township, Somerset County
 Montville Township, Morris County
 Mount Laurel Township, Burlington County
 Mountainside Borough, Union County
 Netcong Borough, Morris County
 New Brunswick City, Middlesex County
 Newark City, Essex County
 North Brunswick Township, Middlesex County
 Old Bridge Township, Middlesex County
 Pleasantville City, Atlantic County
 Rockaway Borough, Morris County
 Rockaway Township, Morris County
 Roxbury Township, Morris County
 Sayreville Borough, Middlesex County
 Somerville Borough, Somerset County
 South Brunswick Township, Middlesex County
 Springfield Township, Union County
 Totowa Borough, Passaic County
 Trenton City, Mercer County
 Union Township, Union County
 Vineland City, Cumberland County
 Voorhees Township, Camden County
 Wayne Township, Passaic County
 West Paterson Borough, Passaic County
 West Windsor Township, Mercer County

GENERAL PROVISIONS.

Any official traffic control device established pursuant to this Order shall conform to the "Manual on Uniform Traffic Control Devices."

Compliance with the notice and briefing provisions of R.S.39:4-198 is required for any Order to be binding and enforceable.

The provisions of this Order shall not apply to public highways or transportation systems under the jurisdiction of a county or municipality.

Nothing in this Order shall be construed to supersede, limit or alter the authority and powers of the Attorney General pursuant to P.L.1950, c.70 (C.39:4-213 et seq.) to control traffic during emergency conditions. The exercise of the Attorney General's authority and powers pursuant to P.L.1950, c.70 (C.39:4-213 et seq.) shall supersede this Order.

CERTIFICATION OF TRAFFIC REGULATION ORDER

SCA - 2003 - 01

Recommended by: Patricia A. Ott, Director
Division of Traffic Engineering and Safety

Signature: Patricia A. Ott

Date: 11/3/03

Recommended by: Chester Lyszczek
Assistant Commissioner, Operations

Signature: Chester Lyszczek

Date: 11/5/03

Approved by: Jack F. Lettiere
Commissioner of Transportation

Signature: Jack F. Lettiere

Date: 12/19/03

Witnessed by: Jacqueline Trausi
Department Secretary

Signature: Jacqueline Trausi

Date: December 19, 2003

Appendix C - Traffic Regulation: SCA-2007-01

**NEW JERSEY DEPARTMENT OF TRANSPORTATION
TRAFFIC REGULATION ORDER
AUTHORIZED PURSUANT TO P.L.1998, CHAPTER 28**

Traffic Regulation Filing Number: SC 2007 - 01

COMPLETE EACH OF THE SECTIONS BELOW:

THE PUBLIC HIGHWAY OR TRANSPORTATION SYSTEM WHERE THIS ORDER IS APPLICABLE

Route US 1 & 9 in Woodbridge Township, Middlesex County and in Rahway City, Linden City and Elizabeth City, Union County.

PLAIN LANGUAGE DESCRIPTION OF WHAT THIS ORDER REQUIRES.

This Traffic Regulation Order will require the Department's Bureau Traffic Engineering and Investigations to establish a Safe Corridor Zone along Route US 1 & 9 as follows:

(a) No change

A. Route US 1 & 9

1. In Middlesex County:

i. Woodbridge Township (approximate mileposts 35.10 to 38.34)

2. In Union County:

i. Rahway City (approximate mileposts 38.34 to 39.69)

ii. Linden City (approximate mileposts 39.69 to 42.92)

iii. Elizabeth City (approximate milepost 42.92 to 45.45)

[Route US 1]

B. Route US 1:

1. through 2. No Change

i. through iv. No Change

[Route US 9]

C. Route US 9:

1. through 3. No Change

i. through ii. No Change

[Route US 22]

D. Route US 22:

1. through 3. No Change
 - i. No Change

[Route US 40]

E. Route US 40:

1. No Change
 - i. through iv. No Change

[Route US 46]

F. Route US 46:

- Recodify 2., 3. and 4. as 1., 2. and 3.**
- i. through iv. No Change

[Route NJ 47]

G. Route NJ 47:

1. No Change
 - i. through ii. No Change

[Route NJ 73]

H. Route NJ 73:

1. through 2. No Change
 - i. through iii. No Change

[Route US 206]

I. Route US 206:

1. No Change
 - i. through iii. No Change

Addition: Bold & Underlined
Deletion [] Bracketed & Italicized

PLAIN LANGUAGE EXPLANATION AS TO WHY THIS ORDER IS NEEDED

This Traffic Regulation Order is needed to improve the flow of traffic and enhance safety along Route US 1 & 9 in Woodbridge Township, Middlesex County and in Rahway City, Linden City and Elizabeth City, Union County.

