



SAFE STREETS FOR ALL



MEADOWLANDS ACTION PLAN FOR SAFETY
(MAP4S)



NJSEA | Meadowlands Action Plan for Safety (MAP4S)

Safety Task Force Meeting #4

December 12, 2024

Project Team



Nadereh Moini,
Chief of Transportation

Michael Baker
INTERNATIONAL

Project Management
Anthony Durante, Senior Associate



Data Collection & Analysis
Matthew Maher, Senior Associate



Safety Assessment Tool
Cory Hopwood, Traffic Safety
Engineer



Outreach & Engagement
Jessie Cohen, Outreach Lead

**SAFETY TASK
FORCE**

Safety Task Force Members

THANK
YOU!

Municipalities

- Carlstadt – **Hernan Lopez**, OEM Director
- East Rutherford – **Francis Joseph Jr.**, OEM Director
- Jersey City – **Lyndsey Scofield**, Senior Transport Planner
- Kearny – **Stephen Marks**, Town Administrator
- Little Ferry – **Lisette M. Duffy**, Borough Administrator
- Lyndhurst – **Michael Carrino**, Police Captain
- Moonachie – **Richard Behrens**, Chief of Police
- North Arlington – **Stephen Lolacono**, Borough Administrator
- North Bergen – **Janet Castro**, Town Administrator, and **Robert Farley**, Chief NBPD
- Ridgefield Borough – **Joe Greco**, OEM Director, and **Kenny Sheridan**, Deputy Chief of Police
- Rutherford – **Robert Kakolesski**, Borough Administrator, and **Anthony Bachmann**, Traffic Bureau Coordinator
- Secaucus – **Lieutenant Martin Moreda**, Director of Traffic Bureau
- South Hackensack – **Michael J. Ward**, OEM/Safety Coordinator, and **Robert Chinchar**, Police Chief
- Teterboro – **Nicholas Saros**, Municipal Manager

Counties

- Bergen County – **Peter Kortright**, Principal Planner
- Hudson County – **Francesca Giarratana**, Dept. Deputy Director

Transportation Agencies

- EZ Ride – **Avnish Gupta**, COO & General Counsel
- PANYNJ – **Kevin Walkes**, Traffic Engineer
- NJSEA – **Christopher Stefanacci**, Director of Public Safety
- NJ Turnpike Authority (NJTA) – **Janet Sharkey**, Supervising Engineer, Traffic
- NJTPA – **Lois Goldman**, Director of Long-Range Transportation Planning
- NJ TRANSIT – **Michael Viscardi**, Director Programmatic Planning

Non-Profit Organizations & Businesses

- Bike North Bergen – **Johan Andrade**, President
- Hackensack Meridian Health – **Elizabeth Koller**, VP Administrator IHSC Operations
- Hartz Mountain Industries – **Grant Lewis**, VP of Site Development and Engineering
- HRP Group – **Jeremy Grey**, Executive VP of Industrial Development
- Kearny Public Schools – **Mark Bruscino**, Director of Operations
- Meadowlands Chamber of Commerce – **James Kirkos**, CEO, and **Judy Ross**, Senior Director of Operations
- NJ Bike Walk Coalition – **Debra Kagan**, Executive Director

Agenda

SAFE STREETS FOR ALL



MEADOWLANDS ACTION PLAN FOR SAFETY
(MAP4S)

- STF Role, Meetings
- Community Outreach Update
- Safety Countermeasures, Project Ideas
- Policy Introduction
- Next Steps

Safety Task Force (STF)

Role:

- Participate in STF meetings and surveys
- Provide input on topics concerning the project
- Provide feedback on planned community engagement activities and assist in outreach facilitation
- Identify local stakeholders for additional input
- Provide feedback on project materials, safety recommendations, and SAT
- Provide feedback on final report

Meeting #1 – March 27, 2024

- Kickoff meeting to introduce project, desired outcomes, outreach activities

Meeting #2 – June 20, 2024

- Outreach plan, Preliminary data findings

Meeting #3 – September 25, 2024

- Outreach findings, Safety Assessment Tool introduction, High Injury Network

Meeting #4 – Today

- Outreach update, Safety countermeasures, Project ideas, Policy introduction

Meeting #5 – February 2025

- Policy review, Safety projects

Meeting #6 – April 2025

- Safety Assessment Tool

Meeting #7 – June 2025

- Final presentation

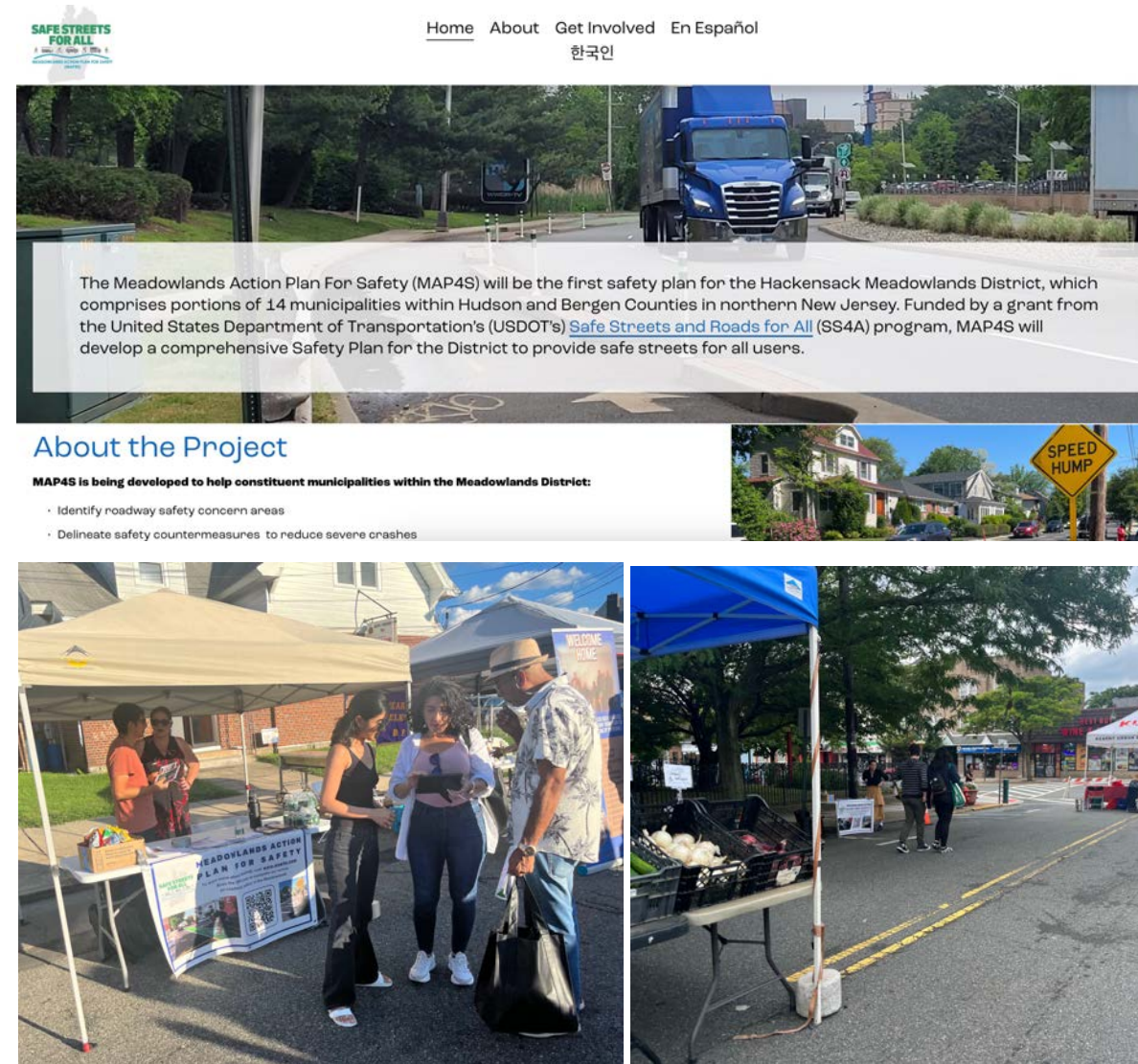


Community Outreach Update



Outreach Efforts Performed So Far

- MAP4S website
- Online map/survey
- 5 “pop-up” public events
- 2 Virtual Focus Group meetings
- 4 Safety Task Force meetings



Survey Summary

Total Survey Responses: 200

Total Public Engagement: 250

How do you travel through the District?

