



SJTPO
Cumberland County

BIKE PED

SAFETY ACTION PLAN



Action Plans and SS4A: Aligning Planning Efforts to Implementation

2023 APA-PA Annual Conference



South Jersey
Transportation
Planning Organization

October 16, 2023

Agenda

- Funding Considerations
- Cumberland County Bike-Ped Safety Action Plan (case study)
 - What was accomplished
 - How it complied with funding requirements
 - Concepts
 - Lessons Learned
- Q&A

Safety Funding

Safe Streets and Roads for All (SS4A)

- Competitive FHWA grants for safety improvements on public roads
- Available to governing bodies below the state government level (township, county, BID, MPO)
- \$5 billion made available in the Bipartisan Infrastructure Law (BIL) over 5 years
- \$1 billion of funding per year
 - 40% of awards must go toward planning activities each year
- 20% local match

Highway Safety Improvement (HSIP)

- Annual federal program distributed to state DOTs
- PennDOT receives ~\$126M annually and distributes about \$74M to its planning regions based on crash data
- Purpose is to reduce fatalities and serious injuries on state roads by...
- Implementing systemic safety countermeasures

Safe Streets & Roads for All (SS4A)

The **Safe Streets and Roads for All (SS4A)** program supports the **USDOT's National Roadway Safety Strategy**, which is centered around the **Safe System Approach**:

- Funds local initiatives to prevent fatalities and serious injury (FSI)
- Supports “Vision Zero” or “Toward Zero Deaths” initiatives



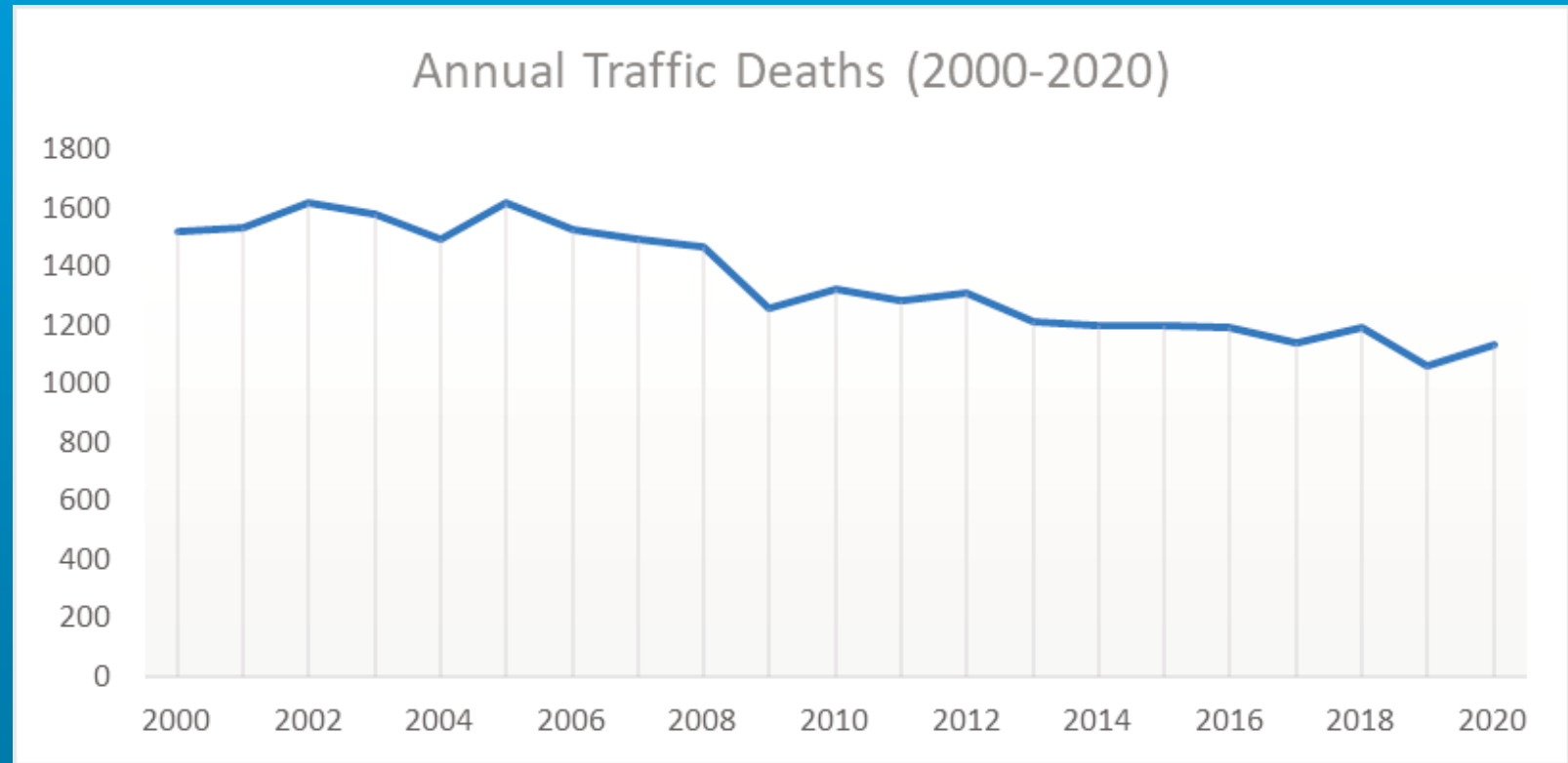
Vision Zero/Towards Zero Deaths

In Pennsylvania

- 1,129 fatalities (2020)
- 52% due to Lane Departure crashes
 - 77% involved hitting Fixed Objects

National trend

- 2021 was the highest number of fatalities since 2007
- Pedestrian deaths were highest in 40 years



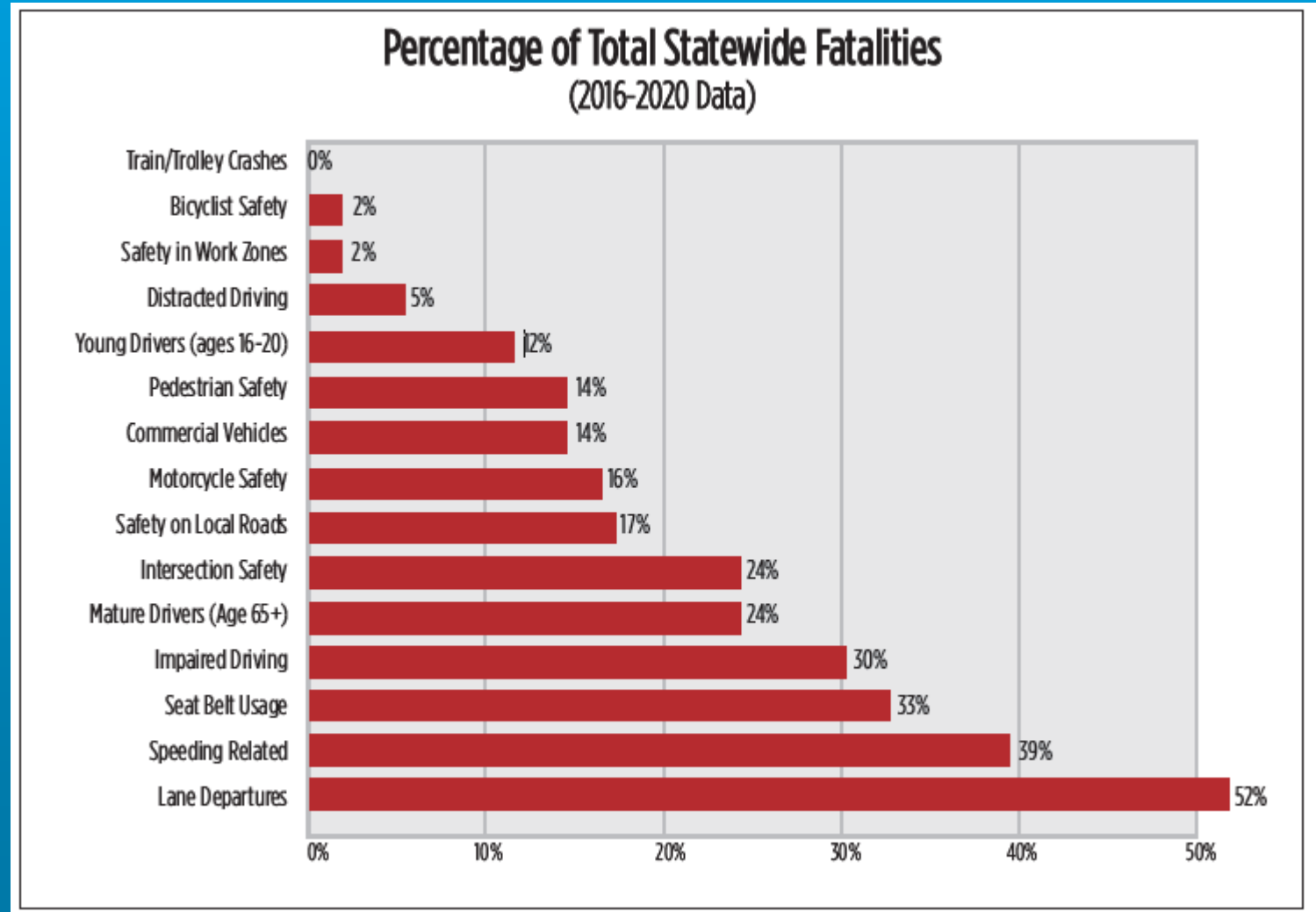
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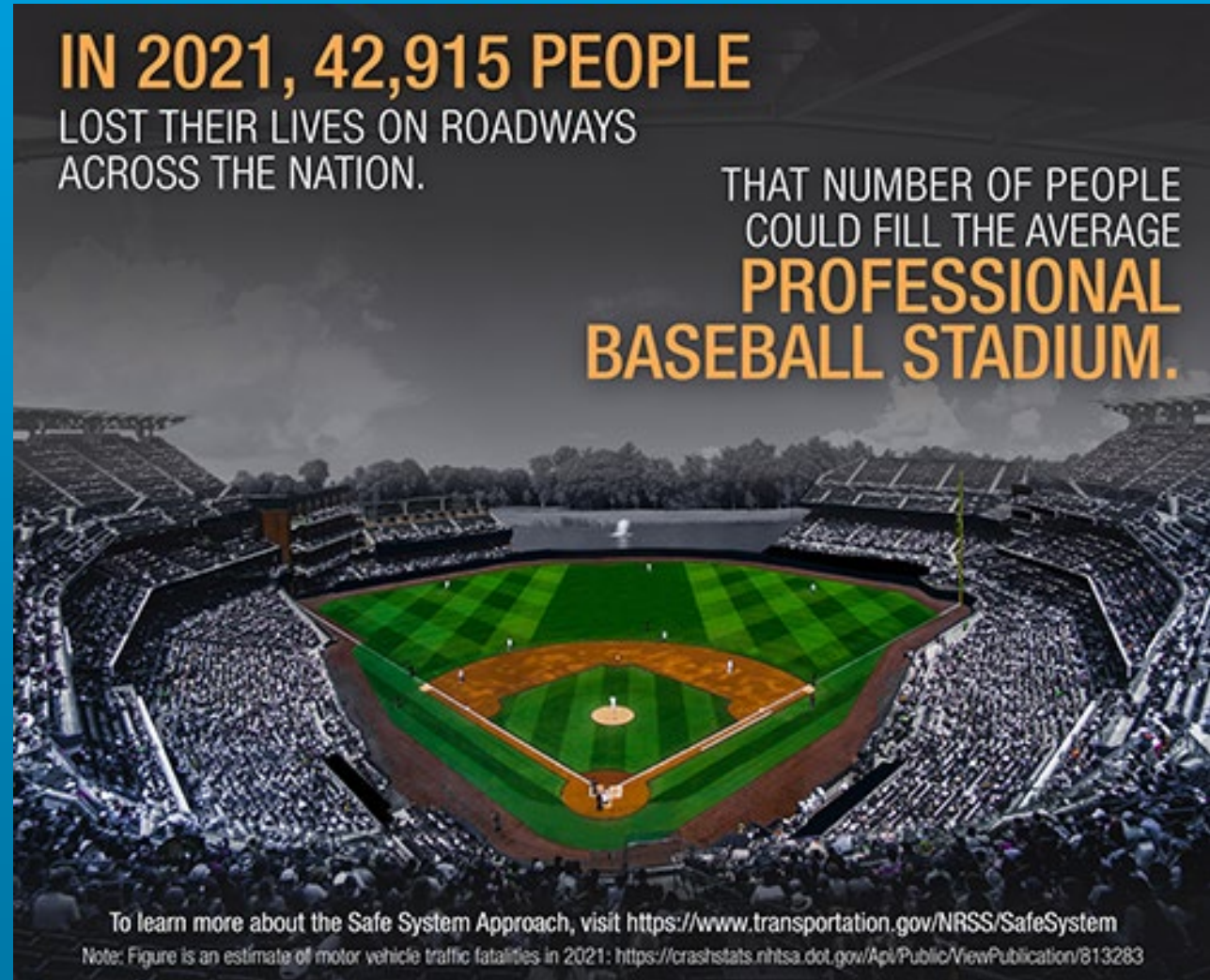
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The Two Types of Grants