THE INDIVIDUAL, PUBLIC BODY, OR ENTITY REQUESTING OR INITIATING THIS ORDER

This Traffic Regulation Order was requested by John M. Mitch, Municipal Clerk of Woodbridge Township in Resolution No. 2 adopted by the Governing Body on September 19, 2006.

This Traffic Regulation Order was requested by Val D. Imbriaco, City Clerk of Linden City in a Resolution adopted by the Governing Body on September 20, 2006.

This Traffic Regulation Order was requested by Jean D. Kuc, City Clerk of Rahway City in Resolution No. AR-239-06 adopted by the Governing Body on October 10, 2006.

This Traffic Regulation Order was requested by Yolanda Roberts, City Clerk of Elizabeth City in a Resolution adopted by the Governing Body on October 11, 2006.

DATE ON WHICH THIS ORDER BECOMES FINAL AND EFFECTIVE

This Order shall be final and effective on the date of issuance pursuant to the provisions of Section 5 of P.L. 1998, Chapter 28 (C. 39:4-8.6). The date of issuance of this Order is:

September 18, 2007

OTHER INFORMATION THE COMMISSIONER DEEMS NECESSARY.

A copy of this Traffic Regulation Order may be obtained by contacting:

Douglas R. Bartlett, Manager
Traffic Engineering and Investigations
New Jersey Department of Transportation
P.O. Box 613
Trenton, New Jersey 08625-0613

COMPLETE THE APPLICABLE SECTION BELOW:

THIS ORDER WAS INITIATED AT THE REQUEST OF A MUNICIPALITY BY RESOLUTION TO THE DEPARTMENT.

This Order may be made final immediately, or at a later date if the Commissioner so specifies, providing that the provisions of the Order pertain exclusively to portions of a public highway or transportation system located within the boundaries of the municipality(s) requesting the order. A copy of the final Order shall be mailed to the governing body and the chief uniformed law enforcement official of each affected county and municipality.

A copy(s) of the Municipal Resolution(s) requesting this Order is attached.

A copy of the final Order was mailed to the following county and/or municipal Governing bodies and chief uniformed law enforcement officials on the following date:

John M. Mitch, Clerk
Woodbridge Township
1 Main Street
Woodbridge, New Jersey 07095

William Treney, Chief of Police
Woodbridge Township Police Department
1 Main Street
Woodbridge, New Jersey 07095

Val D. Imbriaco, Clerk
Linden City
301 N. Wood Avenue
Linden, New Jersey 07036

John E. Miliano, Chief of Police
Linden City Police Department
301 N. Wood Avenue
Linden, New Jersey 07036

Jean D. Kuc, Clerk
Rahway City
1 City Hall Plaza
Rahway, New Jersey 07065

John Rodger, Acting Chief of Police
Rahway City Police Department
1 City Hall Plaza, Rahway, New Jersey 07065

Yolanda M. Roberts, Clerk
Elizabeth City
City Hall
50 Winfield Scott Plaza
Elizabeth, New Jersey 07201

James Cosgrove, Director
Elizabeth City Police Department
City Hall
50 Winfield Scott Plaza
Elizabeth, New Jersey 07201

Margaret E. Pemberton, Clerk
Board of Chosen Freeholders
Middlesex County
P.O. Box 871
New Brunswick, NJ 08903-0871

Joseph C. Spicuzzo, Sheriff
Middlesex County Sheriff's Office
701 Livingston Avenue
New Brunswick, NJ 08903

M. Elizabeth Genievich, Clerk
Union County Board of Chosen Freeholders
Administration Building
Elizabethtown Plaza
Elizabeth, New Jersey 07963-0900

Ralph G. Froehlich, Sheriff
Union County Sheriff's Office
Court House, 5th Floor
2 Broad Street
Elizabeth, New Jersey 07207-6001

[] Other attachments, as may be applicable.