- Driving: 169 (84.5%)
- Walking: 63 (31.5%)
- Public Transit: 52 (26%)
- Bicycles/Scooters: 34 (17%)
- Other Modes: Small percentage



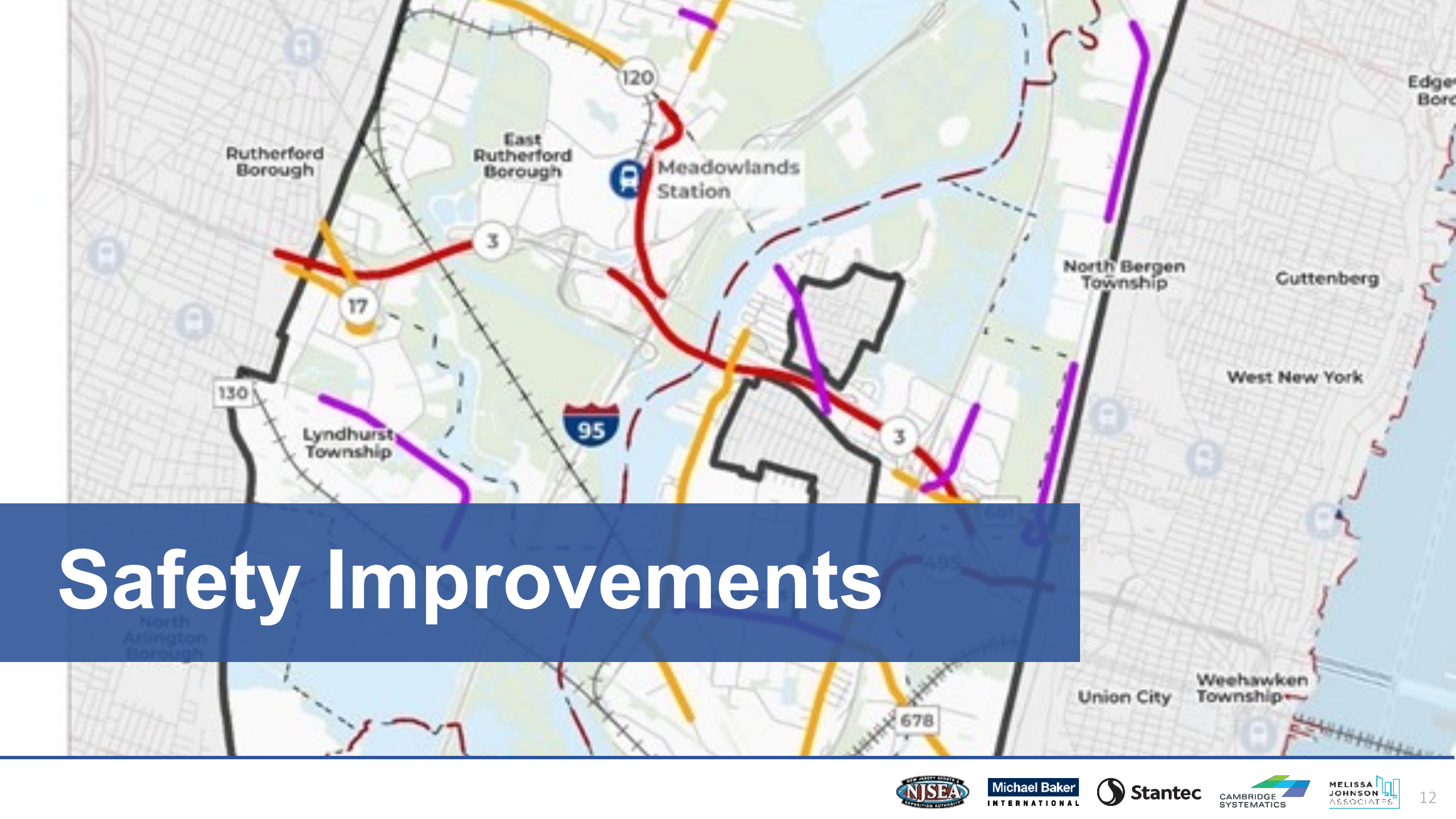
Survey Summary: Safety Concerns and Recommendations

- Sidewalks are missing or poorly maintained; add sidewalks near key locations, improve crosswalk markings, and enhance nighttime lighting.
- Bicycle infrastructure is insufficient; create bike networks connecting key areas and repurpose unused rail easements.
- Bus shelters are limited, and service is insufficient; add more shelters and increase service frequency.
- Residential areas face speeding, aggressive driving, and poor visibility; install speed feedback signs, implement traffic calming measures, and enhance law enforcement.

Focus Groups: Key Safety Concerns and Recommendations

- **Build safer, accessible infrastructure** with protected bike networks and more sidewalks in residential areas.
- **Expand bus stops and shelters.**
- **Enhance road safety** with traffic-calming measures, automated enforcement, and road redesign.
- **Address micromobility challenges** with clearer safety policies and enforce compliance.
- **Prioritize schools** with protected drop-off areas, speed limits, and more crossing guards.
- **Engage communities** with education and outreach.
- **Foster a Complete Streets approach** that accommodate all users.





A map of the Meadowlands Station area in New Jersey, showing various municipalities including Rutherford Borough, East Rutherford Borough, North Bergen Township, Lyndhurst Township, Union City, and Weehawken Township. The map highlights several proposed safety improvement routes in red, orange, and purple. Key features include Meadowlands Station, Interstate 95 (I-95), and various local roads like Route 120, Route 17, Route 130, Route 3, and Route 678. The Hudson River is visible on the right side of the map.

Safety Improvements

Objective and Approach

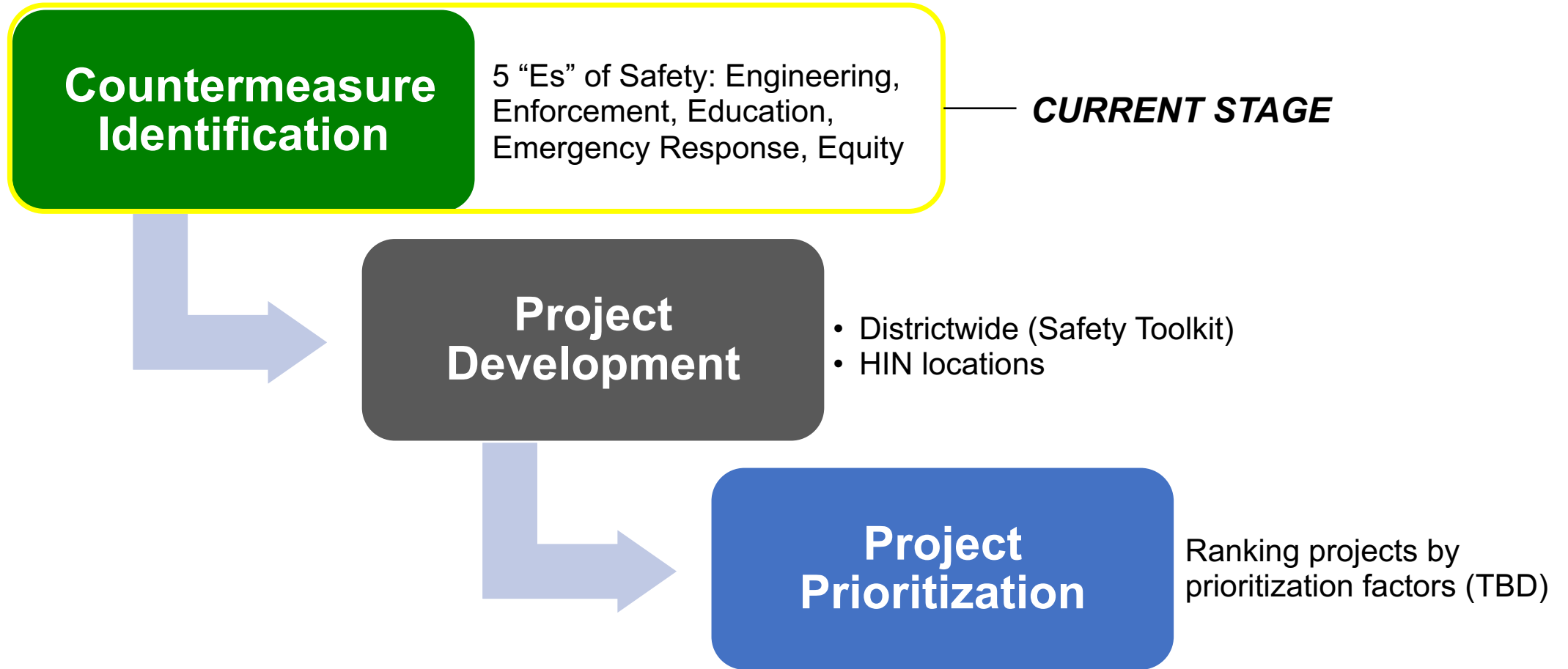
Objective:

- Develop list of relevant countermeasures to Meadowlands region
- Identify potential project locations and targeted countermeasures

Approach:

- Countermeasures reviewed for applicability to Meadowlands
 - Identify relevant safety countermeasures based on established need
 - Emphasis on:
 - High Injury Network (HIN) analysis
 - Crash types
 - Functional classification
 - Community and stakeholder input

Safety Project Development



Safety Needs – Crash Data Analysis

2017-2021 Crash Data Analysis

Meadowlands overrepresented crash types (*Fatal and Serious Injury*) compared to State:

- Same Direction – Rear End: overrepresented by 12.3%
- Same Direction – Sideswipe: overrepresented by 3.0%
- Opposite Direction (Head On): overrepresented by 3.3%
- Pedestrian: overrepresented by 3.2%

Crash data sources: Safety Voyager and Numetric

Safety Needs – Public Input

Public Input Gathered through:

- Outreach events
- Focus group meetings
- Online map/survey
- Safety Task Force meetings

Common themes/topics:

- Planning for Complete Streets
- Pedestrian and Bike Infrastructure
- Public Transit Access and Amenities
- Speeding and Aggressive Driving

Safety Countermeasure Overview

Countermeasure is a strategy to reduce (or prevent) specific crash types

- 5Es: Engineering, education, enforcement, emergency response, and equity



Engineering

- Convert intersection to a roundabout



Engineering: Roundabout



Education

- “Click it or Ticket” campaign



Education: Behavior Campaign



Enforcement

- Maximum legal BAC of 0.08



Emergency Response

- Traffic signal preemption for emergency vehicles



Equity

- Include disadvantaged communities in project prioritization

Discussion

In your community, what kind of safety countermeasures (one or more of the “Es”) are considered or implemented? Any examples?