Action Plan Grants

- Create a comprehensive safety action plan
- Conduct supplemental planning activities in support of an existing action plan
- Estimated funding per grant:
 - \$200,000 to \$1 million for a single applicant
 - \$200,000 to \$5 million for a joint or regional applicant

Implementation Grants

- Implement projects and strategies outlined in a qualifying comprehensive safety action plan
- Conduct supplemental planning activities in support of an existing action plan
- Estimated funding per grant:
 - \$5 million to \$30 million for a single applicant
 - \$3 million to \$30 million for a rural or tribal applicant
 - \$5 million to \$50 million for a joint or regional applicant

Grant Types & the Process

Implementation Grants

Supplemental Planning

Safety Action Plan

Create a comprehensive safety action plan

Amend, enhance, or revise an existing safety action plan

Finalize priority project selections and concepts

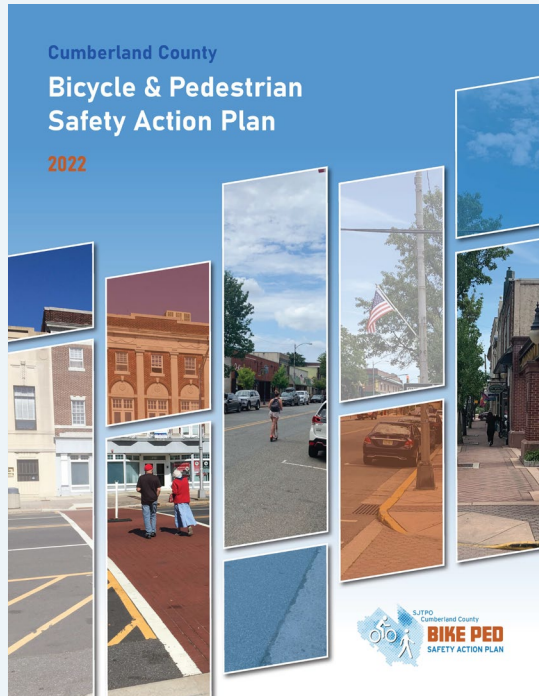
Produce a proof-of-concept

Conduct supplemental planning activities

Construct or implement items from a safety action plan

Demonstration Projects Etc.

Grant Type Examples



**Action Plan/
Supplemental Plan Grant**

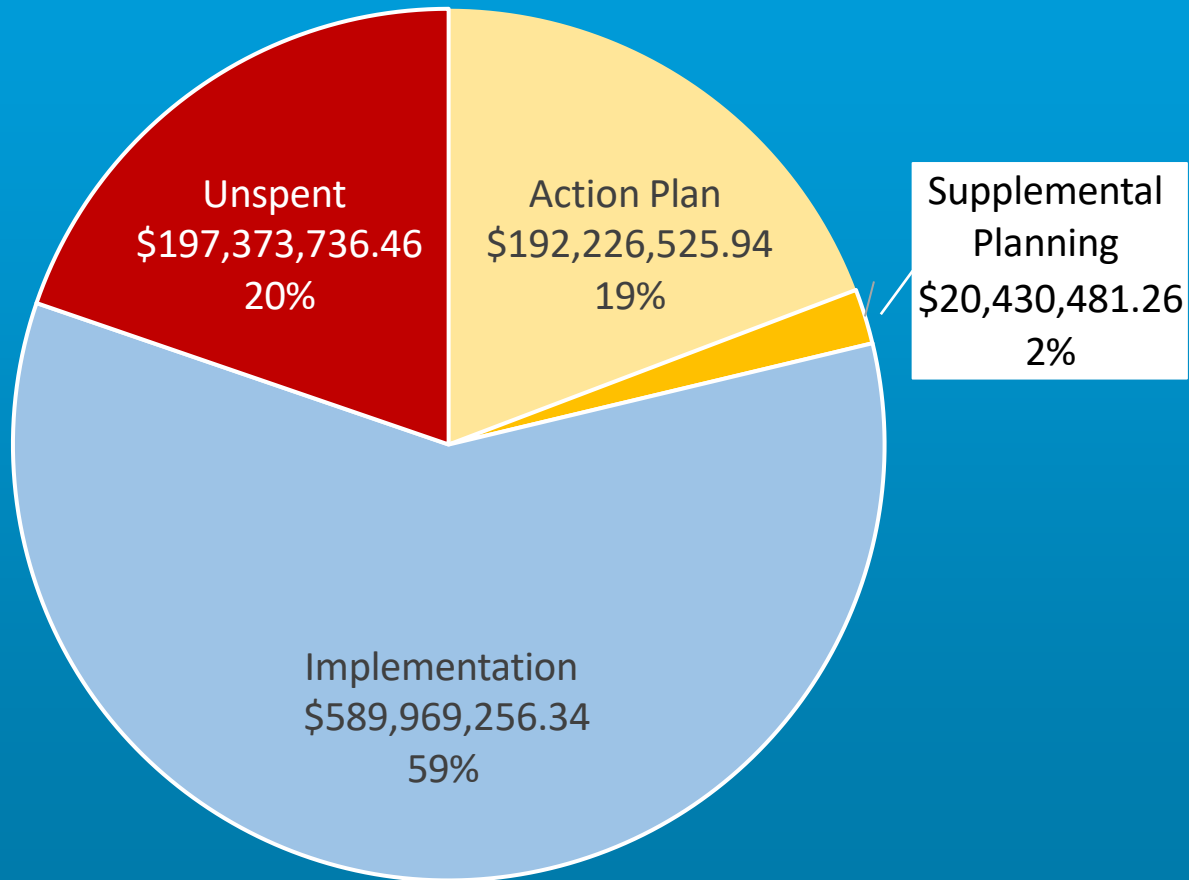


**Supplemental/
Demonstration Grant**



Implementation Grant

National Summary



SS4A Funding Allocation by Award Type (FY22) Total Allocation: \$1 billion

	Funded	Non-Funded
Safety Action Planning	\$192.2 million	\$0
Supplemental Planning	20.4 million	0
Implementation	590.0 million	1.98 billion
Total	\$802.6 million	\$1.98 billion

SS4A Eligibility

Worksheet Purpose: To determine whether an applicant's plan is eligible for applying for..

1. Implementation Grant

- Design and Construction funding

2. Supplemental Planning/Demonstration Grant

- Funding for additional planning work
- Low cost/Quick-build demonstration project funding

If conditions not met? -> apply for Action Plan Grant



S | S
4 | A

Safe Streets and Roads for All
Self-Certification Eligibility Worksheet

Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Instructions: The purpose of this worksheet is to determine whether an applicant's existing plan(s) is substantially similar to an Action Plan for purposes of applying for an Implementation Grant or to conduct Supplemental Planning/Demonstration Activities only. Use of this worksheet is required. Applicants should not adjust the formatting or headings of the worksheet.

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

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

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

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

Lead Applicant: UEI:

1 Are both of the following true?

☐ YES ☐ NO

If yes, provide documentation:

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

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

☐ YES ☐ NO

If yes, provide documentation:

3 Does the Action Plan include all of the following?

☐ YES ☐ NO

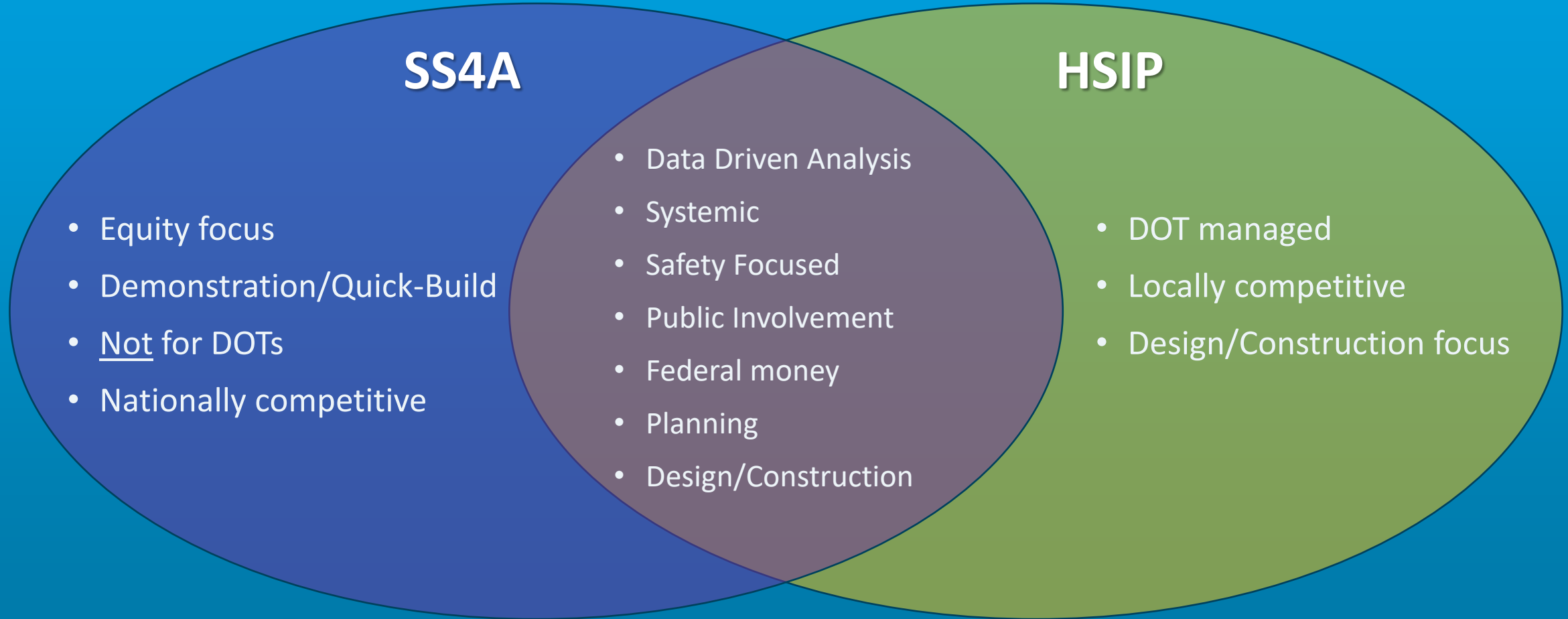
If yes, provide documentation:

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

U.S. Department of Transportation

Still have questions? Visit the [SS4A website](#)
SS4A Self-Certification Eligibility Worksheet | Page 1 of 2

SS4A and HSIP

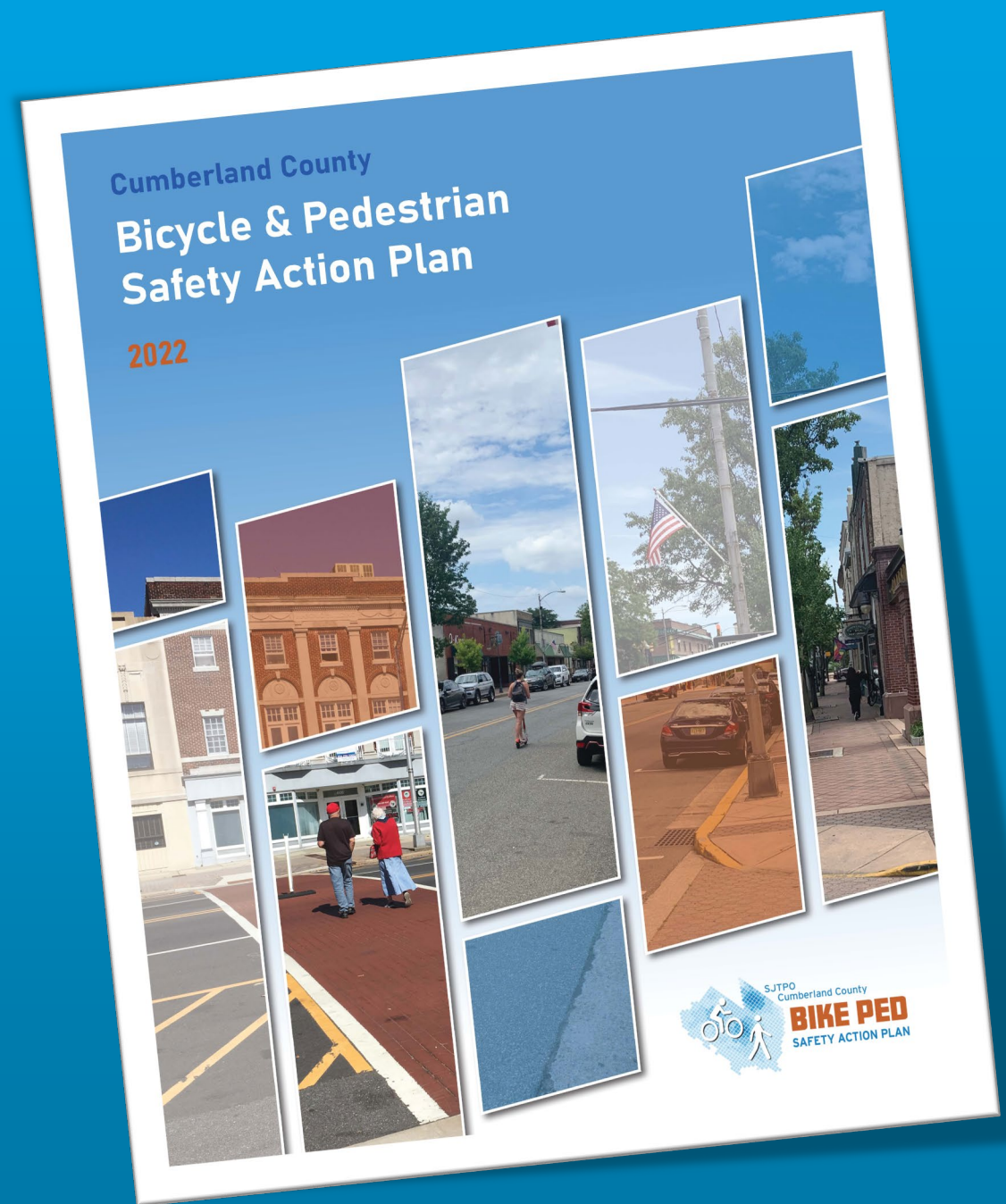


Case Study

Purpose

- Prioritizes locations with the greatest bicycle and pedestrian safety needs
- Develops crash and speed reduction strategies
- Prepares bicycle and pedestrian projects for New Jersey's Local Safety Program