GENERAL PROVISIONS

Any official traffic control device established pursuant to this Order shall conform to the "Manual on Uniform Traffic Control Devices."

Compliance with the notice and briefing provisions of N.J.S.A. 39:4-198 is required for any Order to be binding and enforceable.

The provisions of this Order shall not apply to public highways or transportation systems under the jurisdiction of a county or municipality.

Nothing in this Order shall be construed to supersede, limit or alter the authority and powers of the Attorney General pursuant to P.L. 1950, c. 70 (C.39:4-213 et seq.) to control traffic during emergency conditions. The exercise of the Attorney General's authority and powers pursuant to P.L. 1950, c. 70 (C.39:4-213 et seq.) shall supersede this order.

NEW JERSEY DEPARTMENT OF TRANSPORTATION
CERTIFICATION TRAFFIC REGULATION ORDER

SC 2007-01

Recommended by: Douglas R. Bartlett, Manager
Traffic Engineering and Investigations

Signature: Douglas R. Bartlett

Date: 9/13/07

Recommended by: Patricia A. Ott, Director
Traffic Engineering & Safety

Signature: Patricia A. Ott

Date: 9/13/07

Approved: Kris Kolluri
Commissioner of Transportation

By: Jeffrey J. Callahan
Assistant Commissioner, Operations

Signature: J. Callahan

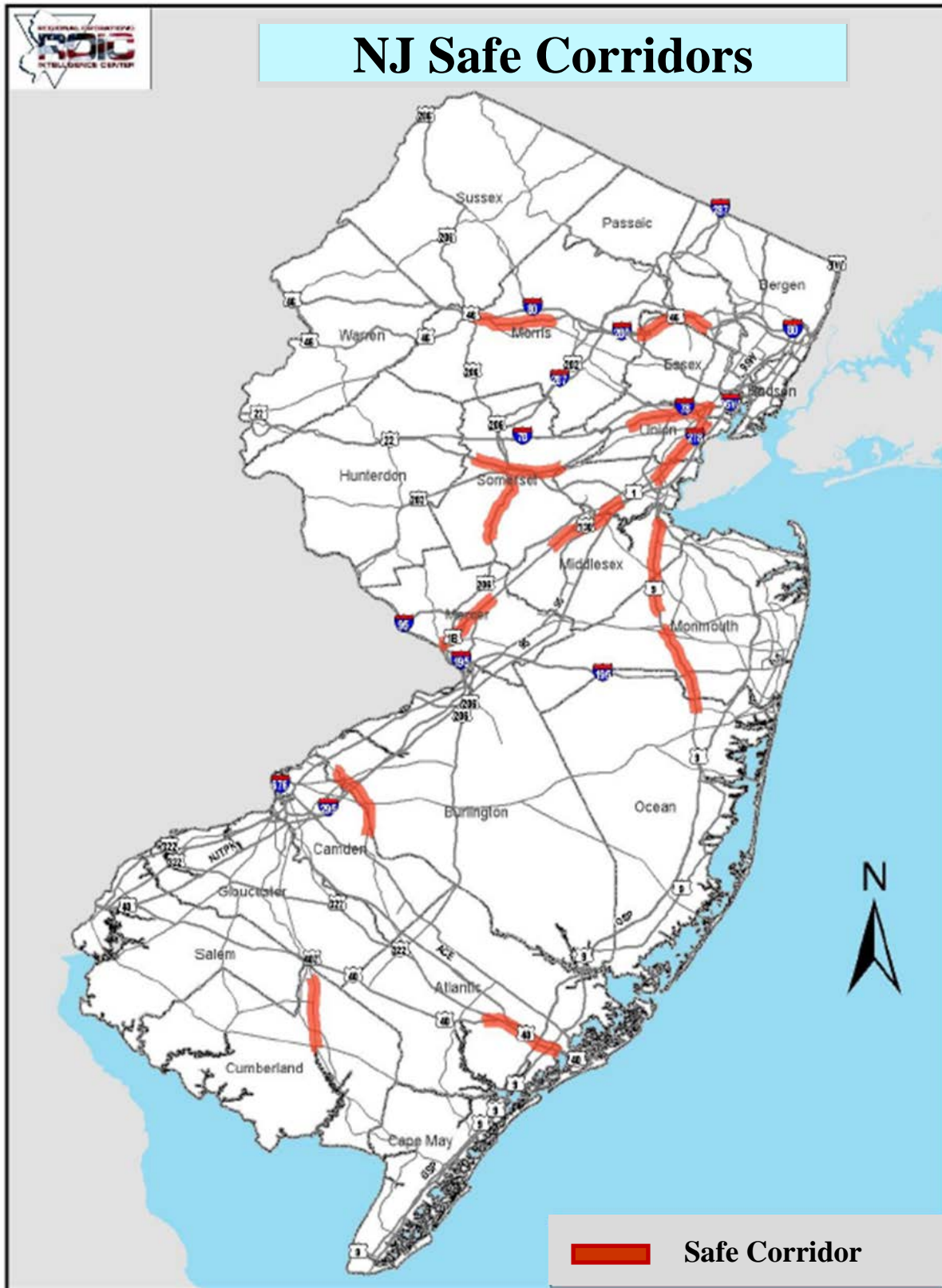
Date: 9-18-07

Witnessed by: Jacqueline Trausi
Department Secretary

Signature: Jacqueline Trausi

Date: September 18, 2007

Appendix D – NJ Map



Appendix E – Memorandum of Understanding

Agreement between the Department of Transportation and The Department Law and Public Safety For Transportation & the Safe Corridor Program

This Agreement is entered into between the New Jersey Department of Transportation (Hereinafter NJDOT) and the New Jersey Department of Law and Public Safety (hereinafter L&PS) for the funding of personnel from State Police to provide a full time focus on the issue of Transportation and the Safe Corridor Program (hereinafter TSCP) which will provide planning, control, coordination and technical support.

WHEREAS, the coordination of transportation and the safe corridor program activities is a paramount importance to the entire State of New Jersey and specifically to NJDOT and to L&PS; and