Engineering Countermeasures



- Retroreflective backplates ~ 15% reduction for all crashes
 - Targeted for rear end crashes
- Install median island for unsignalized pedestrian crossing ~46-56% reduction in pedestrian crashes
 - Targeted for pedestrian crashes
- Guardrail ~ 15% reduction in fatal and injury crashes
 - Targeted for fixed object crashes



Retroreflective backplate



Median island at unsignalized pedestrian crossing



Roadside guardrail



Have you implemented engineering countermeasures in your community? If so, which ones? Which ones do you feel are most effective in improving roadway safety?



Are there any engineering countermeasures that you are not comfortable implementing in your community?

Education Countermeasures



- Behavior campaigns
- Community safety events
 - Helmet fitting
- Walking School Bus
- Tactical Urbanism



Behavior campaign



Helmet fitting educational event



Tactical urbanism: repurposing a travel lane



Walking School Bus



Does your community have any roadway educational campaigns that you feel are effective? If not, why not?

Enforcement Countermeasures



- High-visibility enforcement at crosswalks
- High-visibility enforcement for speeding
 - Officer cutout



Stop for pedestrians



Police officer cutout



Can you recommend specific locations or methods for targeted enforcement?



In most communities, enforcement efforts are limited by resources. Are there specific countermeasures that could support enforcement in your community?

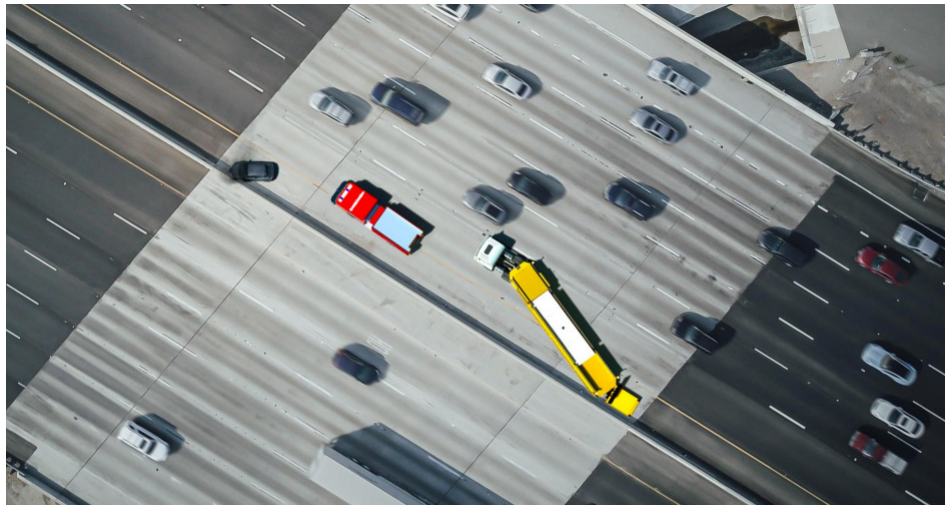
Emergency Response Countermeasures



- Signal preemption for emergency vehicles
- Emergency response barrier



Traffic signal preemption



Emergency response barrier



What limitations/challenges impact emergency response?

Are there opportunities for improvement (communications, agency coordination, technology, etc.)?

Equity Countermeasures



- Curb ramps for each crosswalk
- Transit access:
 - Bus stop landing pad and sidewalk connectivity
 - Midblock crosswalks near stops



Accessible curb ramps



Midblock crosswalk near bus stop



Bus stop landing pad



Are there underserved populations/groups in your community that could benefit from safer streets designed for pedestrians, cyclists, and transit riders?

Districtwide Projects – Safety Toolkit

- High-level safety countermeasure projects based on the predominant FSI crashes to facilitate future safety analysis

Examples:

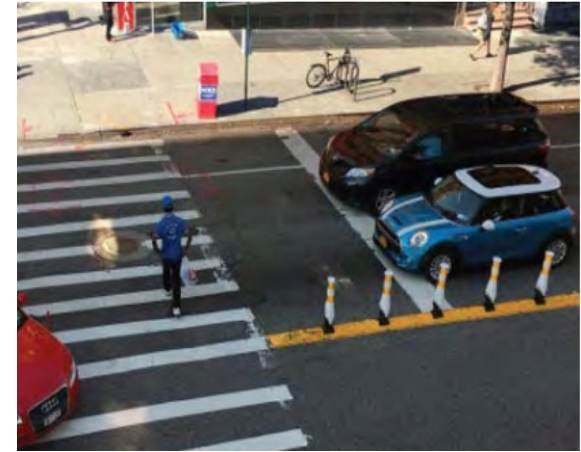
- Engineering and Policy
 - Education and Policy
-
- More defined projects coming in January

Complete Streets Countermeasures

- Buffered or protected bicycle lanes ~ 30-53% reduction in bicycle crashes
 - Targeted for bicycle crashes
- Hardened centerline ~ 46% reduction in pedestrian crashes
 - Targeted for pedestrian crashes
- “Danish Offset” midblock pedestrian crossings – No CRF
 - Targeted for pedestrian crashes



Protected bicycle lane



Hardened centerline



“Danish offset” midblock crosswalk

Transit Countermeasures

- Bus island/floating bus stop – No CRF
 - Targeted for bicycle crashes
- Bus stop landing pad and sidewalk connectivity – No CRF
 - Targeted for pedestrian crashes
- Midblock crosswalk near bus stop – CRF varies by treatment
 - Targeted for pedestrian crashes



Bus island/floating bus stop



Bus stop landing pad

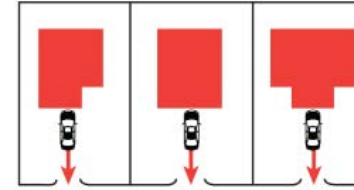


Midblock crosswalk near bus stop

Segment Countermeasures

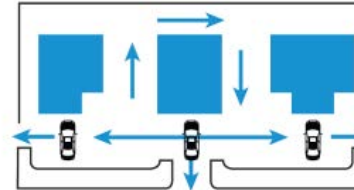
- Access management (driveway consolidation, spot medians, etc.) ~ 25-31% reduction in fatal and injury crashes
 - Targeted for sideswipe and rear end crashes
- Appropriate roadway lighting ~ 42% reduction in nighttime pedestrian crashes
 - Applies to all nighttime crashes
- Guardrail ~ 15% reduction in fatal and injury crashes
 - Targeted for fixed object crashes

Avoid



Promote

- Cross Access
- Joint Access
- Complete On-Site Circulation



*Access management:
Driveway consolidation*



Roadway lighting



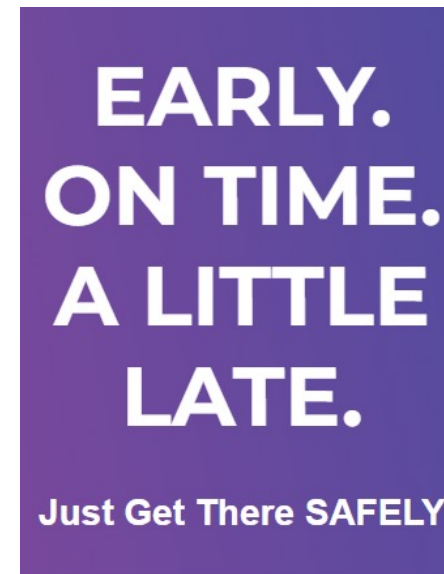
Roadside guardrail

Speeding/Aggressive Driving Countermeasures

- Speed feedback signs ~ 5-7% reduction in all crashes
 - Applies to all crashes
- Tactical Urbanism – fast and cheap short-term interventions
- Behavioral campaigns



Speed feedback sign



Behavior campaign messaging



Tactical urbanism: repurposing a travel lane

Location-based Projects

Three potential projects identified

- High-level demonstration of grouping and application of countermeasures
- Corridors on High Injury Network
 - 1 local road
 - 1 arterial
 - 1 freeway
- More defined projects coming in January
 - Jurisdictions will have opportunity to review formally defined projects