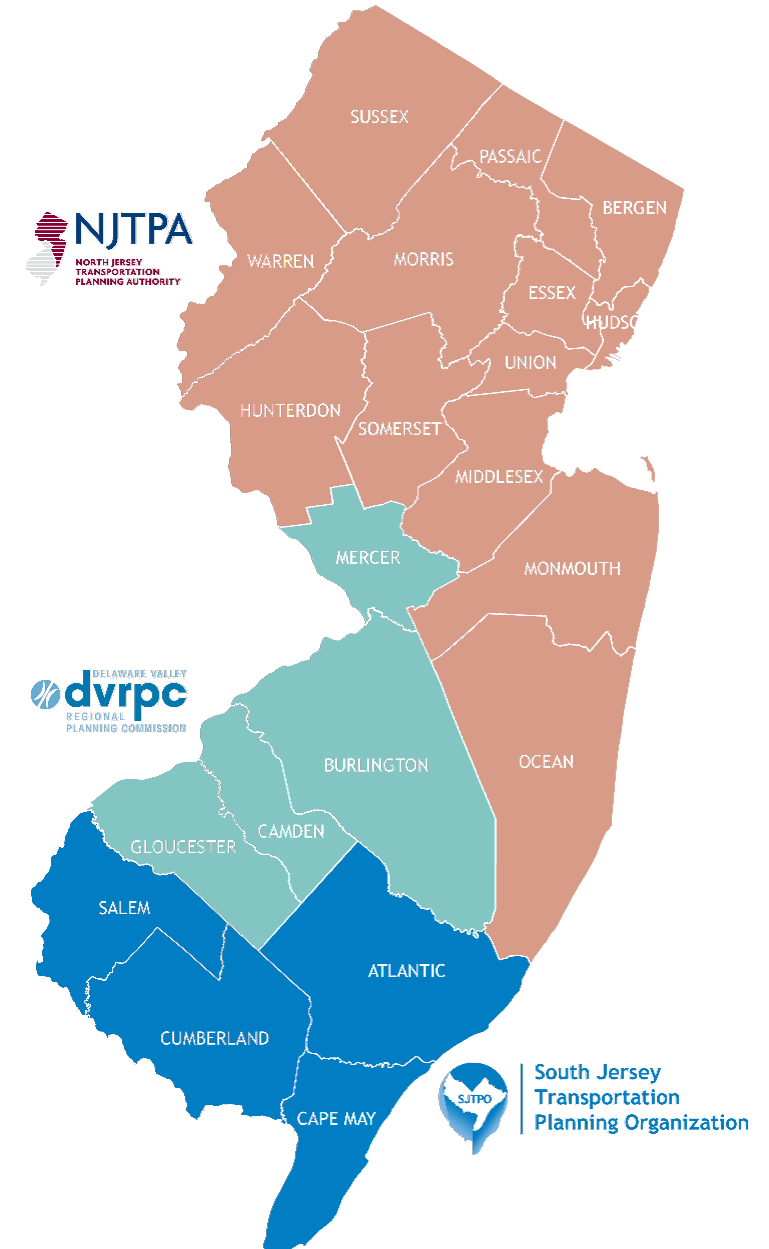
With an inclusive/equitable public outreach program



Overview of SJTPO

Our Vision: A transportation system, based on regional collaboration that moves people and goods in a safe and efficient manner, inclusive of all modes and users

- Atlantic, Cape May, Cumberland, and Salem Counties
- A regional approach to transportation
- State and Federal Planning Priorities
- Serves as a technical resource



The SJTPO Region, By the Numbers



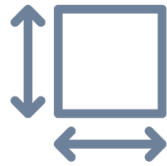
590K
People



1.7M
People (Summer)



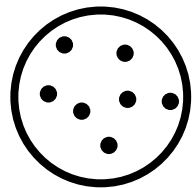
68
Municipalities



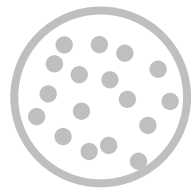
1,738
Square Miles



19%
Children in Poverty



363
Density



978
Density (Summer)



13
Vehicle Deaths
per 100K

Cumberland County



- Population of around **150,000**
- **33% of Hispanic or Latino descent**
- Median Household income **35% below** State average
- About **77%** of the County lives in **Bridgeton, Millville, or Vineland**
- Zero-Internet Households **above State and National average**

Equity part of every phase of project



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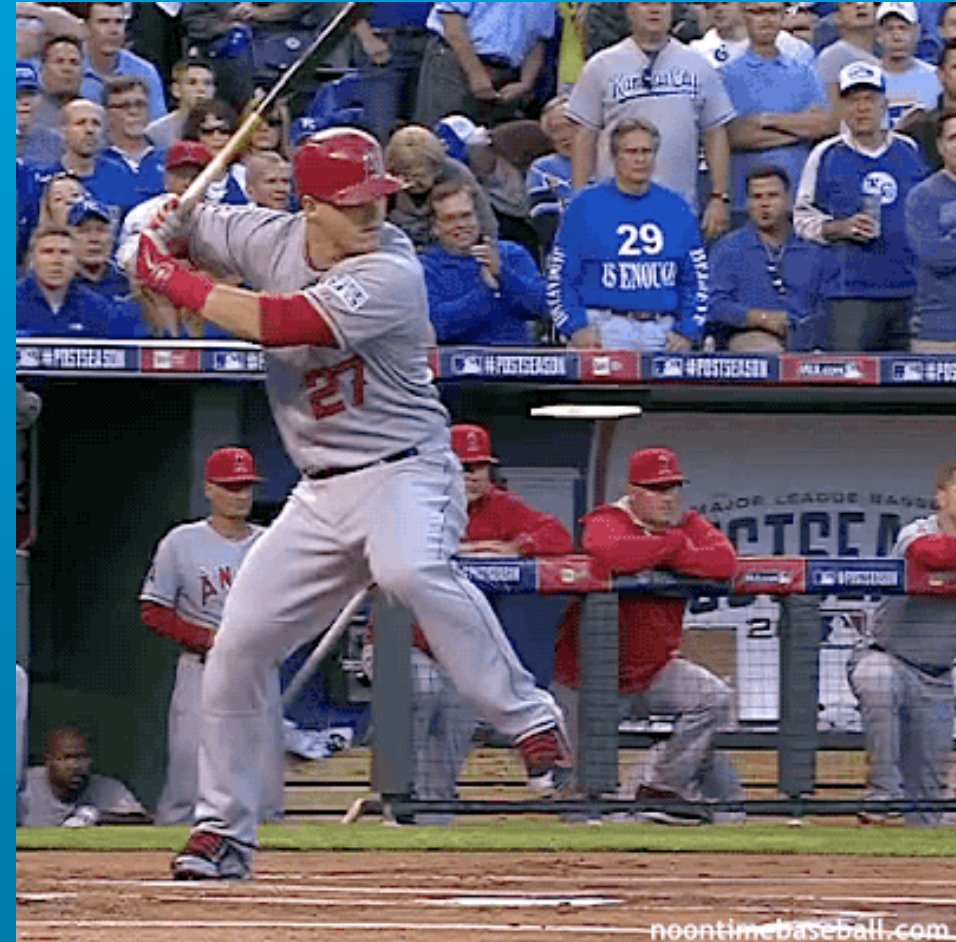


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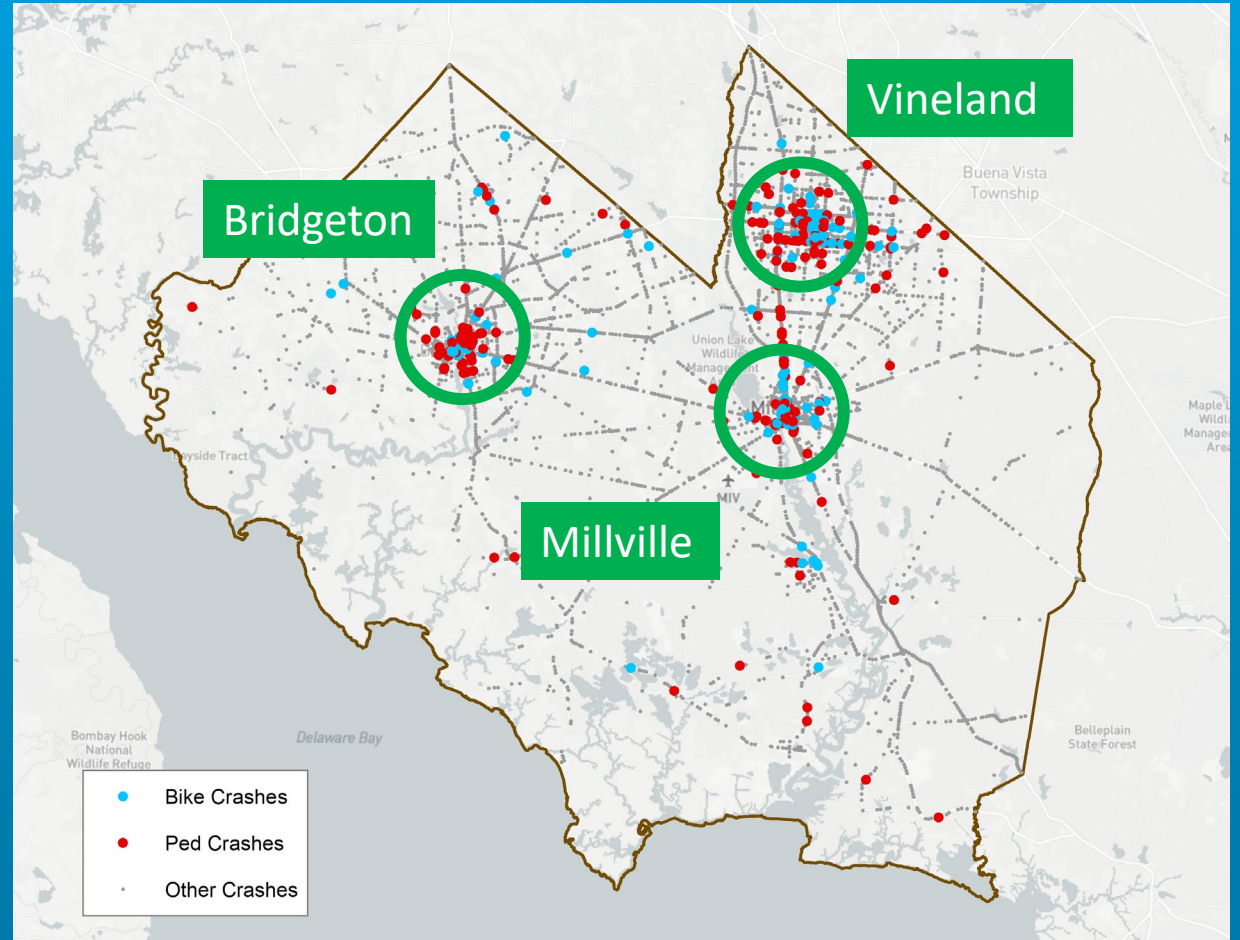