WHEREAS, the State of New Jersey has established a Safe Corridor Program; and

WHEREAS, both the NJDOT and L&PS agree that any effective transportation and safe corridor program requires a coordinated and statewide focus in the form of one coordinator (Hereinafter SCC): and

WHEREAS, the Division of State Police (NJSP), by virtue of its organization, expertise and mission is the appropriate organization to coordinate such activities; and

WHEREAS, the NJSP play an active role in the overall process of traffic enforcement and education. For these reasons the NJSP are a major stakeholder in the success of the statewide transportation and Safe Corridor Program, in the achievement of the goal of reducing crashes and saving lives; and

WHEREAS, the L&PS and the NJSP is unable to fund a full-time transportation and safe corridor coordination effort; and

WHEREAS, NJDOT, through funding from the Highway Safety Fund can provide for reimbursement for salaries and benefits for the assignment of one (1) enlisted member of the Division of State Police in the rank of Sergeant First Class for a period of three years from January 1, 2015 through December 31, 2017.

NOW THEREFORE, the NJDOT and L&PS agree as follows:

I. L&PS Responsibilities

- A. L&PS agrees to have the Superintendent of State Police designate one (1) qualified member as the Safe Corridor Coordinator in the rank of Sergeant First Class to perform the duties specified herein and to act as staff to the Safe Corridor Program.
- B. L & P S shall maintain records of all salary expenditures pursuant to this Agreement in a form acceptable to NJDOT. Further, that NJSP will maintain records from previous fiscal years, in a carry-forward manner, to track unexpended funds or funds dedicated to multi-year projects.
- C. L & PS shall be responsible for the salary and benefits of one (1) Safe Corridor Coordinator (SCC), as follows:

POSITION	SALARY	BENEFITS	TOTAL
Sergeant First Class, Year 1	124,072.57	43,783.00	167,855.57
Sergeant First Class, Year 2	124,072.57	43,783.00	167,855.57
Sergeant First Class, Year 3	124,072.57	43,783.00	167,855.57

