



SAFE STREETS FOR ALL



MEADOWLANDS ACTION PLAN FOR SAFETY
(MAP4S)



NJSEA | Meadowlands Action Plan for Safety (MAP4S)

Safety Task Force Meeting #5

February 25, 2025

Project Team



Nadereh Moini,
Chief of Transportation

Michael Baker
INTERNATIONAL

Project Management
Anthony Durante, Senior Associate



Data Collection & Analysis
Matthew Maher, Principal



Safety Assessment Tool
Cory Hopwood, Traffic Safety
Engineer



Outreach & Engagement
Jessie Cohen, Outreach Lead

**SAFETY TASK
FORCE**

Safety Task Force Members



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 Kakoleski**, 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
- Safety Assessment Tool (SAT) Update
- Safe System Policy Update
- Safety Countermeasures Matrix
- Project Location Prioritization
- 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 – December 12, 2024

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

Meeting #5 – TODAY

- Policy update, Countermeasures matrix, Location prioritization, SAT update/preview

Meeting #6 – April 2025

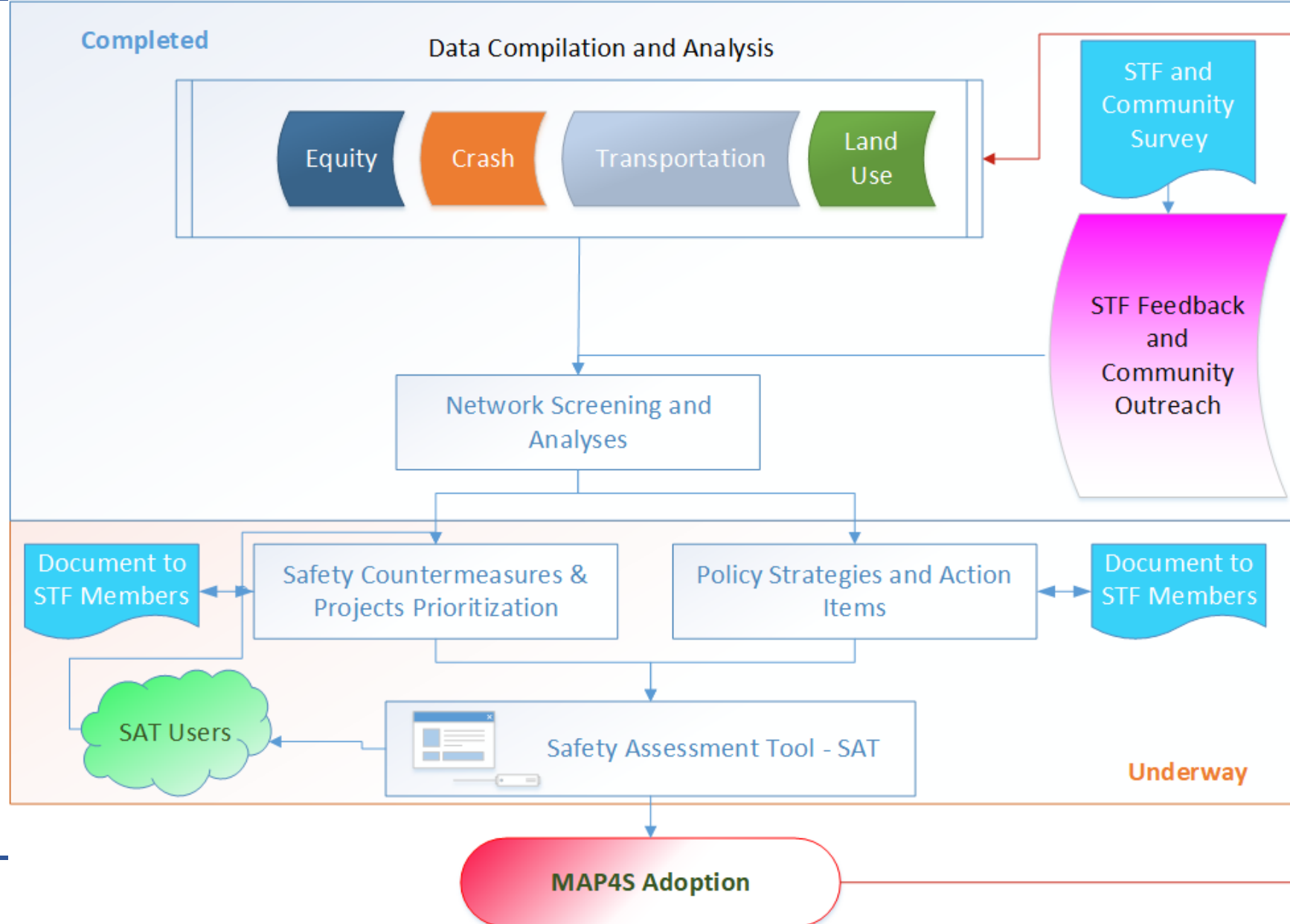
- Safety projects, Final SAT

Meeting #7 – June 2025

- Final presentation

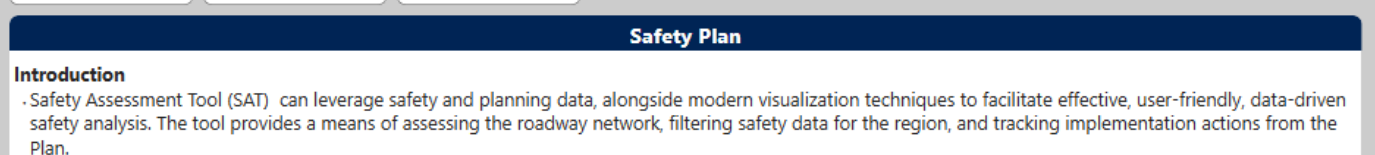
May 2025
SAT User Training

Recap of Work Performed and Underway



SAFE STREETS FOR ALL
A Walk, A Ride, A Roll, A Skate
Advocating for safe streets for everyone

NEW JERSEY SPORTS & NJSEA
EXPOSITION AUTHORITY



- This page shows a table of the projects which are in progress or planned along intersecting roads. This information is combined with user-inputted data on projects within the NUSEA municipalities.
- Information shown in the project status section is intended to be mostly user-entered data. The dashboard is able to access these spreadsheets and enter their project information, which the dashboard

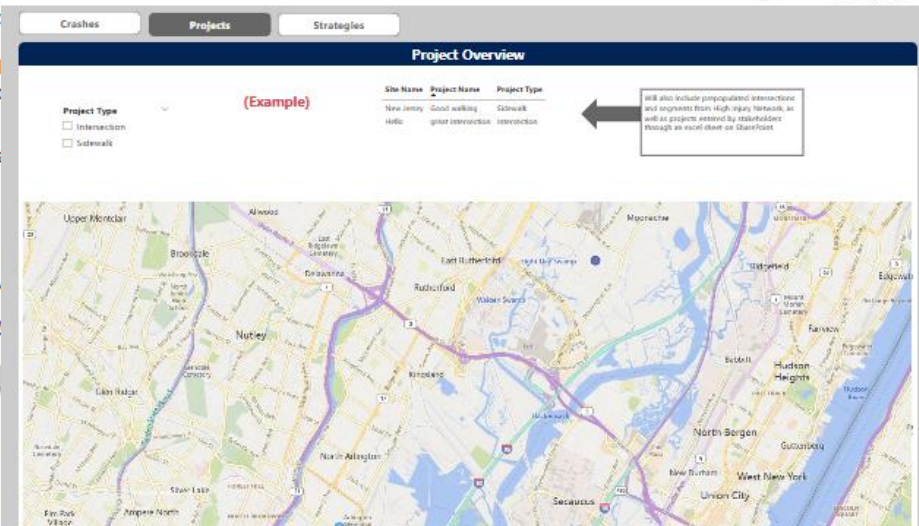
- Split roughly into four sections: an introductory text box with crash filters, a crash map, a crash tree diagram, and crash trends graph are interactive—selections a user makes by the rest of the crashes page.