Cumberland County

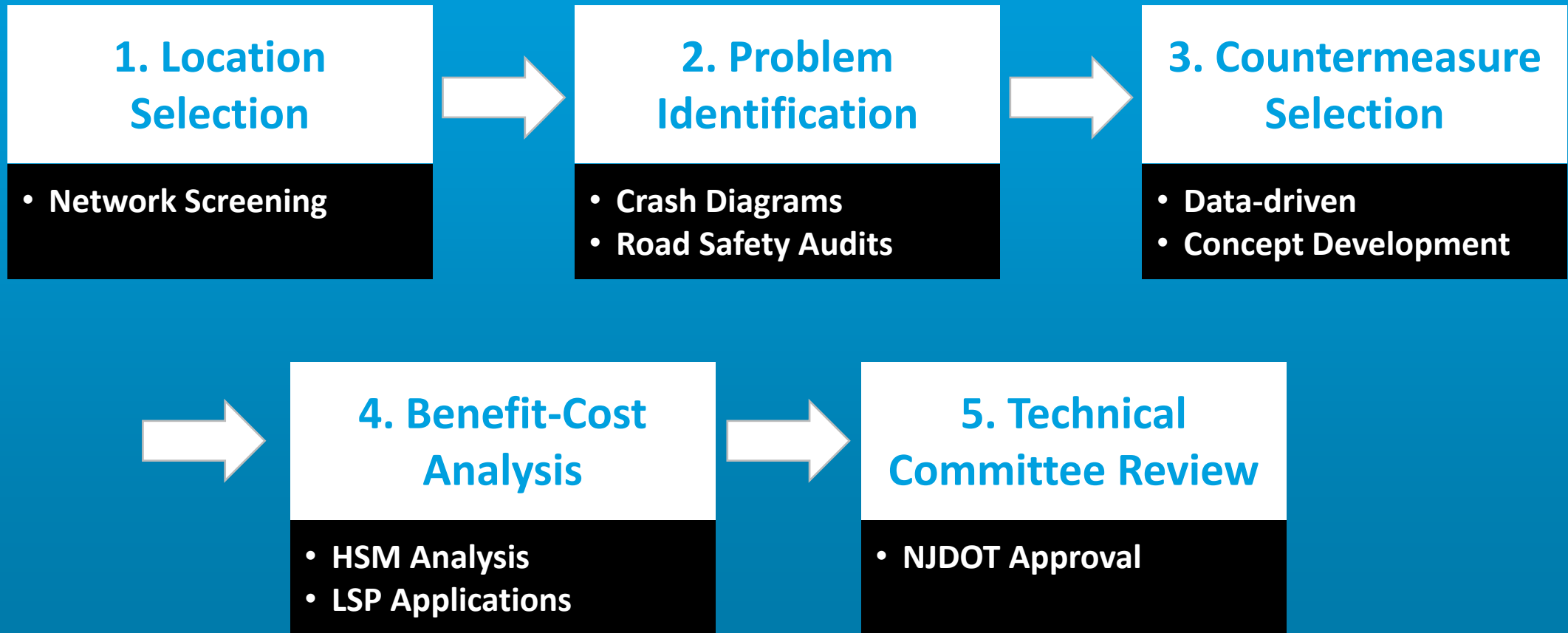


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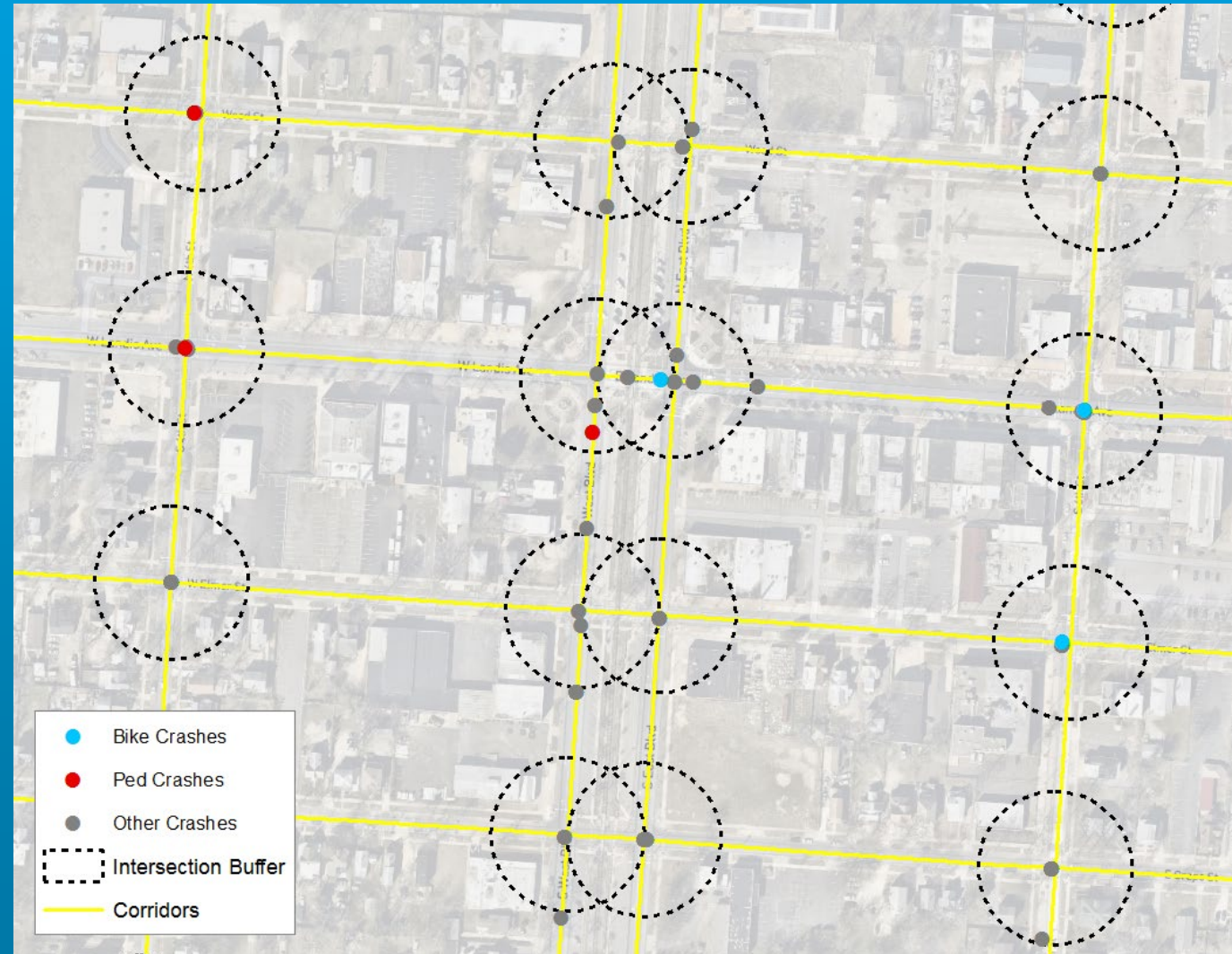


Local Safety Program (LSP) -> HSIP

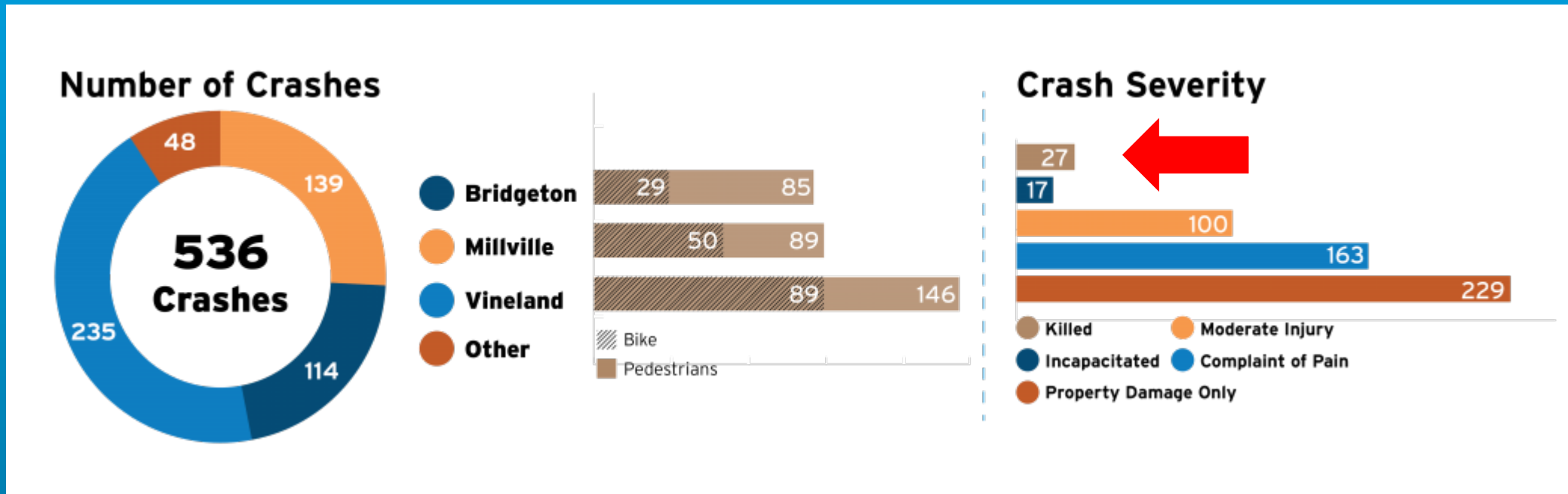


Network Screening

- Crash Data - Safety Voyager
 - **5-year** period (2012 – 2016)
 - **18,422** Total Crashes
 - **536** Bicycle & Pedestrian Crashes



Bicycle & Pedestrian Crashes



Bicycle & Pedestrian Crash Characteristics

Location	Crashes
Vineland	235 (43.8%)
Millville	139 (25.9%)
Bridgeton	114 (21.3%)
Other	48 (9.0%)

Road System	Crashes
State	131 (24.4%)
County	129 (24.1%)
Municipal	218 (40.7%)
Other	58 (10.8%)

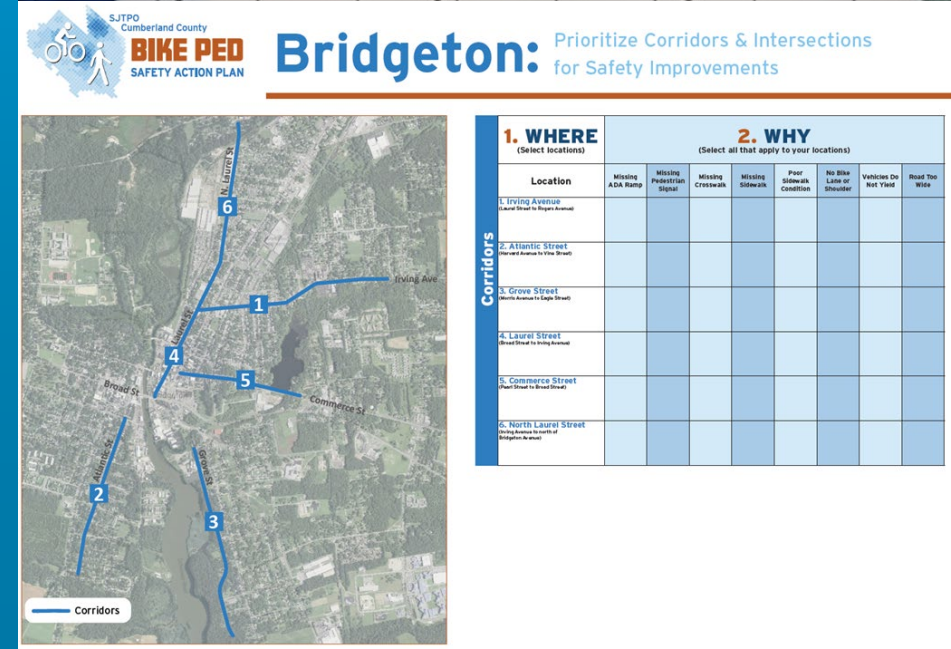
91% of all bike-pedestrian crashes



Bicycle and pedestrian represented 2.9% of all crashes in Cumberland County but 21.6% of all fatal and serious injury crashes.