D. The Safe Corridor Coordinator (SCC) shall perform the following:

1. Act as a liaison between the NJDOT, NJSP, and other law enforcement agencies statewide, regarding issues related to transportation and safe corridor coordination.
2. Represent the NJSP and the NJDOT at various law enforcement and traffic association meetings.
3. Assist the NJDOT with any highway safety research where law enforcement participation is necessary or beneficial.
4. Coordinate/facilitate law enforcement and traffic safety workshops.
5. Plan and implement specific law enforcement strategies to meet specific NJDOT safety program needs.
6. Coordinate with other law enforcement agencies when conducting multijurisdictional, high-visibility enforcement efforts for the NJDOT.
7. Serve as a public-relations contact when such enforcement efforts are conducted
8. Speak at roll calls and departmental meetings to provide law enforcement personnel with current information on traffic safety matter.
9. Communicate regularly with NJDOT, detailing the progress and efforts conducted on the behalf of the NJDOT.
10. Be available to answer any questions related to law enforcement for NJDOT staff or questions related to traffic safety for NJSP or other law enforcement personnel.
11. Act as a liaison between:
 - a. Municipal Courts
 - b. Local police departments
 - c. Local MPO's and other action planning committees
 - d. NJSP stations with designated "safe corridors"
 - e. NJDOT, FHWA, & DHTS with regards to "safe corridor" issues
12. Monitor accident data for designated "safe corridors" and identify relative success or failure of the program in these areas.
13. Identify any additional initiatives in the designated areas that would contribute to the success/failure of the program.
14. Identify and highlight steps taken by NJSP personnel that contribute to the success of the program.
15. Coordinate NJSP overtime programs to include designated "safe corridor" areas
16. Develop presentations to educate drivers about the existence of the "safe corridors" program and the location of the designated areas.

II. NJDOT Responsibilities:

- A. NJDOT agrees to reimburse L&PS for the actual cost of the NJSP transportation and safe corridor coordination efforts over a three-year period from January 1, 2015 through December 31, 2017 including base salary, maintenance and clothing allowances, and fringe benefits.

On a quarterly basis, L&PS shall provide to NJDOT a detailed statement of costs incurred to support an intra government payment voucher. NJSP labor distribution records in support of quarterly billings must be reconcilable to time reporting records.

- B. Reimbursement of costs under Section A shall be conditional upon receipt of proper documentation.

Total reimbursement under Section A	
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In the event that costs for either the statewide transportation or the SCC are forecast to exceed the amounts available, NJDOT agrees to use its best efforts to gain approval for such costs, provided however that L&PS shall not be obligated for services hereunder in excess of the amount actually approved.

III. Joint Responsibilities

- A. This term of this Agreement is for a period of three years from January 1, 2015 to December 31, 2017.
- B. L&PS and NJDOT shall maintain all books, documents, papers, accounting records, and other evidence of pertaining to costs incurred during the performance of work under this Agreement. These materials shall be kept available at their respective offices in a carry-forward manner, during the period of this agreement and for three (3) years from the date of final payment hereunder for inspection and/or audit by the State. When there is no longer any necessity, pursuant to State laws and/or regulations, to retain those records or document, L&PS may in its discretion destroy them.
- C. L&PS and NJDOT shall comply with all applicable State laws and regulations, including Single audit requirements.
- D. NJDOT shall be responsible for the actions of its employees.
- E. L&PS shall be responsible for the actions of the State Police.
- F. Nothing herein shall be construed to waive any defense or immunity available to either party under the New Jersey Tort Claims Act and/or the New Jersey Contractual Liability Act, N.J.S.A 59:13-1 et seq.
- G. All obligations of both parties to this Agreement are subject to appropriations and the availability of funds.
- H. Notice for all matters concerning the L&PS or the State Police shall be addressed to:

Traffic Officer
Traffic and Public Safety Office
New Jersey State Police Headquarters
P. O. Box 7068
West Trenton, New Jersey 08628

- J. Notice for all matters concerning NJDOT shall be addressed to:

Office of the Manager of Bureau of Transportation Data and Safety
New Jersey Department of Transportation
P.O. Box 600
Trenton, New Jersey 08625

- K. This Agreement may be modified at any time in writing by mutual agreement of parties.