Tracks the implementation of actions and their corresponding safety strategies in the N

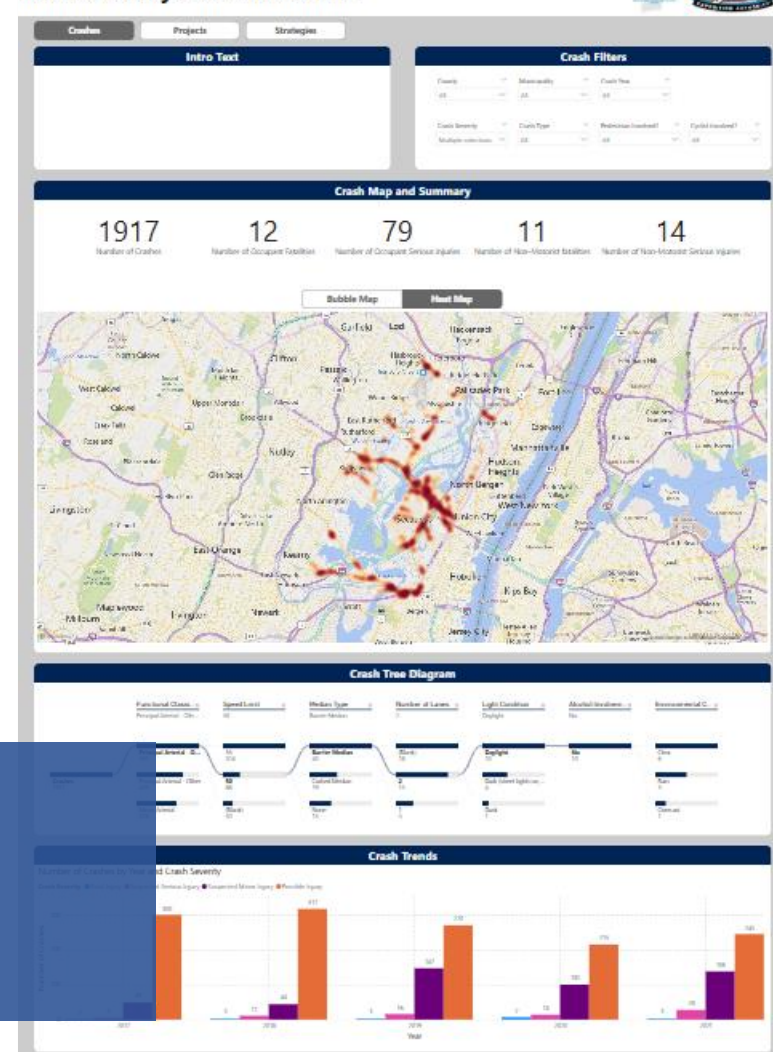
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For more information, visit the [web](#)