Prioritization

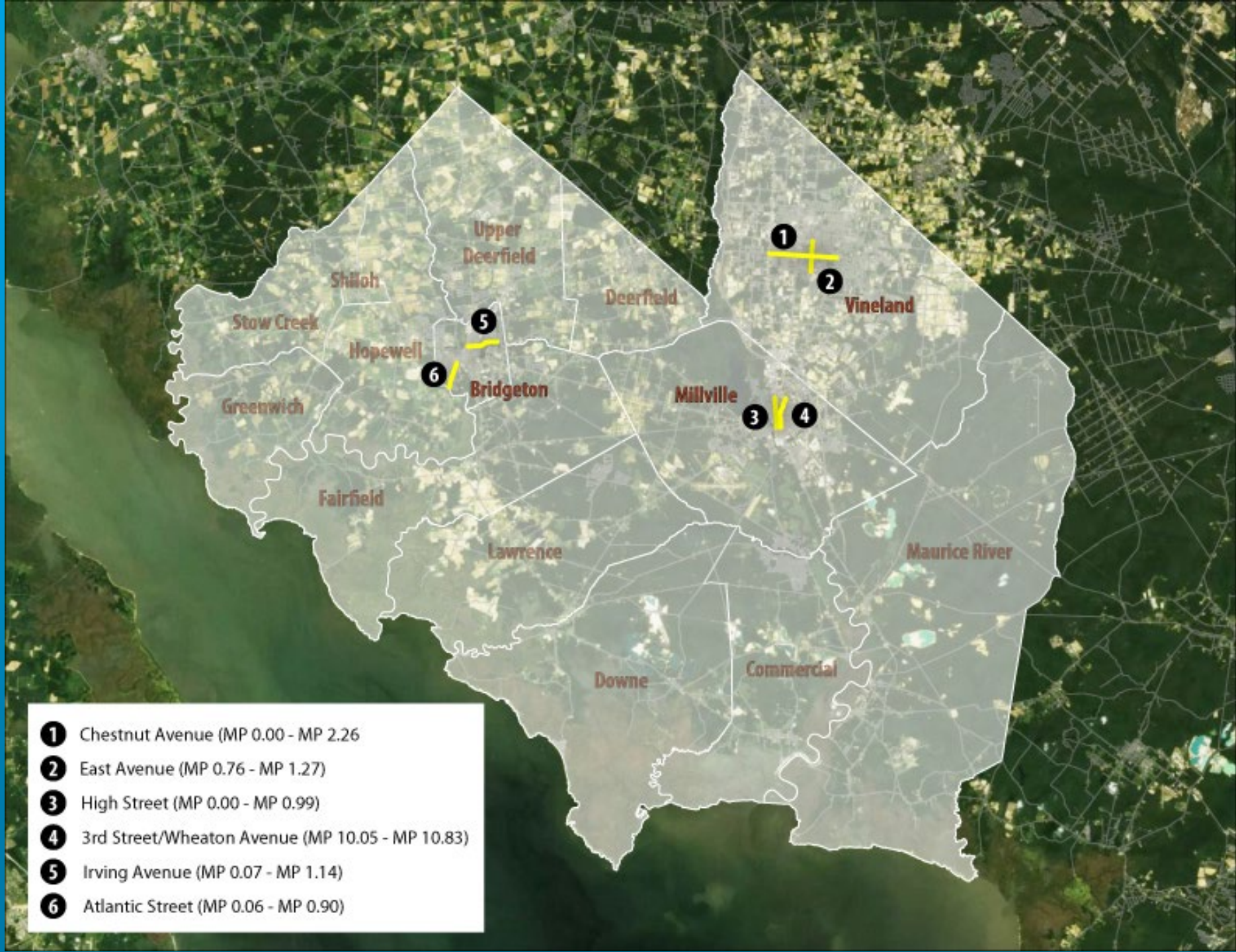
- Ranking Criteria:
 1. **Crash Severity** for bicycle and pedestrian crashes
 2. **Crash Severity** for all crashes
- State Routes were removed from screening:
 - Not eligible for Local Safety Program funding through this project
- List of high-ranking locations presented to public during the Public Outreach program



Screening Results

	Selected Locations	Location Type	City	Ownership	City Rank from Crash Data and Public Votes	City Rank from Crash Data	Crash Data (Weight)	City Rank from Public Votes	Public Votes (# of red dots)
1	Chestnut Ave (Uses 2 Project Location Slots)	Combined Corridor	Vineland	Municipal	1	1	123.62	1	20
	Chestnut Ave (2nd St to Myrtle St)	Corridor	Vineland	Municipal	3	2	97.38	5	7
	Chestnut Av & East Av	Intersection	Vineland	Municipal	4	5	46.9	3	9
	Chestnut Ave (State St to Holmes Av)	Corridor	Vineland	Municipal	7	7	26.24	7	4
2	East Ave (Florence St to Plum St)	Combined Corridor	Vineland	Municipal	2	3	80.36	2	15
	East Ave (Florence St to Plum St)	Corridor	Vineland	Municipal	6	3	80.36	6	6
	Chestnut Av & East Av	Intersection	Vineland	Municipal	4	5	46.9	3	9
3	High St (Main St to Harrison Av)	Combined Corridor	Millville	Municipal	1	1	95.61	1	17
	High St (Main St to Harrison Av)	Corridor	Millville	Municipal	2	1	95.61	2	9
	High St & Broad St	Intersection	Millville	Municipal	6	7	23.79	5	4
	High St & Mcneal St	Intersection	Millville	Municipal	7	8	22.79	5	4
4	3rd St / Wheaton Av (Main St to N of G St)	Corridor	Millville	Municipal	4	5	50.51	3	6
5	Irving Ave (Laurel St to Rogers Av)	Corridor	Bridgeton	County	1	1	46.58	1	14
6	Atlantic St (Harvard Av to Vine St)	Corridor	Bridgeton	Municipal	2	2	39.52	2	13

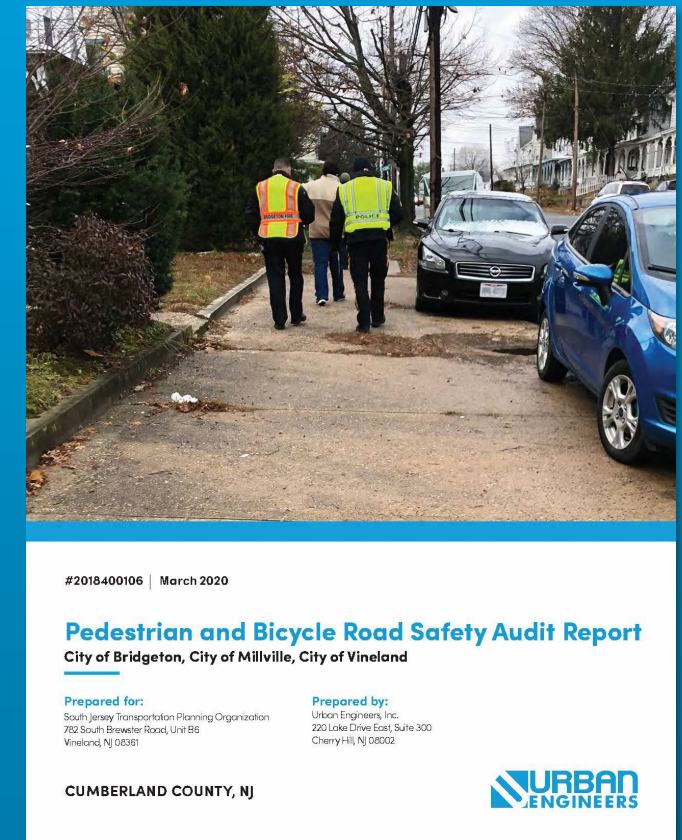
✓ All location ranked high from both crash data AND public votes



- ❶ Chestnut Avenue (MP 0.00 - MP 2.26)
- ❷ East Avenue (MP 0.76 - MP 1.27)
- ❸ High Street (MP 0.00 - MP 0.99)
- ❹ 3rd Street/Wheaton Avenue (MP 10.05 - MP 10.83)
- ❺ Irving Avenue (MP 0.07 - MP 1.14)
- ❻ Atlantic Street (MP 0.06 - MP 0.90)



Pedestrian Road Safety Audits (PRSAs)

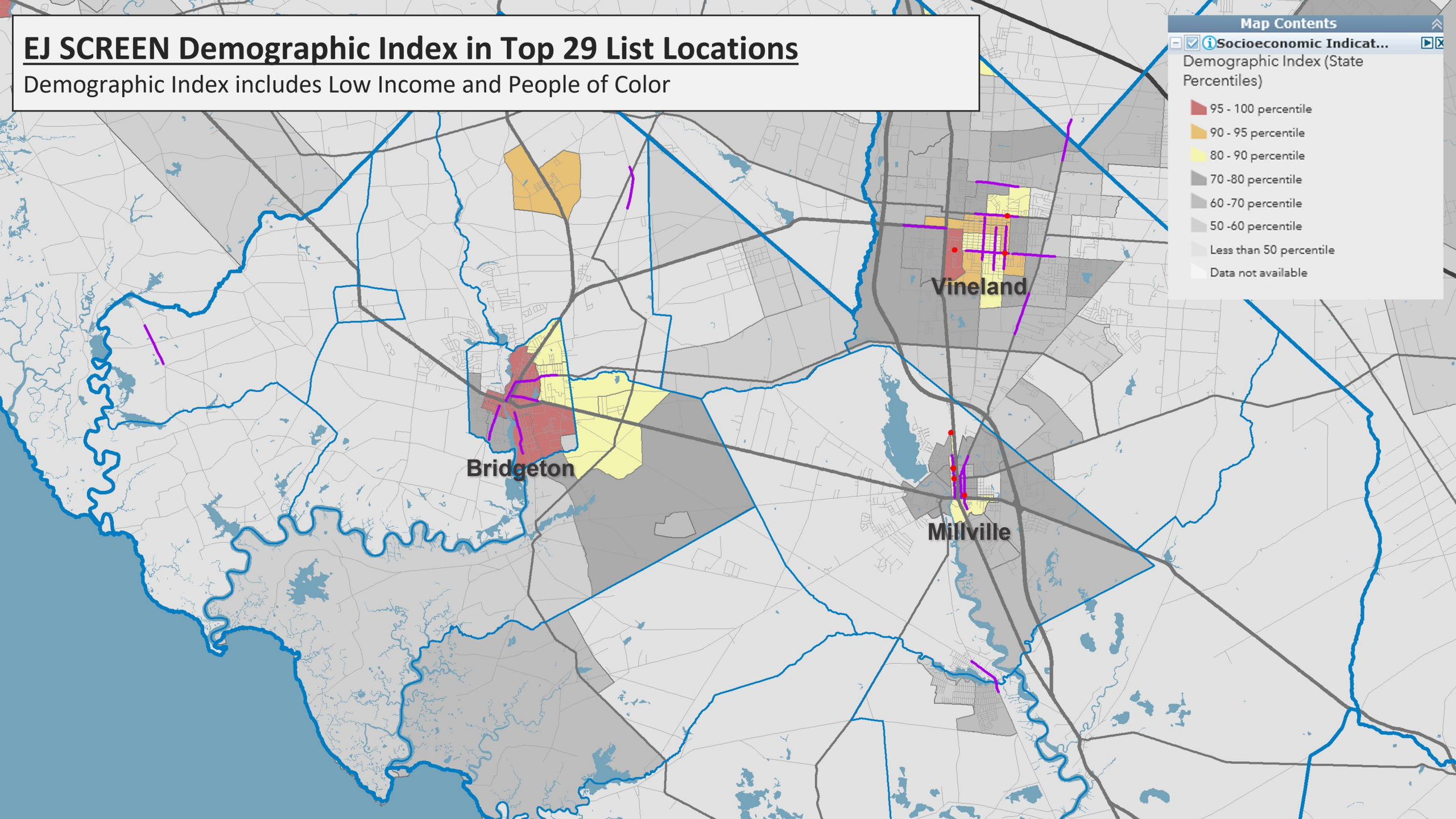


Pedestrian Road Safety Audits (PRSAs)