IN WITNESS WHEREOF, both parties have caused this agreement to be signed as indicated.

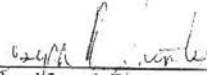
State of New Jersey - Department of Transportation



David Kuhn, Assistant Commissioner
CIPGA, NJDOT

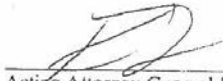
Date: 1-27-16

State of New Jersey - Department of Law and Public Safety



Colonel Joseph Fuentes, Superintendent
Division of State Police

Date: 05/14/16



Acting Attorney General John Hoffman or Designee,
Office of the New Jersey Attorney General

Date: 6/19/15

Appendix F – Corridor Improvements

Source: NJDOT Enterprise Data Warehouse

US 1: MP 0.79 – MP 10.10

- US 1 Resurfacing from CR 533 (Quakerbridge Road) to Ridge Road
Improvement Category: Roadway Improvements Project
Milepost 7.9 – 14.5
Construction Start Date: 10/31/2017
Construction End Date:
Construction Contract Amount: \$10,442,275.87

- US 1 Bridge Over US 1B Northbound
Improvement Category: Bridge Improvements Project
Milepost: 5.12 – 5.34
Construction Start Date: 04/12/2018
Construction End Date:
Construction Contract Amount: \$2,947,943.00

- US 1 Southbound from Nassau Park Boulevard to Quaker Bridge Overpass
Improvement Category: Congestion Relief Improvements Project
Milepost: 7.65 – 8.69
Construction Start Date: 04/19/2018
Construction End Date:
Construction Contract Amount: \$14,342,993.10

US 1: MP 19.97 – MP 30.37

- US 1 Various Locations from North of College Road to NJ 91 Connector
Improvement Category: Roadway Improvements Project
Milepost 14.4 – 22.9
Construction Start Date: 06/07/2012
Construction End Date: 09/11/2015
Construction Contract Amount: \$8,032,785.42

- US 1 and CR 529 (Plainfield Avenue) to CR 604 (Green Street)
Improvement Category: Congestion Relief Improvements Project
Milepost: 5.12 – 5.34
Construction Start Date: 03/08/2018
Construction End Date:
Construction Contract Amount: \$4,056,967.81

US 1: MP 35.10 – MP 45.45

- US 1 Resurfacing from CR 531 to Smith Street
Improvement Category: Roadway Improvements Project
Milepost 31.49 – 36.77
Construction Start Date: 08/01/2014
Construction End Date: 01/14/2016
Construction Contract Amount: \$3,560,704.22
- US 1, CR 529 (Plainfield Avenue) to CR 604 (Green Street)
Improvement Category: Congestion Relief Improvements Project
Milepost: 29.06 – 35.69
Construction Start Date: 03/08/2018
Construction End Date:
Construction Contract Amount: \$4,056,967.81

US 9: MP 100.96 – MP 110.90

- US 9 Various Locations from South of Alexander Avenue to South of NJ 79
Improvement Category: Roadway Improvements Project
Milepost 103.40 – 112.30
Construction Start Date: 02/02/2012
Construction End Date: 12/10/2018
Construction Contract Amount: \$5,727,355.58
- US 9 Resurfacing Kennedy Boulevard to Moroz Street
Improvement Category: Roadway Improvements Project
Milepost 102.90 – 106.05
Construction Start Date: 11/06/2014
Construction End Date: 03/16/2016
Construction Contract Amount: \$2,850,426.88
- US 9 Resurfacing from Georgia Tavern Road to Franklin Lane
Improvement Category: Roadway Improvements Project
Milepost: 107.02 – 115.37
Construction Start Date: 12/15/2015
Construction End Date: 12/06/2017
Construction Contract Amount: \$5,950,916.55