Representative Project – Local Road

Secaucus Road in Secaucus between Hartz Way and County Avenue

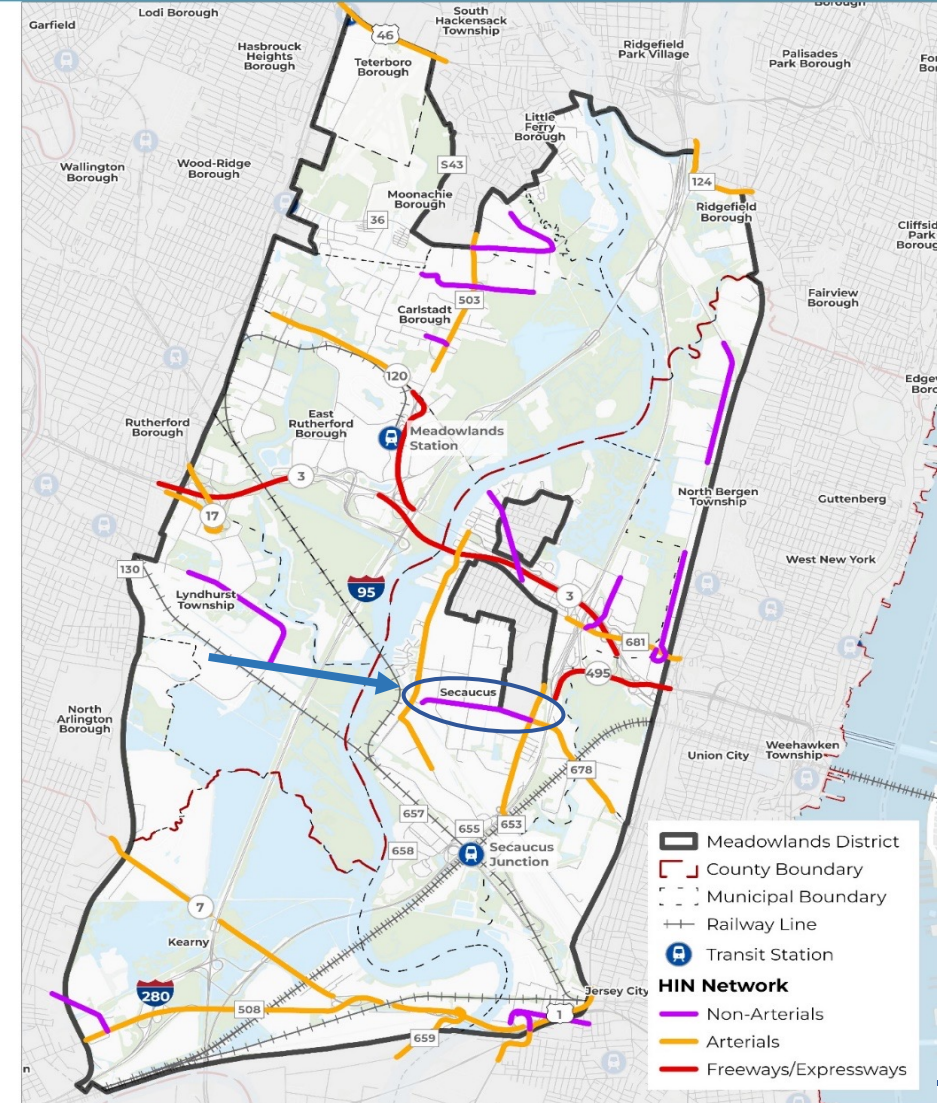
Characteristics:

- Jurisdiction: Secaucus
- Major collector
- Two lanes, undivided
- 25 mph posted speed limit



Secaucus Road east of Sinwalco Road

HIGH INJURY NETWORK (HIN)



Representative Project – Local Road

Secaucus Road in Secaucus between Hartz Way and County Avenue

Potential countermeasures:

- Double-up “Stop” signage
- Advance intersection lane control signage
- Add edgelines and guardrail
- Utility pole relocations



Secaucus Road approaching Hartz Way



Secaucus Road east of Sinwalco Road



Secaucus Road approaching County Avenue

Representative Project – Arterial

CR 503 Washington Avenue in Carlstadt
between Road A and Empire Boulevard

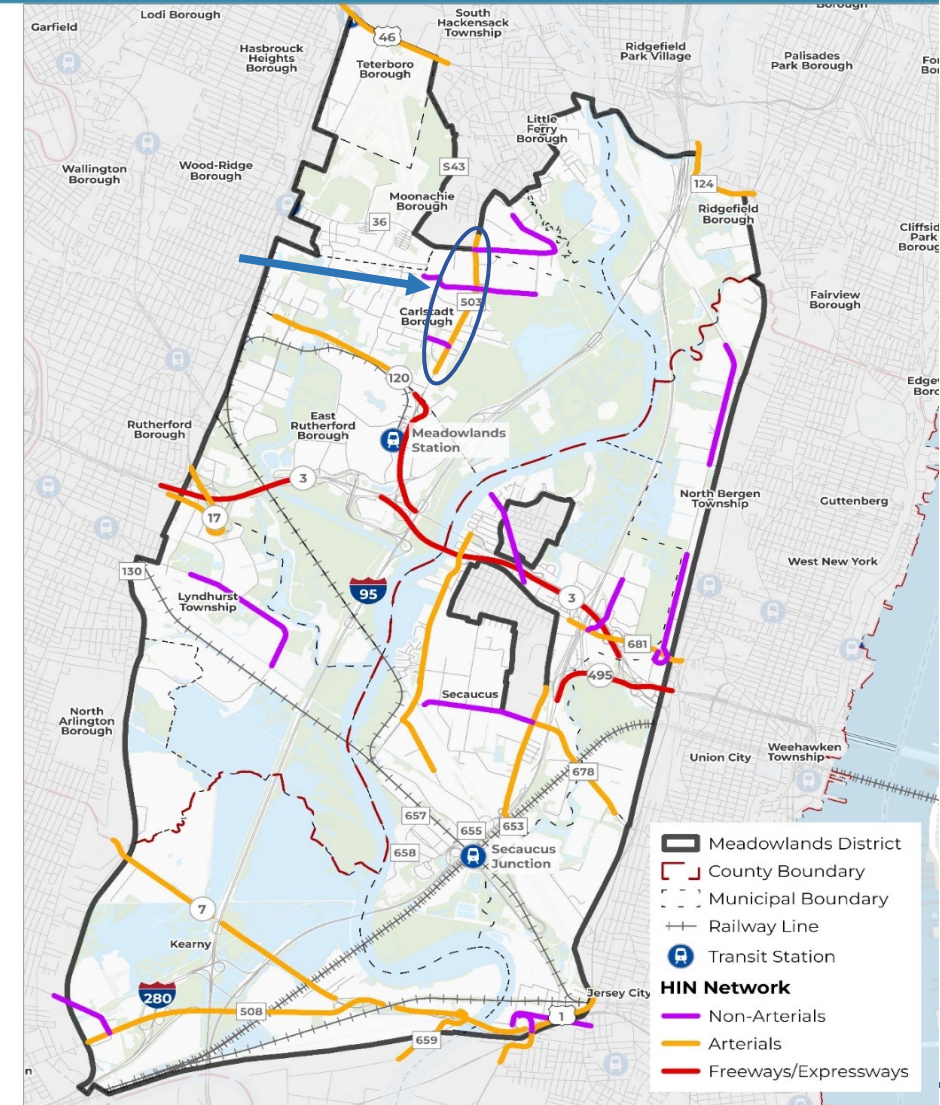
Characteristics:

- Jurisdiction: Bergen County
- Principal Arterial
- Four lanes, divided
- 40 mph posted speed limit



Washington Avenue south of Jomike Court

HIGH INJURY NETWORK (HIN)



Representative Project – Arterial

CR 503 Washington Avenue in Carlstadt
between Road A and Empire Boulevard

Potential countermeasures:

- Retroreflective backplates
- Speed feedback signs
- Adjust signal timing for slower speeds