EJ SCREEN Demographic Index in Top 29 List Locations

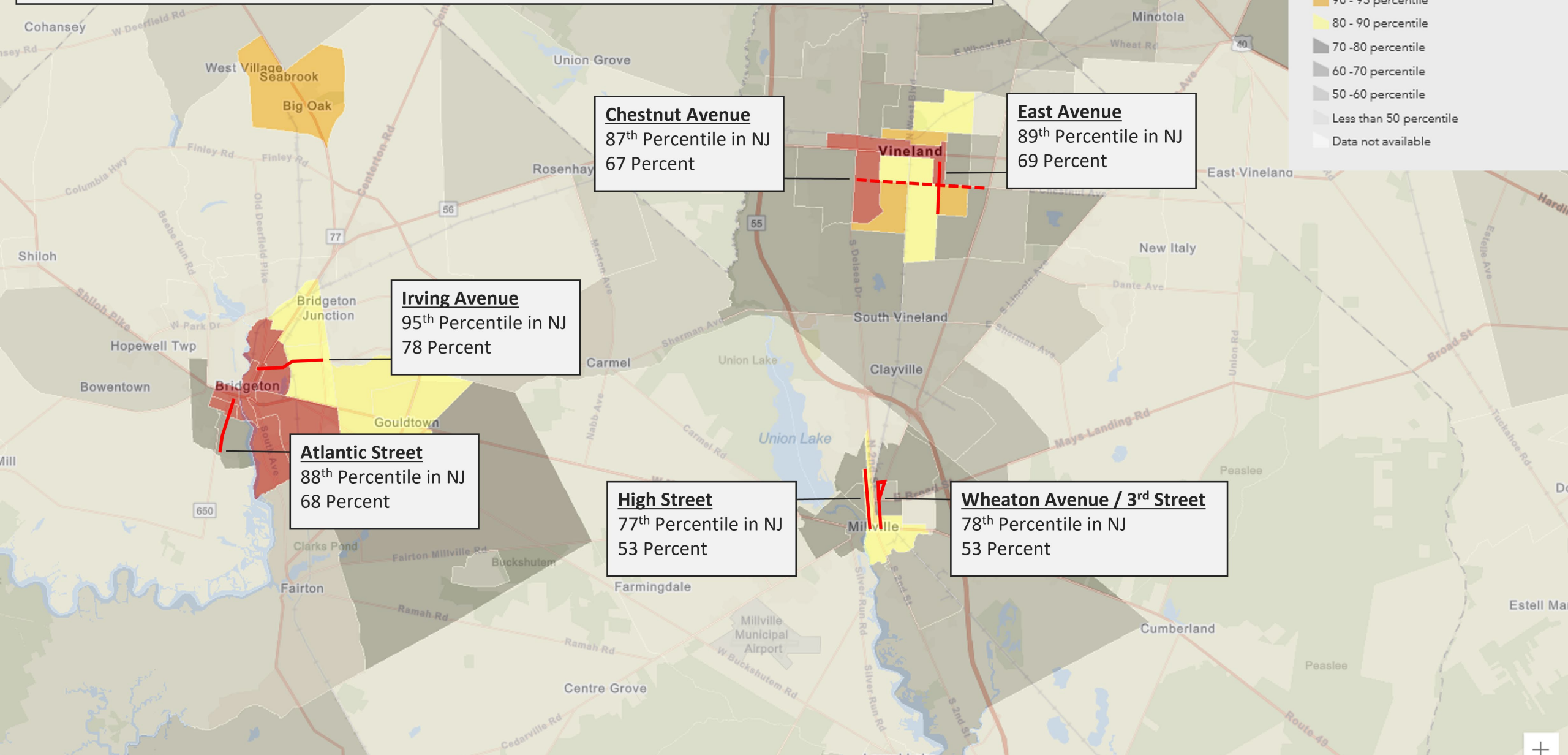
Demographic Index includes Low Income and People of Color




EJ SCREEN Demographic Index in Selected Project Areas

Demographic Index includes Low Income and People of Color

New Jersey State Average is 34 Percent | Cumberland County Average is 45 Percent



Equity/Public Outreach



Estás invitado a asistir un taller público virtual

¡Ven a aprender sobre proyectos potenciales que podrían hacer el ciclismo y caminando en Vineland, Millville, y Bridgeton sea más seguro!

La Organización de Planificación del Transporte de South Jersey (SJTPO, por sus siglas en inglés) está organizando tres (3) talleres públicos virtuales para presentar y obtener comentarios públicos sobre posibles mejoras en la seguridad de ciclistas y peatones en Vineland, Bridgeton y Millville. Por favor, asista y comparte sus pensamientos sobre la seguridad de los ciclistas y los peatones en los corredores importantes en su comunidad!

DESCRIPCIÓN DE PROYECTO


SJTPO, en asociación con el Departamento de Transporte de Nueva Jersey (NJDOT) y la Administración Federal de Carreteras (FHWA), está creando un Plan de Acción de Seguridad para Bicicletas y Peatones para el Condado de Cumberland. La naturaleza rural del condado tiende a concentrar los viajes a pie y en bicicleta dentro de las tres ciudades de Vineland, Millville, y Bridgeton.

El objetivo de este estudio es avanzar múltiples proyectos de seguridad para bicicletas y peatones dentro de Vineland, Millville y Bridgeton.


FECHAS Y HORAS DE LOS TALLERES PÚBLICOS VIRTUALES

Utilice la siguiente información de llamada para acceder a la reunión solo con audio. RSVP con el enlace o código QR a continuación, si está utilizando su computadora, celular, o tableta para unirse al taller. Después de registrarse, recibirá un correo electrónico de confirmación con información sobre cómo unirse al seminario web.

ESPAÑOL (ESTA REUNIÓN CUBRIRÁ LOS TRES CORREDORES)		
<p>Jueves, 10 de diciembre de 2020 6:00 P.M. a 8:00 P.M.</p>	<p>Información RSVP: https://bit.ly/32Gzkvn</p> 	<p>Información de Llamada a el Taller Toll Free: 1 (866) 952-8437 Attendee Access Code: 763-756-649</p>




Local Postal Customer



South Jersey Transportation Planning Organization

For more information, please visit our project website at www.sjtpo.org/CumberlandSAP and connect with us on [Facebook](#) and [Twitter](#) by searching @SJTPO.


Para más información, por favor visite nuestro sitio web del proyecto en www.sjtpo.org/CumberlandSAP y conéctese con nosotros en [Facebook](#) y [Twitter](#) buscando a @SJTPO.




South Jersey Transportation Planning Organization

February 24 at 3:39 AM · 🌐

Did you know that between 2012 & 2016, 536 bicycle & pedestrian crashes occurred in Bridgeton, Millville & Vineland? One crash is too many! @SJTPO is proposing ... [See More](#)

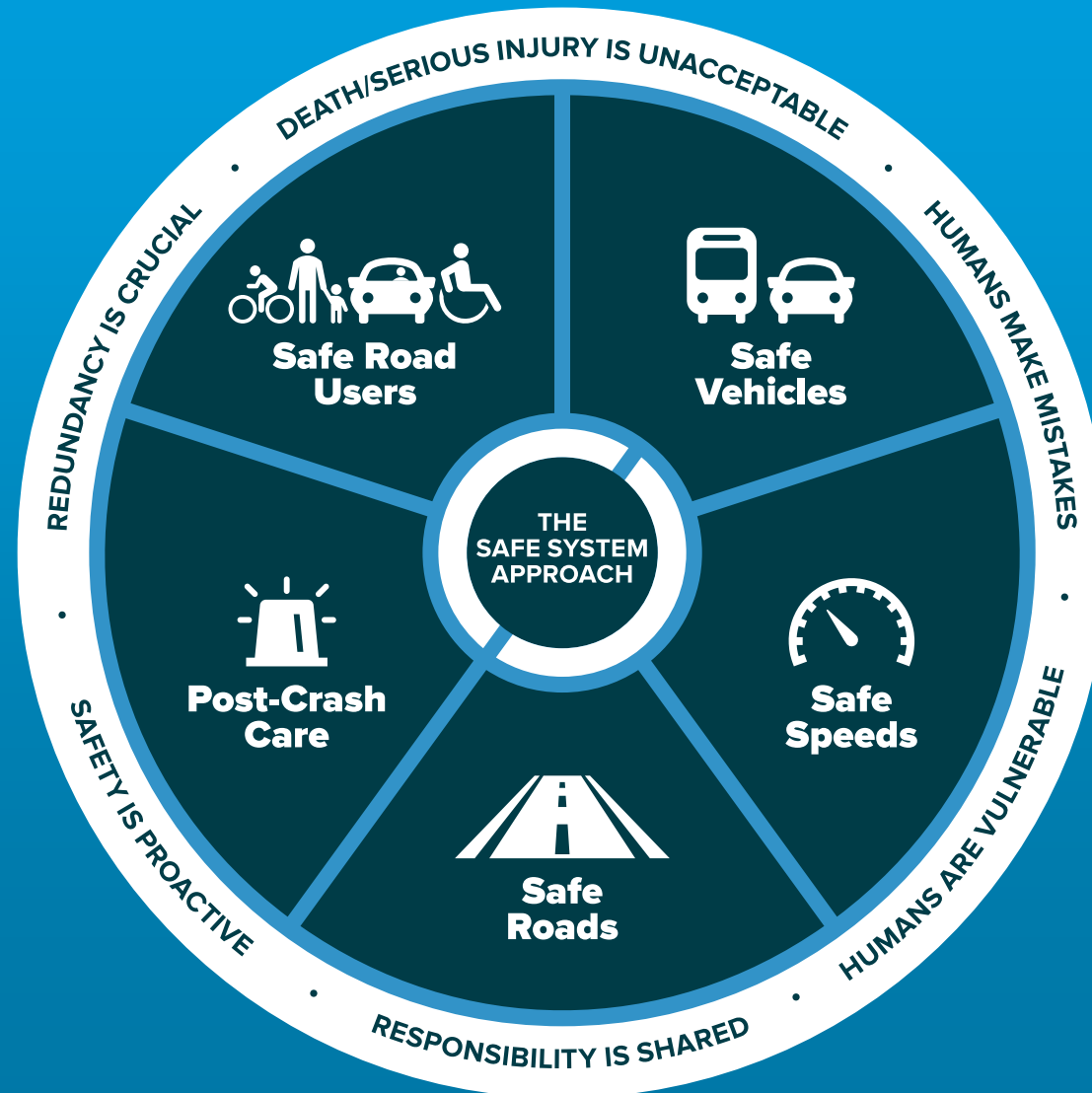


Vineland - Take Survey [Learn More](#)

