

A SAFETY UPDATE...

From the Federal Highway Administration – New Jersey Division Office

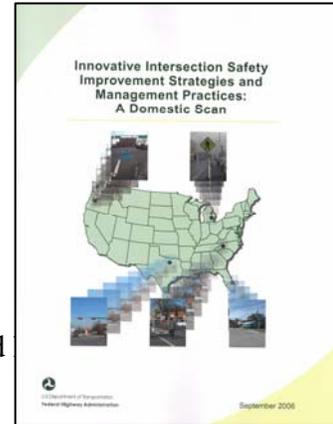


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Innovative Intersection Safety Improvement Strategies and Management Practices

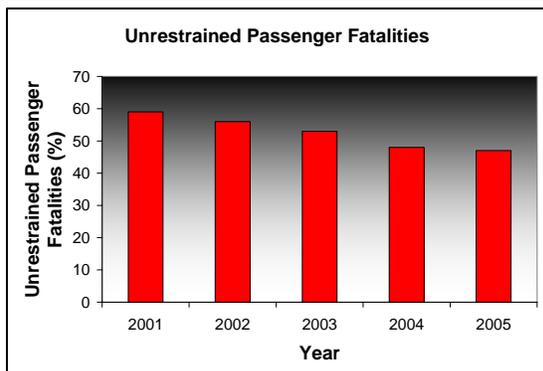
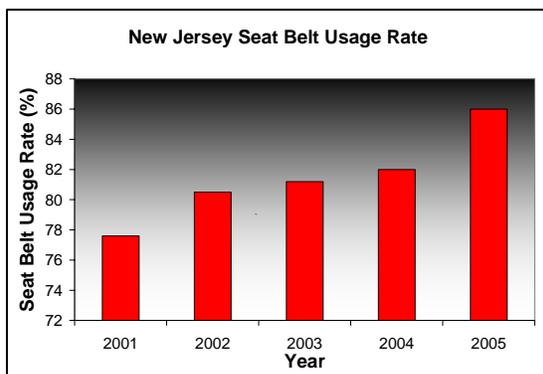
Intersection safety is and has been a major program at the FHWA. As a means to share best practices, the FHWA and selected representatives of the transportation community conducted a domestic scan of issues related to intersection safety: safety management and comprehensive safety processes, traffic control devices for motorists, pedestrians and bicyclists, traffic operational practices, geometric design treatments and enforcement practices and educational programs. One of the primary objectives was to identify and document selected innovative intersection treatments that have been implemented at intersections in the United States and demonstrated to, or have the potential to, improve safety at intersections.



Limited hard copies are available by emailing nj.safety@fhwa.dot.gov.
An electronic version will be available shortly at <http://safety.fhwa.dot.gov>.

Safety Snapshot

Seat belt usage in NJ reached an all time high of 90% in 2006! However, approximately 48% of our fatalities were unbelted!



Final Rule on Worker Visibility

The final rule on worker visibility that adds part 634 to Title 23, Code of Federal Regulations, was published in the Federal Register on Friday, November 24, 2006. This rule is in response to the section 1402 of SAFETEA-LU and requires all workers to wear high visibility garments while working on or near federal-aid highways. 23 CFR 634 requires all workers within the right-of-way of a Federal-aid highway who are exposed to either traffic or to construction equipment within the work area to wear high-visibility safety apparel.

States and other agencies are required to comply with the provisions of 23 CFR 634 no later than November 24, 2008.



You can access the final rule at the following link:

<http://a257.g.akamaitech.net/7/257/2422/01jan20061800/edocket.access.gpo.gov/2006/pdf/E6-19910.pdf>

IHSDM: Making Safety a Priority in Roadway Design

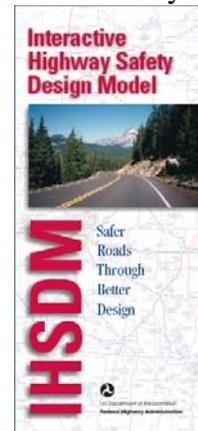
The Interactive Highway Safety Design Model (IHSDM) is a suite of Software analysis tools for evaluating safety and operational effects of geometric design decisions on two-lane rural highways. IHSDM is a decision-support tool. It checks existing or proposed two-lane rural highway designs against relevant design policy values and provides estimates of a design's expected safety and operational performance.

IHSDM results support decision making in the highway design process. Intended users include highway project managers, designers, and traffic and safety reviewers in State and local highway agencies and engineering consulting firms.

IHSDM currently includes five evaluation modules (Crash Prediction, Design Consistency, Intersection Review, Policy Review, and Traffic Analysis). A sixth module (Driver/Vehicle) is under development.

The 2006 release of IHSDM may be downloaded free-of-charge at <http://www.ihsdm.org>.

User technical support is also available free-of-charge.



ADA/Section 504

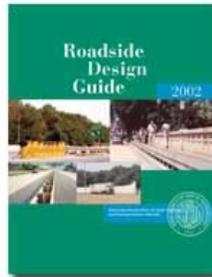
A web site with questions and answers concerning recurring issues, training opportunities, and background legal information on

FHWA's responsibilities under the ADA and Section 504 is located at:

<http://www.fhwa.dot.gov/civilrights/index.htm>.

These questions and answers are presented to help FHWA and its State and local transportation department partners better understand roles and responsibilities to provide accessible transportation facilities under the Americans with Disabilities Act of 1990 (ADA) and the Rehabilitation Act of 1973 (Section 504).

Roadside Design Guide



The AASHTO Technical Committee on Roadside Safety is in the process of updating and expanding the 2002 AASHTO Roadside Design Guide. As part of this process, AASHTO has developed a short, on-line customer survey to determine whether the existing Guide provides answers to the questions that typically arise during the design process and if these answers can readily be found within the Guide's present format. Responses are due back to AASHTO by January 15, 2007. The survey can be accessed at:

http://websurveyor.net/wsb.dll/30839/RdsdDesign_CustSurvey.htm

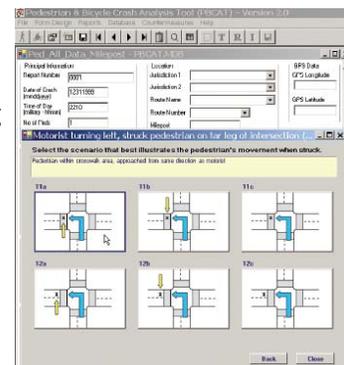
Thank you in advance for your feedback!

PBCAT – Pedestrian and Bicycle Crash Analysis Tool

PBCAT is a software application designed to assist State and local pedestrian and bicycle coordinators, planners, and engineers in addressing pedestrian and bicyclist crash problems. After developing a database of crash information, PBCAT users can analyze the data, produce reports, and select countermeasures to address the problems identified by the software.

Version 2.0 is now available for download at:

<http://www.walkinginfo.org/pc/pbcats.cfm>



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