*Washington Avenue at
Jomike Court*



*Washington Avenue
south of Kero Road*

Representative Project – Freeway

NJ 495 Washington Avenue in North Bergen
between I-95 and US 9

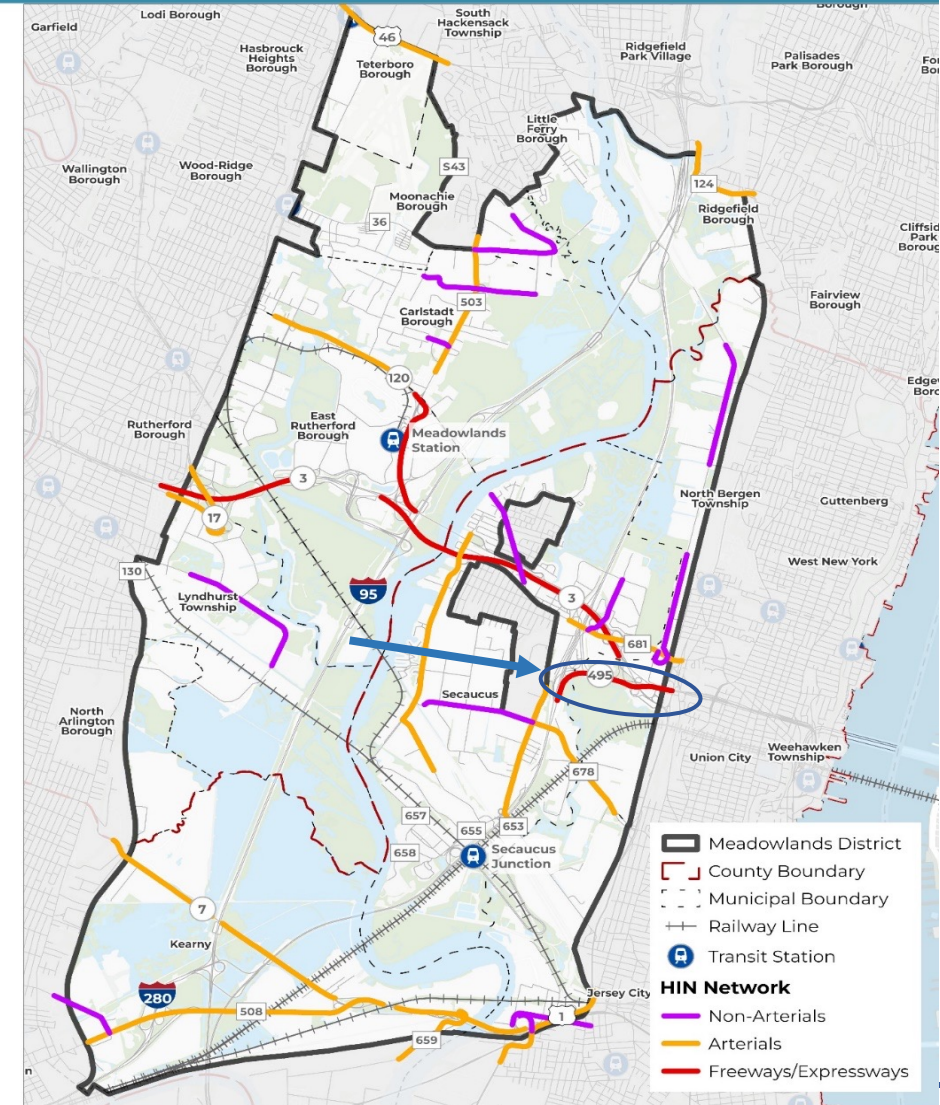
Characteristics:

- Jurisdiction: NJDOT
- Principal Arterial Freeway
- Four lanes, divided + 1 reversible lane
- 50 mph posted speed limit



NJ 495 westbound between I-95 and US 9

HIGH INJURY NETWORK (HIN)



Representative Project – Freeway

NJ 495 Washington Avenue in North Bergen between I-95 and US 9

Potential countermeasures:

- Edgeline rumble strips
- Route shield pavement markings



*NJ 495 eastbound
west of I-95*



*NJ 495 between
I-95 and US 9*

Next Steps

- More detailed project identification for HIN locations
- Distribution to jurisdictions for review
- Development of project prioritization methodology
 - Will likely consider FSI crash history, equity, and other prioritization factors TBD

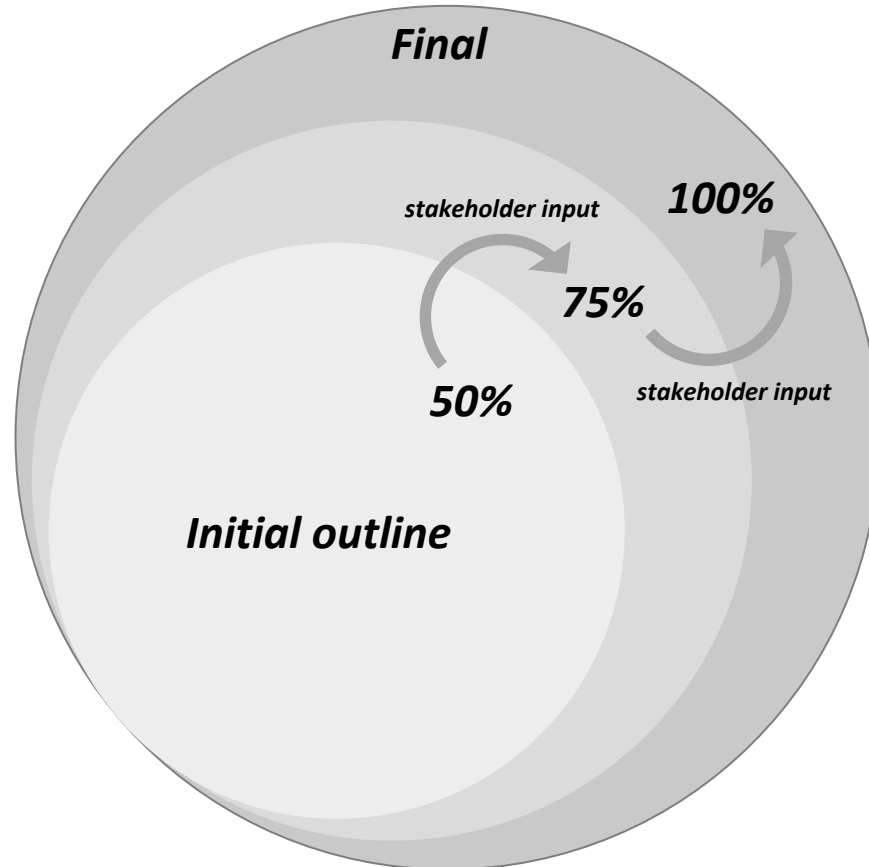




Policy Introduction

Policy Introduction

Our strategy has been...



Policy relates with non-infrastructure strategies to improve roadway safety outcomes.

We are tasked with...

1. Review of Existing Policies
 - Peer Review of similar agencies
2. Gap Analysis & Needs
3. Vision Zero Policy Initiatives

The SS4A Program Seeks to Improve Safety by...


U.S. Department of Transportation
Federal Highway Administration



Local Road Safety Plans

A local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The LRSP development process and content are tailored to local issues and needs. The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local roads. FHWA has developed several resources including an LRSP Do-It-Yourself website which further explains the process and includes resources local agencies and their partners need to create and implement an LRSP.¹

Approximately 75 percent of rural roads are owned by local agencies.² While local roads are less traveled than State highways, they have a much higher rate of fatal and serious injury crashes.³ Developing an LRSP is an effective strategy to improve local road safety for all road users and support the goals of a State's overall Strategic Highway Safety Plan (SHSP).

Although the development process and resulting plan can vary depending on the local agency's needs, available resources, and targeted crash types, aspects common to LRSPs include:

- Stakeholder engagement representing the 4E's: engineering, enforcement, education, and emergency medical services.
- Collaboration among municipal, county, Tribal, State, and/or Federal entities to leverage expertise and resources.

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- Timeline and goals for implementation and evaluation.

Local road agencies should consider developing an LRSP to be used as a tool for reducing roadway fatalities, injuries, and crashes.³ LRSPs can help agencies create a prioritized list of improvements. LRSPs are also a proactive risk management technique to demonstrate an agency's responsiveness. The plan should be viewed as a living document that can be updated to reflect changing local needs and priorities.



Infographic showing the LRSP process. Source: FHWA

Safety Benefits:
Agencies have experienced the following benefits after LRSP implementation:

- 25%** reduction in county road fatalities in Minnesota.
- 17%** reduction in fatal and serious injury crashes on county-owned roads in Washington State.
- 35%** reduction in severe curve crashes in Thurston County, WA.

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

FHWA-SA-21-033

1 <https://safety.fhwa.dot.gov/LRSPDIY/>
2 Anderson et al. *Addressing Safety on Locally-Owned and Maintained Roads: A Domestic Scan*, FHWA-SA-09-019, (2010).
3 *Developing Safety Plans: A Manual for Local Rural Road Owners*, FHWA-SA-12-017, provides guidance on developing an LRSP.