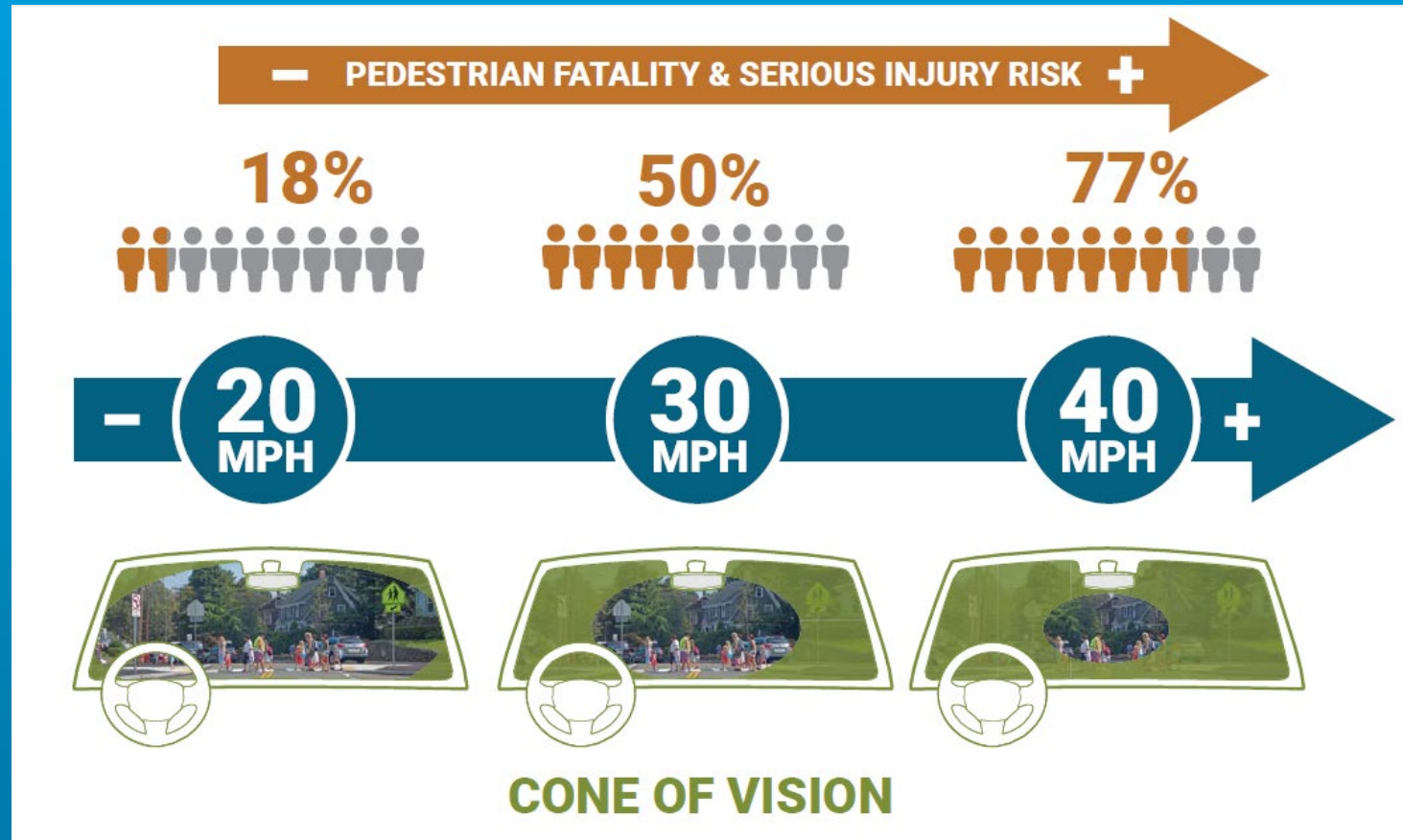


Millville - Take Survey

Safe System Approach



Managing Speeds



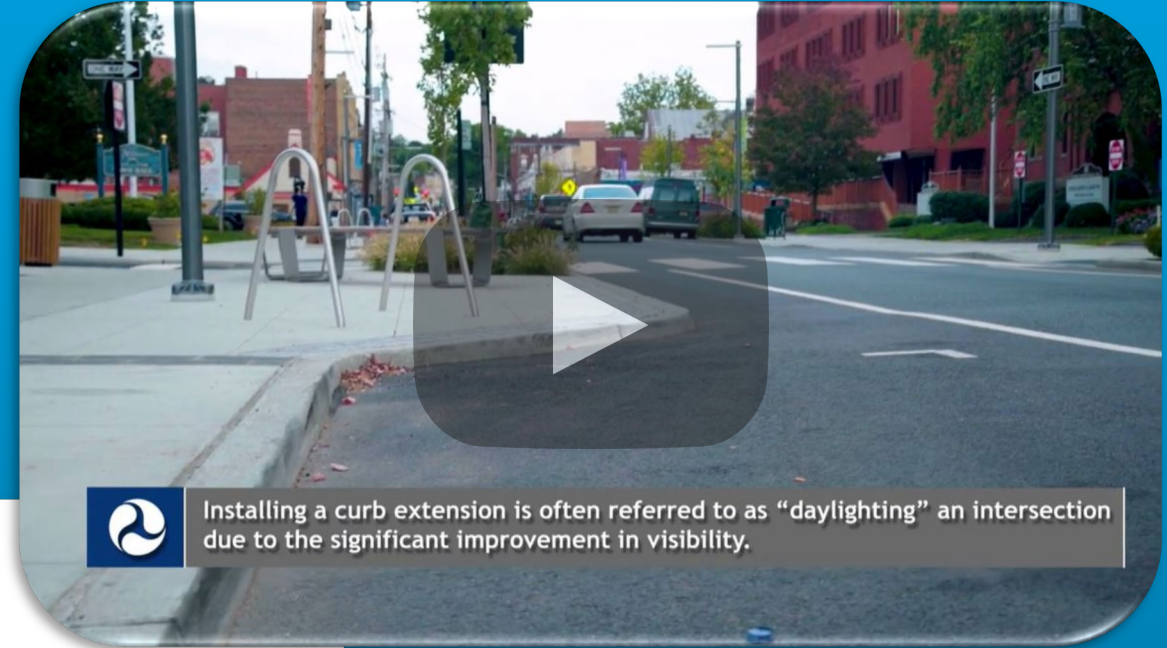
Proven Safety Countermeasures

- Collection of 28 countermeasures and strategies
- Proven to be effective in reducing roadway fatalities and serious injuries
- May be new/unfamiliar to some communities



Proven Safety Countermeasures

- Collection of 28 countermeasures and strategies
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- May be new/unfamiliar to some communities



Irving Avenue

- 7 Pedestrian/Cyclist crashes
- 180 total crashes
- 25 MPH/35 MPH
- 7,000 ADT



Irving Avenue (CR 552) – City of Bridgeton



Characteristics

- 7,000 ADT
- 2-Lanes (w/parking)
- 25 MPH
- Gateway into urban area

Issues Identified

- Parked cars being struck in spot locations
- Speeding
- Drainage
- ADA compliance
- Pedestrian accessibility/crossings

Irving Avenue (CR 552) – City of Bridgeton



Characteristics

- 7,000 ADT
- 2-Lanes (w/parking)
- 25 MPH
- Gateway into urban area

Issues Identified

- Poor delineation
- Speeding
- Drainage
- ADA compliance
- Pedestrian accessibility/crossings

Irving Avenue (CR 552) – City of Bridgeton



Characteristics

- 7,000 ADT
- 2-Lanes (w/parking)
- 25 MPH
- Hospital located to the left

Issues Identified

- Speeding
- Sightline obstructions
- Driver anticipation

Irving Avenue (CR 552) – City of Bridgeton



Characteristics

- 7,000 ADT
- 2-Lanes (w/parking)
- 35 MPH
- Edge of City leading to rural area

Issues Identified

- ADA compliance
- Pedestrian accessibility/crossings
- Gaps in sidewalk network

Conceptual Design

Irving Avenue

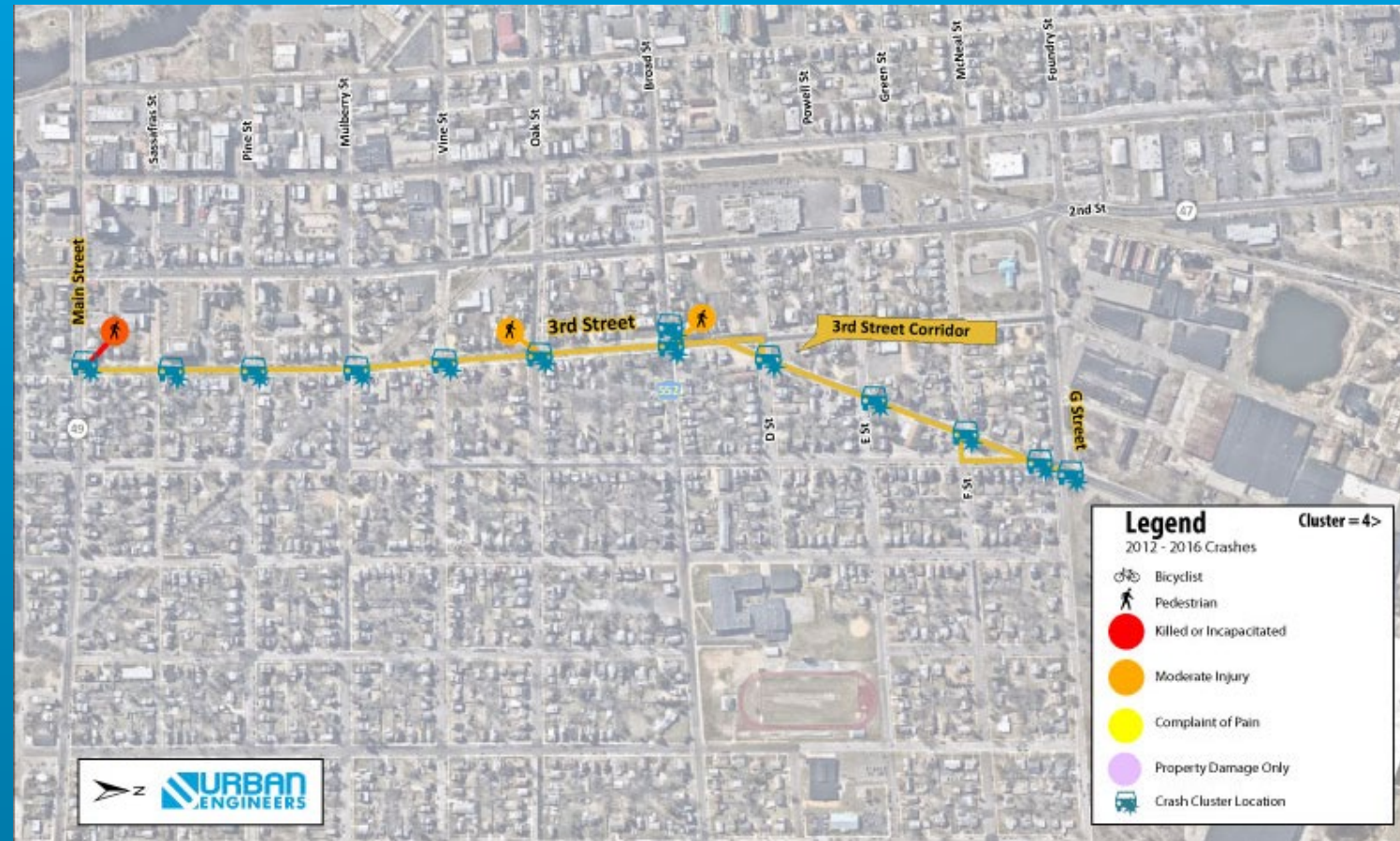
Concept includes...

- ✓ Leading Pedestrian Intervals
- ✓ Sidewalk/ADA Improvements
- ✓ Pedestrian crossing island
- ✓ Edge Lines
- ✓ Enhanced delineation at curves
- ✓ Crosswalk-visibility enhancements
- ✓ Curb extensions
- ✓ RRFB
- ✓ Access Management



3rd Street (CR 555)

- 4 Pedestrian/Cyclist crashes
- 154 total crashes
- 1 FSI crash
- 25 MPH
- 3,500 ADT



3rd Street (CR 555) – City of Millville



Characteristics

- 3,500 ADT
- 2-Lanes (w/parking)
- 25 MPH
- Used primarily as a cut-through

Issues Identified

- Used primarily as a cut-through
- Speeding
- Pedestrian accessibility/crossings
- Lane delineation

3rd Street (CR 555) – City of Millville



Characteristics

- 3,500 ADT
- 2-Lanes (w/parking)
- 25 MPH
- Used primarily as a cut-through

Issues Identified

- Narrow roadway
- Problematic intersection geometry
- Used primarily as a cut-through
- Speeding
- Pedestrian accessibility/crossings
- Lane delineation

Wheaton Avenue (CR 555) – City of Millville



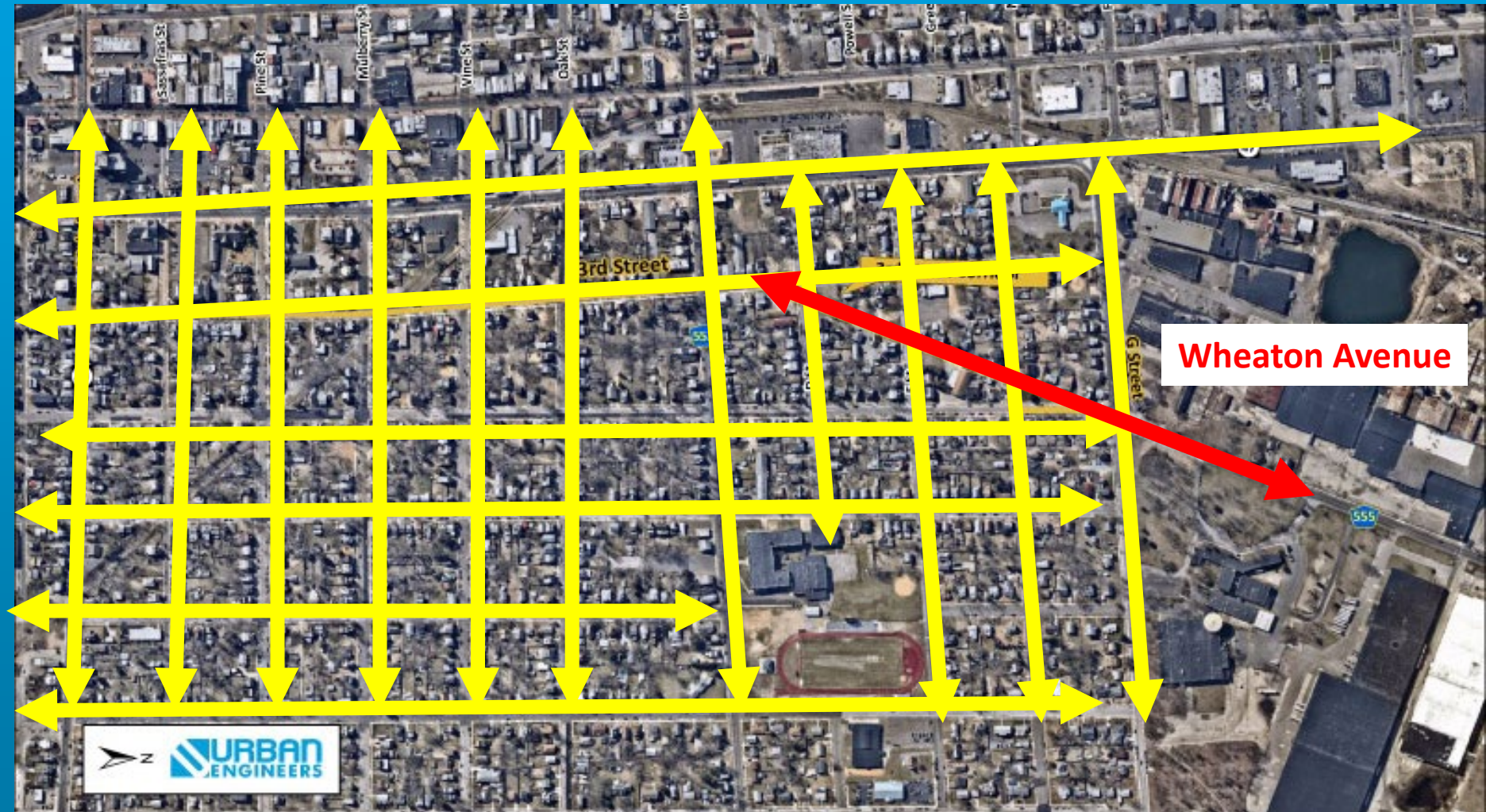
Characteristics

- 3,500 ADT
- 2-Lanes (no shoulder)
- 22' wide
- 25 MPH

Issues Identified

- Narrow roadway
- Used primarily as a cut-through
- Speeding
- Sightlines
- Poor ADA compliance
- Pedestrian accessibility/crossings
- No shoulders