US 9: MP 110.90 – MP 119.25

- US 9 Various Locations from South of Alexander Avenue to South of NJ 79
Improvement Category: Roadway Improvements Project
Milepost 103.40 – 112.30
Construction Start Date: 02/02/2012
Construction End Date: 12/10/2018
Construction Contract Amount: \$5,727,355.8758
- US 9, Craig Road to East Freehold Road
Improvement Category: Congestion Relief Improvements Project
Milepost 115.37 – 116.75
Construction Start Date: 04/01/2014
Construction End Date: 08/07/2017
Construction Contract Amount: \$14,323,665.33
- US 9 Resurfacing from Georgia Tavern Road to Franklin Lane

Improvement Category: Roadway Improvements Project
Milepost: 107.02 – 115.37
Construction Start Date: 12/15/2015
Construction End Date: 12/06/2017
Construction Contract Amount: \$5,950,916.55

US 22: MP 30.00 – MP 40.00

- US 22 Eastbound Resurfacing, I-78 to NJ 28 (CR 614, Easton Turnpike)
Improvement Category: Roadway Improvements Project
Milepost 19.25 – 31.41
Construction Start Date: 09/20/2018
Construction End Date:
Construction Contract Amount: \$12,654,615.78
- US 22, Resurfacing, from Commons Way to I-287
Improvement Category: Roadway Improvements Project
Milepost: 34.3 – 36.87
Construction Start Date: 10/11/2018
Construction End Date:
Construction Contract Amount: \$9,917,409.46

US 22: MP 50.00 – MP 60.00

- US 22 Eastbound from Vauxhall Road to Highland Avenue
Improvement Category: Congestion Relief Improvements Project
Milepost 56.15 – 56.4
Construction Start Date: 04/07/2011
Construction End Date: 05/06/2013
Construction Contract Amount: \$578,729.79
- US 22 Westbound, Vicinity of Vauxhall Road
Improvement Category: Safety Improvements Project
Milepost: 56.00 – 56.43
Construction Start Date: 06/14/2019
Construction End Date:
Construction Contract Amount: \$2,164,825.75

US 40: MP 50.00 – MP 60.05

- US 40/322 Median Closures
Improvement Category: Safety Improvements Project
Milepost: 54.12 – 55.40
Construction Start Date: 10/24/2013
Construction End Date: 06/17/2015
Construction Contract Amount: \$1,658,742.16

US 46: MP 50.50 – MP 59.93

- US 46 / NJ 3 Contract # 059123010
Improvement Category: Congestion Relief Improvements Project
Milepost 59.20 – 60.60
Construction Start Date: 11/25/2015
Construction End Date:
Construction Contract Amount: \$58,813,969.06

- US 46 Passaic Avenue to Willowbrook Mall - Advertisement
Improvement Category: Congestion Relief Improvements Project
Milepost: 55.01 – 55.81
Construction Start Date: 12/13/2018
Construction End Date:
Construction Contract Amount: \$39,853,500.00

US 47: MP 40.00 – MP 50.00

- US 47 Resurfacing, CR 552 (W. Sherman Avenue) to NJ 56 (Landis Avenue)
Improvement Category: Roadway Improvements Project
Milepost 43.85 – 46.60
Construction Start Date: 03/07/2017
Construction End Date:
Construction Contract Amount: \$2,021,943.91

US 206: MP 60.60 – MP 70.00

- US 206 South of NJ Bridge Point Road to Doctors Way
Improvement Category: Roadway Improvements Project
Milepost 60.46 – 66.43
Construction Start Date: 07/19/2013
Construction End Date: 12/13/2014
Construction Contract Amount: \$5,001,287.16

- US 206 Bypass, Contract C
Improvement Category: Congestion Relief Improvements Project
Milepost 63.40 – 66.40
Construction Start Date: 08/26/2013
Construction End Date: 05/12/2016
Construction Contract Amount: \$5,537,409.27

- US 206 Crusers Brook Bridge
Improvement Category: Bridge Improvements Project
Milepost: 61.80 – 62.00
Construction Start Date: 06/08/2017
Construction End Date:
Construction Contract Amount: \$7,270,359.11

- US 206 Bypass, Contract B
Improvement Category: Congestion Relief Improvements Project
Milepost 63.40 – 66.40
Construction Start Date: 02/09/2018
Construction End Date:
Construction Contract Amount: \$37,601,912.12