- Formalizing **official public commitment** with Vision Zero

- e.g., resolution, adoption of policy or ordinance

- Establishing **committee or task force** to oversee the Safety Action Plan (SAP)

- Reviewing data trends & **risk factors**

- Consider **equity** challenges with vulnerable populations

- **Reviewing policies, plans, and guidelines**

- Identifying a comprehensive set of **projects and strategies**

- Monitoring and **evaluating** progress over time

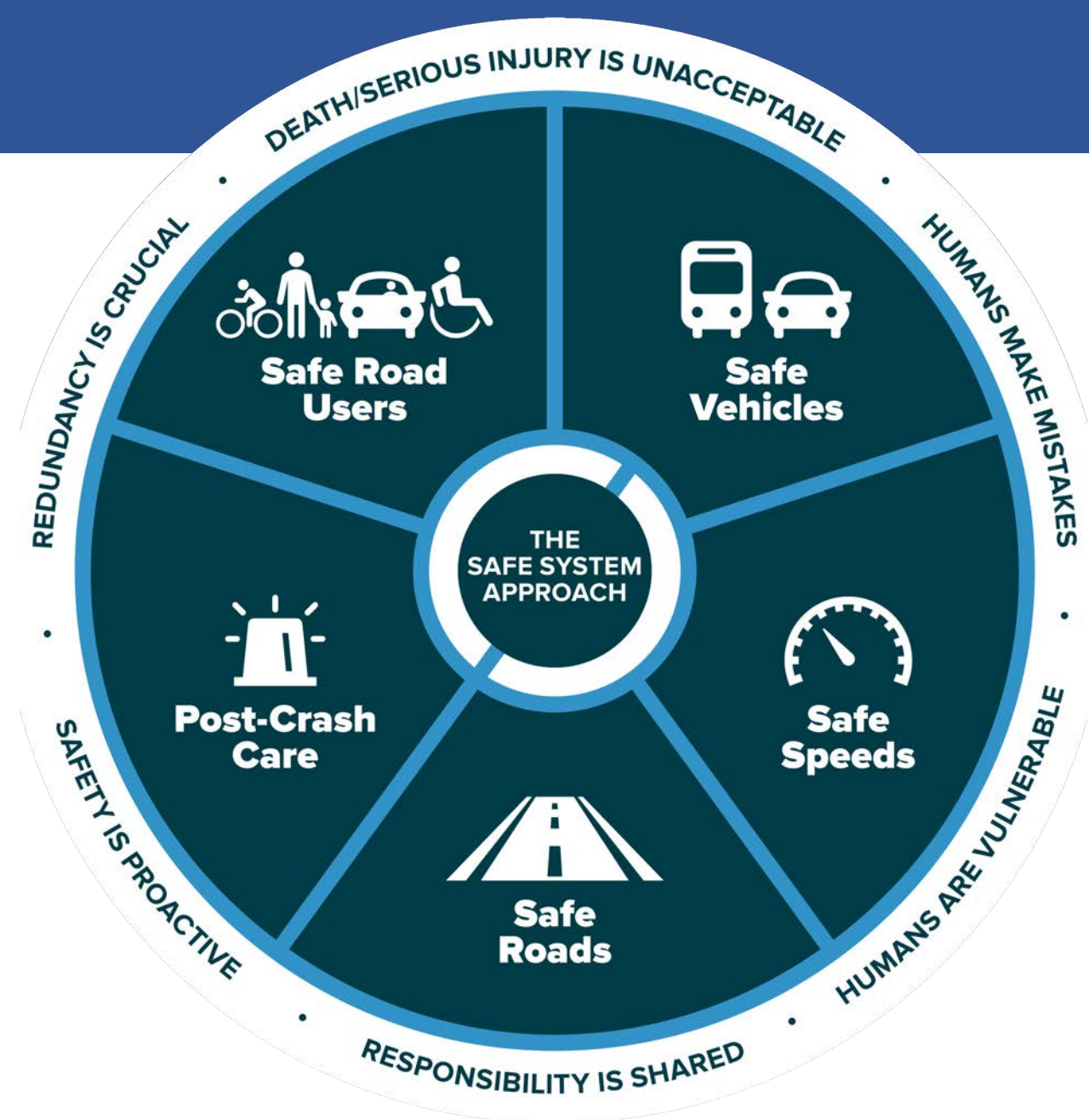
Vision Zero Initiatives

Six principles of VZ – around the outside

- “framing” the safety challenge

Five elements – categories on the inside

- much like the 5Es

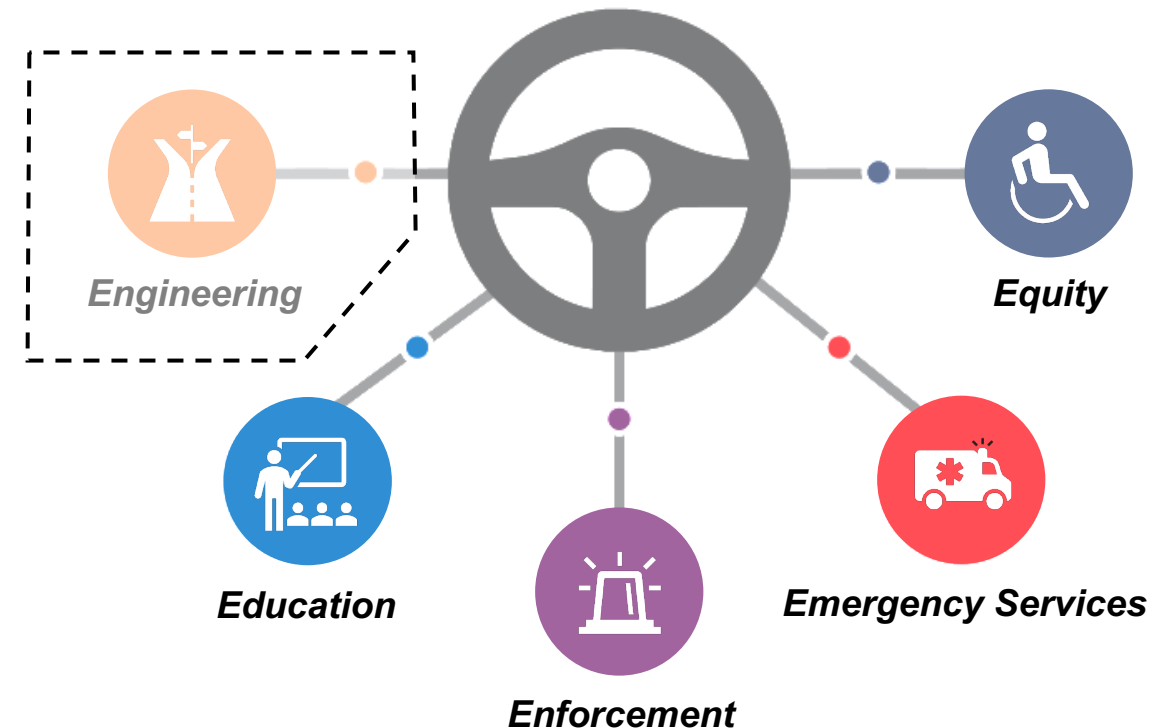


Improving Safety through Policy (non-infrastructure)

Just for starters...

- **Drive less** = fewer miles traveled + fewer cars on the road and reduced exposure (potential)
- Encourage and promote the use of **alternative modes** of travel through TDM program(s)
- **Reduce posted speed** limits, with strategic **enforcement**
- Educational programs to **influence driver behavior** (identified risk factors)
- Annual funding for **systemic safety countermeasures**
- Commitment to spending 40% of infrastructure dollars within **vulnerable communities** (Justice40)
- Leverage **partnerships** to educate and encourage existing regional program participation
- Incorporate Vision Zero **principles** into agency initiatives (integration)
- Continually **evaluate** safety trends with an annual report

5 E's of Road Safety

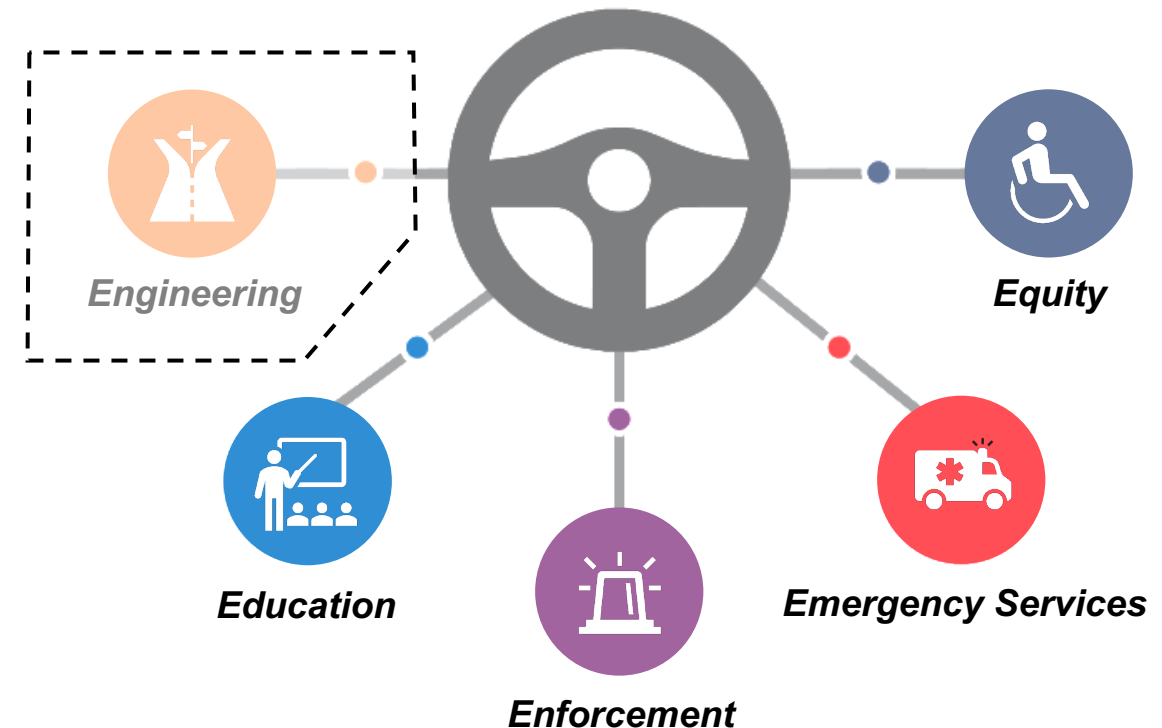


How Policy and Countermeasures Work Together

- Common goal = reduce crashes & save lives
- Countermeasures address engineering strategies
- Policy can prompt funding for these countermeasures
- Policies and programs can **encourage** infrastructure changes