Existing Conditions



Reducing Conflicts

FIGURE 1: EXISTING CONFLICT POINTS



3rd Street

- Existing – 149 conflict points



Reducing Conflicts

FIGURE 2: PROPOSED CONFLICT POINTS



3rd Street

- Existing – 149 conflict points
- Proposed – 40 conflict points

Conceptual Design

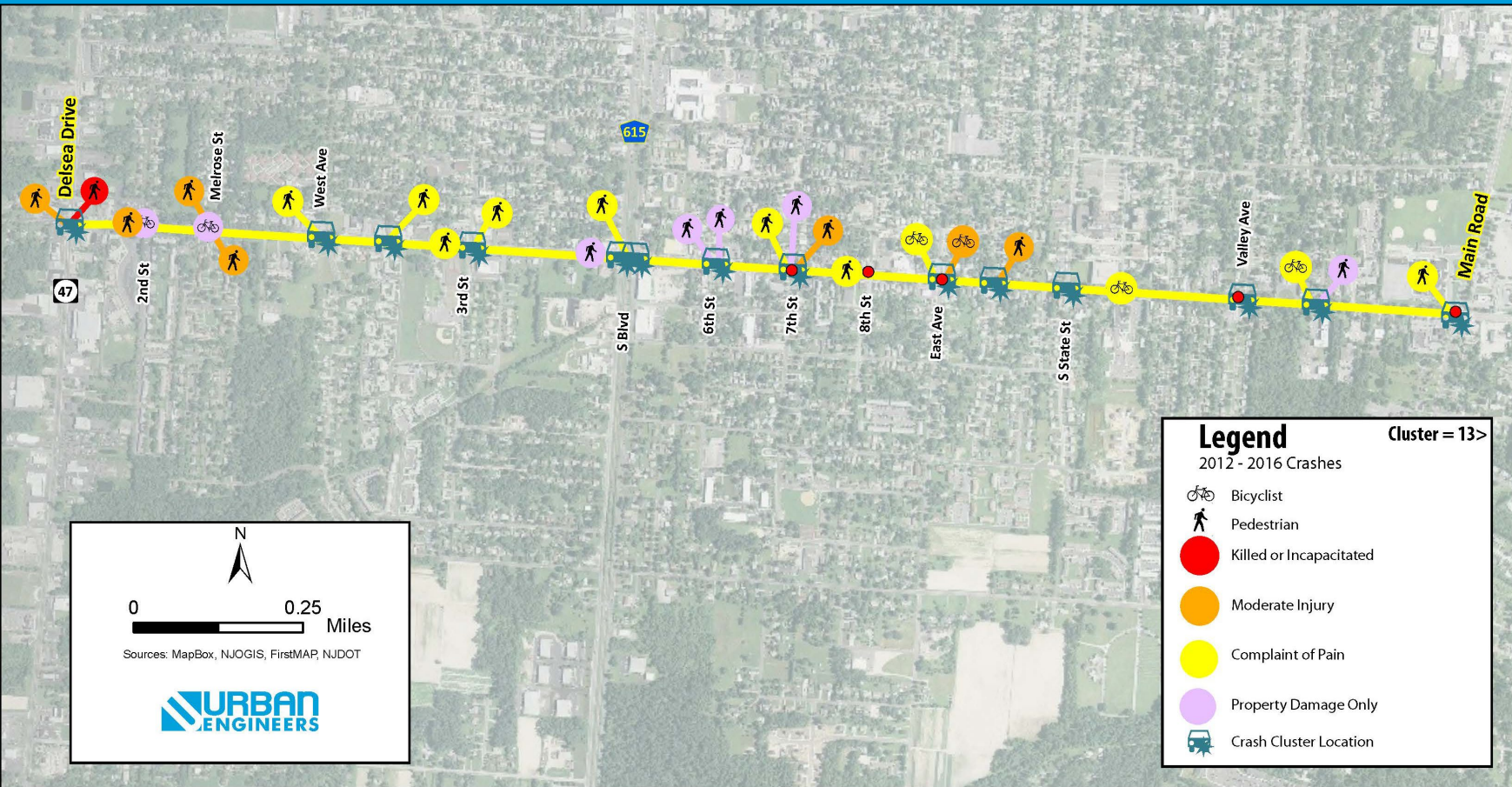
3rd Street/Wheaton Ave

Concept includes...

- ✓ Leading Pedestrian Intervals
- ✓ Edge Lines
- ✓ Sidewalk/ADA Improvements
- ✓ Circulation changes
- ✓ Crosswalk-visibility enhancements
- ✓ Curb extensions
- ✓ RRFB



Chestnut Avenue



- 27 Pedestrian/Cyclist crashes
- 663 total crashes
- 6 FSI crashes

Chestnut Avenue – City of Vineland



Characteristics

- 15,000 ADT
- 4-Lanes (no shoulder)
- 40 MPH

Issues Identified

- Separates residential areas from destinations/downtown
- No shoulders
- Speeding
- Poor ADA compliance
- Pedestrian accessibility/crossings
- Access management
- Uncontrolled intersections
- Dated traffic signals

Chestnut Avenue – City of Vineland



Characteristics

- 15,000 ADT
- 4-Lanes (no shoulder)
- 40 MPH

Issues Identified

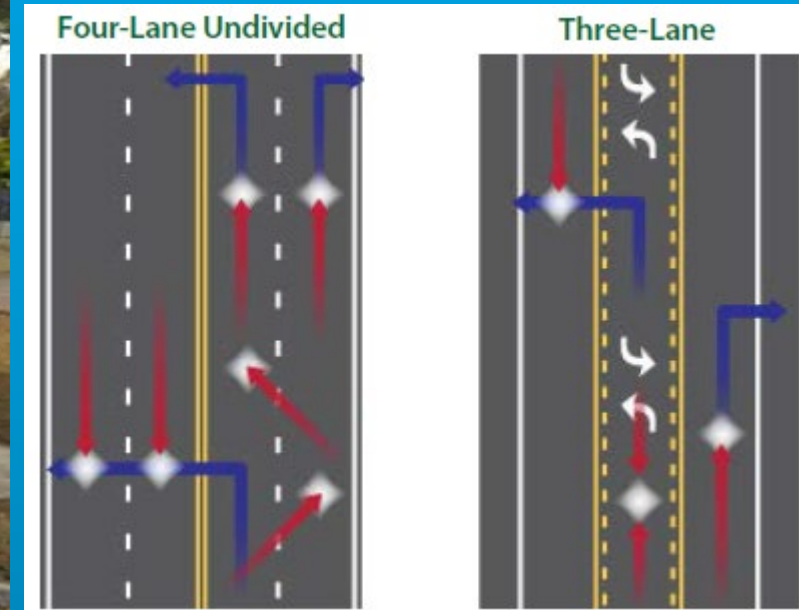
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- No shoulders
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- Uncontrolled intersections
- Dated traffic signals

Chestnut Avenue – City of Vineland



- 15,000 ADT
- 4-Lanes (no shoulder)
- 40 MPH
- Bisects neighborhoods in City of Vineland

Road Diet



19 - 47%

Reduction in total crashes

Safe Streets and Roads for All Self-Certification Eligibility Worksheet

Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Instructions: The purpose of this worksheet is to determine whether an applicant's existing plan(s) is substantially similar to an Action Plan for purposes of applying for an Implementation Grant or to conduct Supplemental Planning/Demonstration Activities only. Use of this worksheet is required. Applicants should not adjust the formatting or headings of the worksheet.

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

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

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

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

Lead Applicant: UEI:

1 Are both of the following true?

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

☐ YES ☐ NO
If yes, provide documentation:

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

☐ YES ☐ NO
If yes, provide documentation:

3 Does the Action Plan include all of the following?

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

☐ YES ☐ NO
If yes, provide documentation:



Safety Action Plan was compliant with SS4A Implementation Grant criteria because...

- ✓ Data-Driven
- ✓ Steering Committee
- ✓ Public Involvement & Equity Analysis
- ✓ Proven Safety Countermeasures
- ✓ List of Projects based on Network Screening Analysis
- ✓ Project Readiness with Concepts Developed
- ✓ Completed between 2018 – 2023
- ✓ Performance Measures
- ✓ Recommendations
- ✓ Resolutions of Support
- ✓ Timeline to Implement

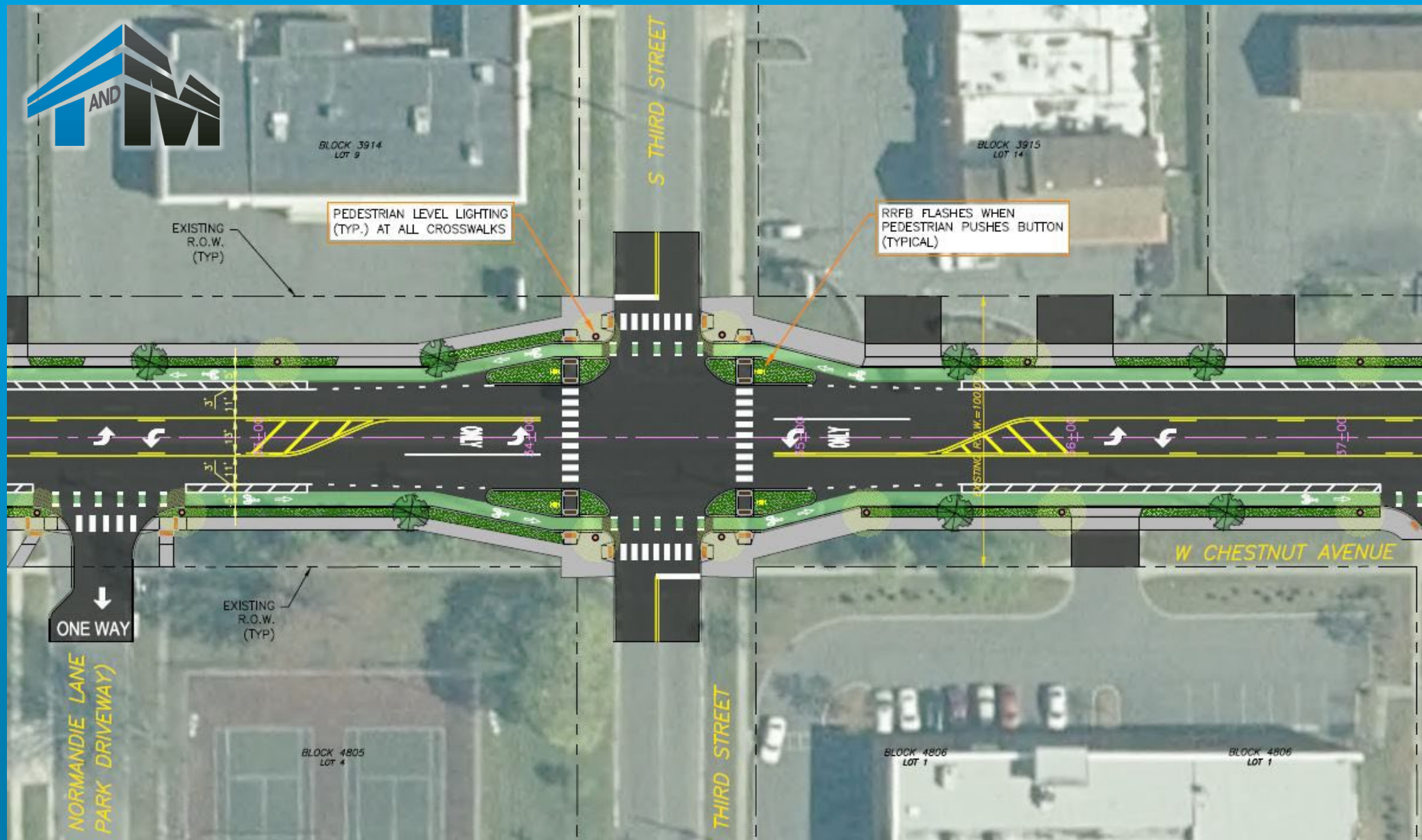
Chestnut Avenue

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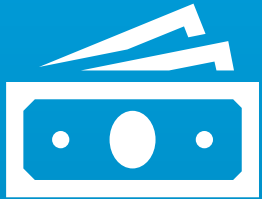
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Key Lessons Learned from FY22



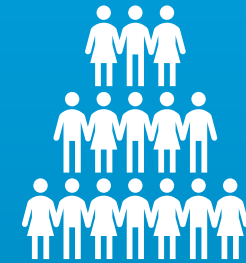
All submitted
Safety Action
Plan Grant
applications
were awarded



Implementation
Grants were *very*
competitive



Clear concept
plans made
applications
more
competitive



Equity,
engagement,
and
demonstrated
need were top
considerations

Project Website ->



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