*Which Es may be the **MOST IMPACTFUL** in advancing safer streets, and why?*

5 E's of Road Safety

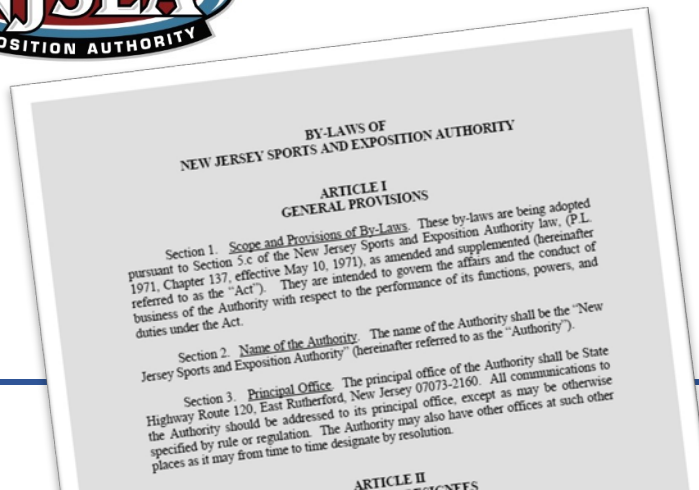


Discussion & Direction

Review of Existing Policies

NJSEA's jurisdictional authority for planning and zoning is derived from the **Hackensack Meadowlands District Regulations & By-laws** – established in 1971 – with the authority to:

- Manage development through land use management & zoning
- Develop a **Meadowlands District Transportation Plan** to manage mobility needs
 - Collect a transportation development fee assessment



Meadowlands District Transportation Plan (MDTP 2045), includes policy recommendations:

- District roadway weight restrictions
- Develop Access Management criteria
- Active Transportation Plan
- Adopt a Complete Streets policy

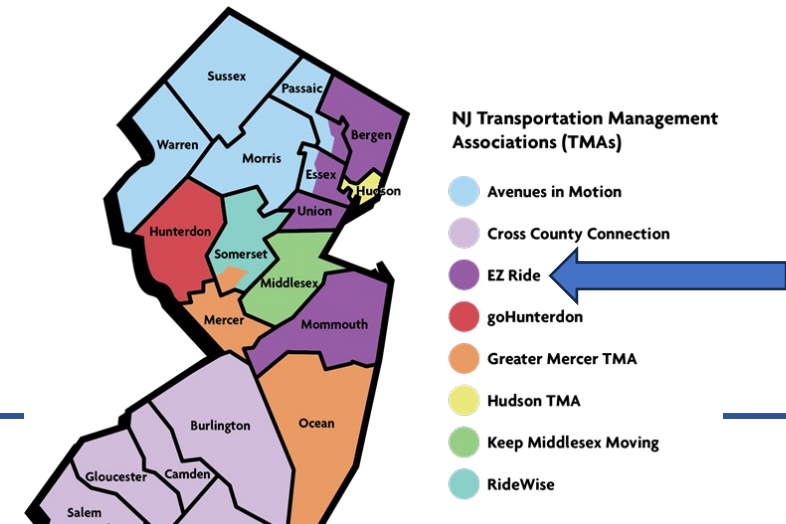
Transportation Planning District Fund

- Construction reimbursement for bicycle or pedestrian projects



NJSEA is within the **EZ Ride** (non-profit) **Transportation Management Association (TMA)**:

- *“Implement innovative transportation programs and services that enhance the quality of life, regional mobility, ... while reducing traffic congestion and improving air quality.”*
- EZ Ride provides regional transportation demand management (TDM) programs and strategies including carpool / vanpool, shuttle programs, disability transport, bicycle and pedestrian programs, EZ Ryde4Life... and others



... a note on MDTP 2045: prioritization

Kudos for including **SAFETY & SECURITY** as a significant weight for prioritizing projects:

- Improving pedestrian safety 1.5
- Improving bicyclist safety 1.5
- Decrease vehicle crashes 1.0
- Improve general security 1.0



Weighting Factors from MDTP 2045

Multimodal Connectivity (6)

Safety & Security (5)

Economic Development (5)

Environmental Constraints (4)

Advocacy
(1)

Sustainability (2)

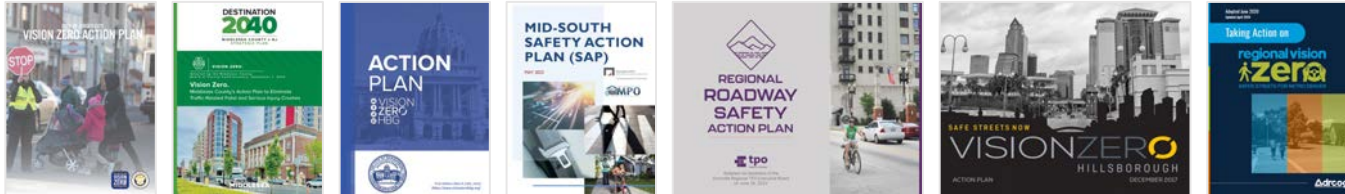
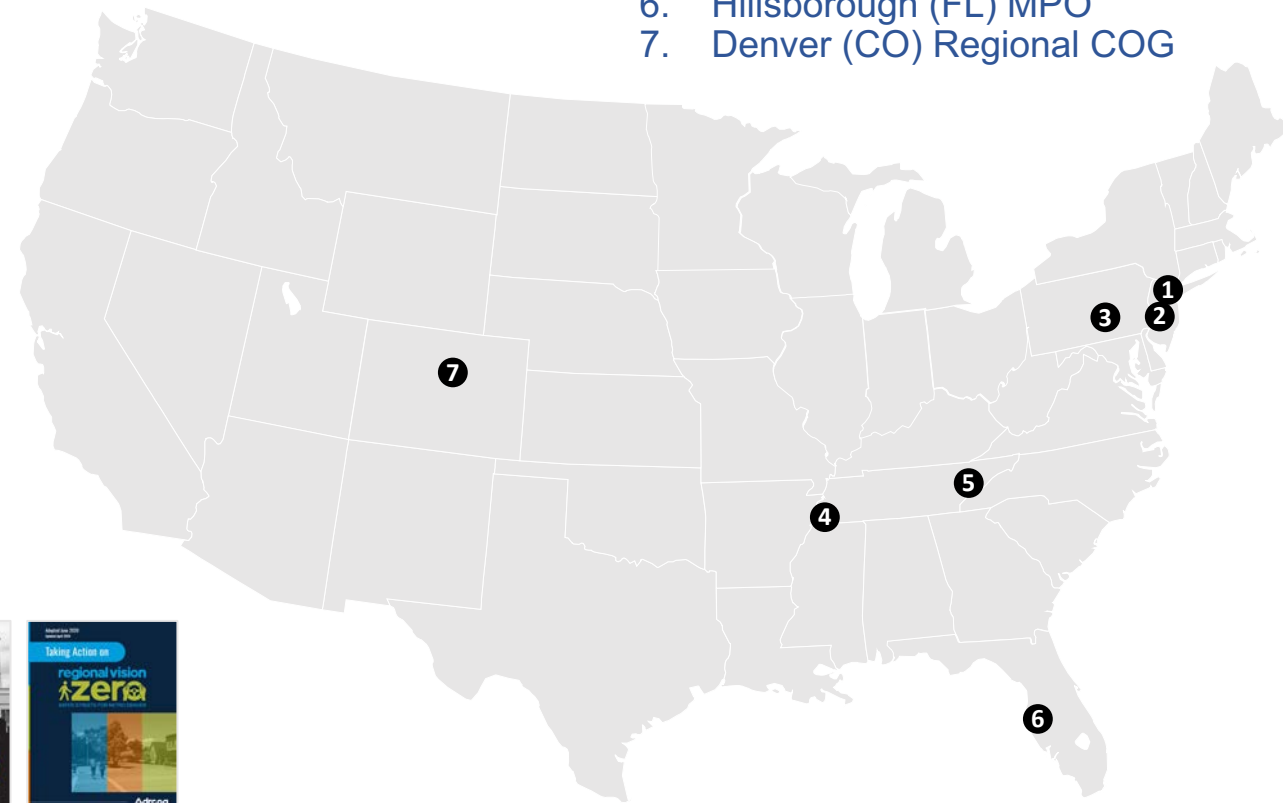
Cost (3)

Peer Review of Similar Agencies

Looking for regional planning agencies that...

- Have completed a Vision Zero or SS4A Safety Action Plan
- Represent different US regions / states
- Include regional freight corridors
- Are generally not responsible for roadway maintenance

1. Jersey City (NJ)
2. Middlesex County (NJ)
3. Harrisburg (PA)
4. Memphis (TN) MPO (multi-state)
5. Knoxville (TN) Regional TPO
6. Hillsborough (FL) MPO
7. Denver (CO) Regional COG



Programs & Outreach Strategies

 Yes / Included

<blank> No / Not entirely

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Programs	Jersey City, NJ	Middlesex County, NJ	Harrisburg, PA	Knoxville, TN	Memphis, TN	Hillsborough, FL	Denver, CO	In Action
Agency Type	City	County	City	TPO	MPO	MPO	COG	
Roadway Ownership	some	some	some					
Required adopted by all member jurisdictions (Vision Zero policy)	n/a One jurisdiction		n/a One jurisdiction					
Neighborhood Slow Streets Program								Boston, MA
Families for Safety Streets – Local chapter								New York City, NY
Public Education Campaign								Wilmington, NC
Vision Zero Training / Education								Montgomery County, MD
Freight Operators								
Vision Zero Website / Resource Platform								Boston, MA
TDM Programs								Austin, TX
Community Engagement with Historically Disadvantaged Communities								Los Angeles, CA

Policies and Staffing

 Yes / Included

<blank> No / Not entirely

DRAFT

Policies	Jersey City, NJ	Middlesex County, NJ	Harrisburg, PA	Knoxville, TN	Memphis, TN	Hillsborough, FL	Denver, CO	In Action
Agency Type	City	County	City	TPO	MPO	MPO	COG	
Agency partnerships and collaboration								New York City, NY
Rapid Response Team (Quick Build / Demonstration Projects)								Boston, MA
Vision Zero Task Force								Charlotte, NC
Vision Zero Coordinator / Program Manager								Arlington County, VA Durham, NC Raleigh, NC
Equity Impact Assessment (EIA)								Metropolitan Washington Council of Governments
Annual Reporting Requirement								Montgomery County, MD

MAP4S Status Check...



U.S. Department of Transportation
Federal Highway Administration

OFFICE OF SAFETY
Proven Safety
Countermeasures



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- 17%** reduction in fatal and serious injury crashes on county-owned roads in Washington State.
- 35%** reduction in severe curve crashes in Thurston County, WA.

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

FHWA-SA-21-033

1 <https://safety.fhwa.dot.gov/LRSPDIY/>
2 Anderson et al. Roadway Practices: Addressing Safety on Locally-Owned and Maintained Roads A Domestic Scan, FHWA-SA-09-019, (2010).
3 Developing Safety Plans: A Manual for Local Rural Road Owners, FHWA-SA-12-017, provides guidance on developing an LRSP.

ZERO IS OUR GOAL

in progress

1. Formalizing **official public commitment** with Vision Zero

- e.g., resolution, adoption of policy or ordinance



2. Establishing **committee or task force** to oversee the Safety Action Plan (SAP)



3. Reviewing data trends & **risk factors**



4. Consider **equity** challenges with vulnerable populations



5. Reviewing policies, plans, and guidelines

6. Identifying a comprehensive set of **projects and strategies**

in progress

7. Monitoring and **evaluating** progress over time

Gap Analysis & Needs

Not about 'what are we missing?' ... but rather ...

- *What programs, policies, or initiatives from the previous slides would NJSEA consider?*
- *Are there **existing partnerships** can NJSEA leverage?*
- *How to **evaluate success** of programs and monitor progress over time?*

right-sizing policy needs for →



Discussion & Direction

Gap Analysis & Needs

Not about 'what are we missing?' ... but rather ...

- *What programs, policies, or initiatives from the previous slides would NJSEA consider?* →
- *Are there **existing partnerships** can NJSEA leverage?*
- *How to **evaluate success** of programs and monitor progress over time?*

right-sizing policy needs for →



Discussion & Direction

PROGRAMS & OUTREACH

- Required adopted by all member jurisdictions (Vision Zero policy)
- Neighborhood Slow Streets Program
- Families for Safety Streets – Local chapter
- Public Education Campaign
- Vision Zero Training / Education
- Freight Operators
- Vision Zero Website / Resource Platform
- TDM Programs
- Engagement with Historically Disadvantaged Communities

POLICIES & STAFFING

- Agency partnerships and collaboration
- Rapid Response Team (Quick Build / Demonstration Projects)
- Vision Zero Task Force
- Vision Zero Coordinator / Program Manager
- Equity Impact Assessment (EIA)
- Annual Reporting Requirement

Gap Analysis & Needs

- Establishing Safety Task Force for Plan updates
- Formal commitment
- Governmental authority and leadership commitment
 - Mandate adoption by all member jurisdictions (*difficult to achieve*)
- Formalize a Safety framework
 - Safe System Approach / 5Es
- Best practices from peer jurisdictions
 - Safety as beneficial to private development
- *Are there other critical policy needs?...*

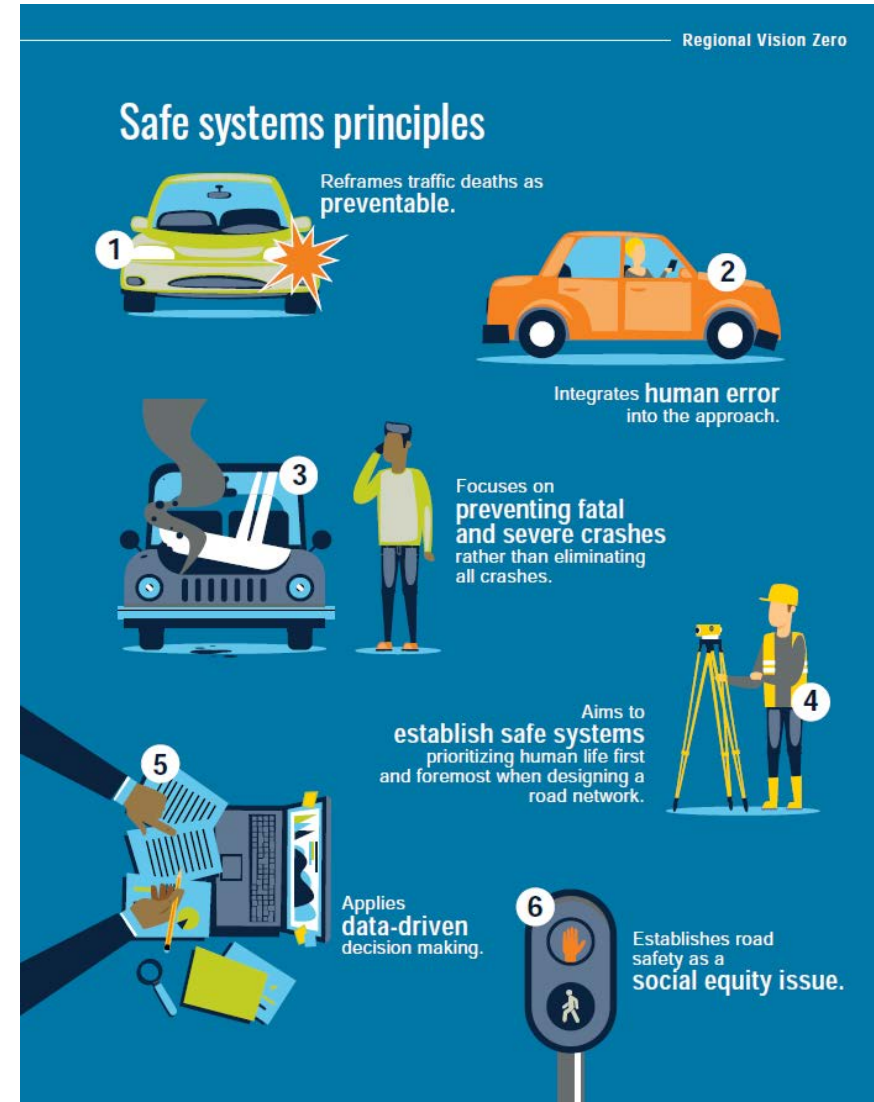


Discussion & Direction

Vision Zero // Safe System Approach

Policy means incorporating safety into the everyday function of ALL agencies, departments, organizations, staff, partners, vendors, and residents

PARADIGM SHIFT



Action Items – Policy



Draft a formal public commitment to safety

- e.g., resolution, adoption of policy or ordinance

Review the Programs and Policies matrices from peers

Identify the ‘menu’ that NJSEA is comfortable

- Funding or Leading (active role)
- Participating or Leveraging (passive role)

Report back with direction or preferences on NJSEA-specific policy recommendations



Next Steps

- Develop a safety countermeasure toolkit and safety improvement projects
- Develop project prioritization methodology
- Refine and complete NJSEA Safe System policy
- Safety Assessment Tool development
- Next STF meeting: February 2025 (date TBD)



Thank You!

Contact us: MAP4S@njsea.com