MAP4S Safety Assessment Tool



MAP4S Safety Assessment Tool



SAT Update

- SAT Overview

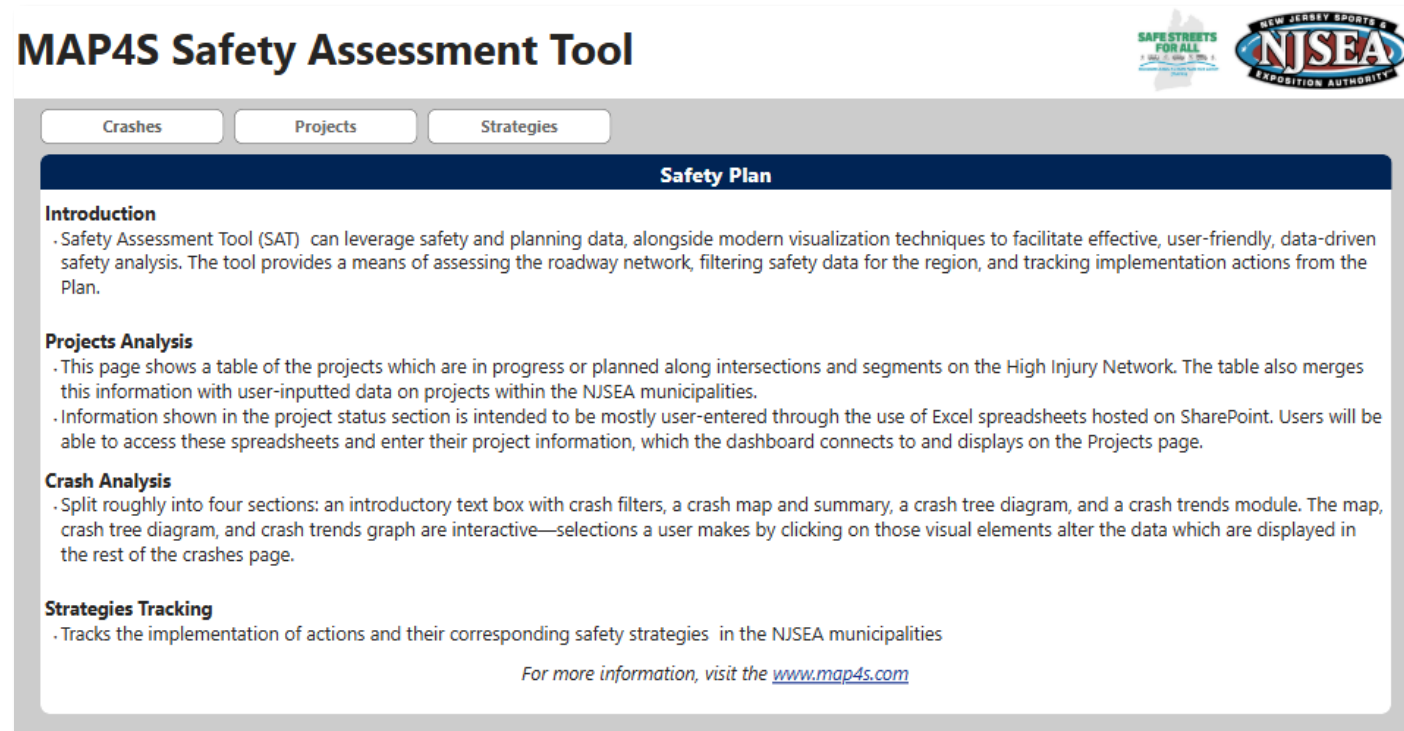
- Leverages safety and planning data, alongside modern visualization techniques to facilitate effective, user-friendly, data-driven safety analysis
 - Fully interactive—enables users to filter and rearrange data
- The main users of this tool are expected to be the New Jersey Sports and Exposition Authority (NJSEA) and municipal planners, engineers, and decision makers evaluating outcomes of safety projects for future planning.
- Built in Power BI with the intention of enabling NJSEA and STF maintain and update data
 - Select users will be granted access to edit data

SAT Update

- SAT Status
 - Current version: Alpha
 - Initial draft SAT was shared with NJSEA
 - Team is reviewing comments and making appropriate edits
 - Upcoming version: Beta
 - Functional tool ready for limited NJSEA testing
 - Expected March 2025
 - Final version
 - May 2025
 - Will incorporate Beta version feedback from the STF

SAT Update

- Landing Page / Planning Process
 - Explain the tool and its usage
 - Provides an overview of the safety planning process



The screenshot displays the 'MAP4S Safety Assessment Tool' interface. At the top right, there are logos for 'SAFE STREETS FOR ALL' and 'NJSEA NEW JERSEY SPORTS & EXPOSITION AUTHORITY'. Below these is a navigation bar with three tabs: 'Crashes', 'Projects', and 'Strategies'. The 'Safety Plan' section is currently active, showing an 'Introduction' paragraph, followed by 'Projects Analysis' and 'Crash Analysis' sections, each with a bulleted description of the tool's features. A 'Strategies Tracking' section is also visible at the bottom. A footer note encourages visiting www.map4s.com for more information.

MAP4S Safety Assessment Tool

Crashes Projects Strategies

Safety Plan

Introduction

- Safety Assessment Tool (SAT) can leverage safety and planning data, alongside modern visualization techniques to facilitate effective, user-friendly, data-driven safety analysis. The tool provides a means of assessing the roadway network, filtering safety data for the region, and tracking implementation actions from the Plan.

Projects Analysis

- This page shows a table of the projects which are in progress or planned along intersections and segments on the High Injury Network. The table also merges this information with user-inputted data on projects within the NJSEA municipalities.
- Information shown in the project status section is intended to be mostly user-entered through the use of Excel spreadsheets hosted on SharePoint. Users will be able to access these spreadsheets and enter their project information, which the dashboard connects to and displays on the Projects page.

Crash Analysis

- Split roughly into four sections: an introductory text box with crash filters, a crash map and summary, a crash tree diagram, and a crash trends module. The map, crash tree diagram, and crash trends graph are interactive—selections a user makes by clicking on those visual elements alter the data which are displayed in the rest of the crashes page.

Strategies Tracking

- Tracks the implementation of actions and their corresponding safety strategies in the NJSEA municipalities

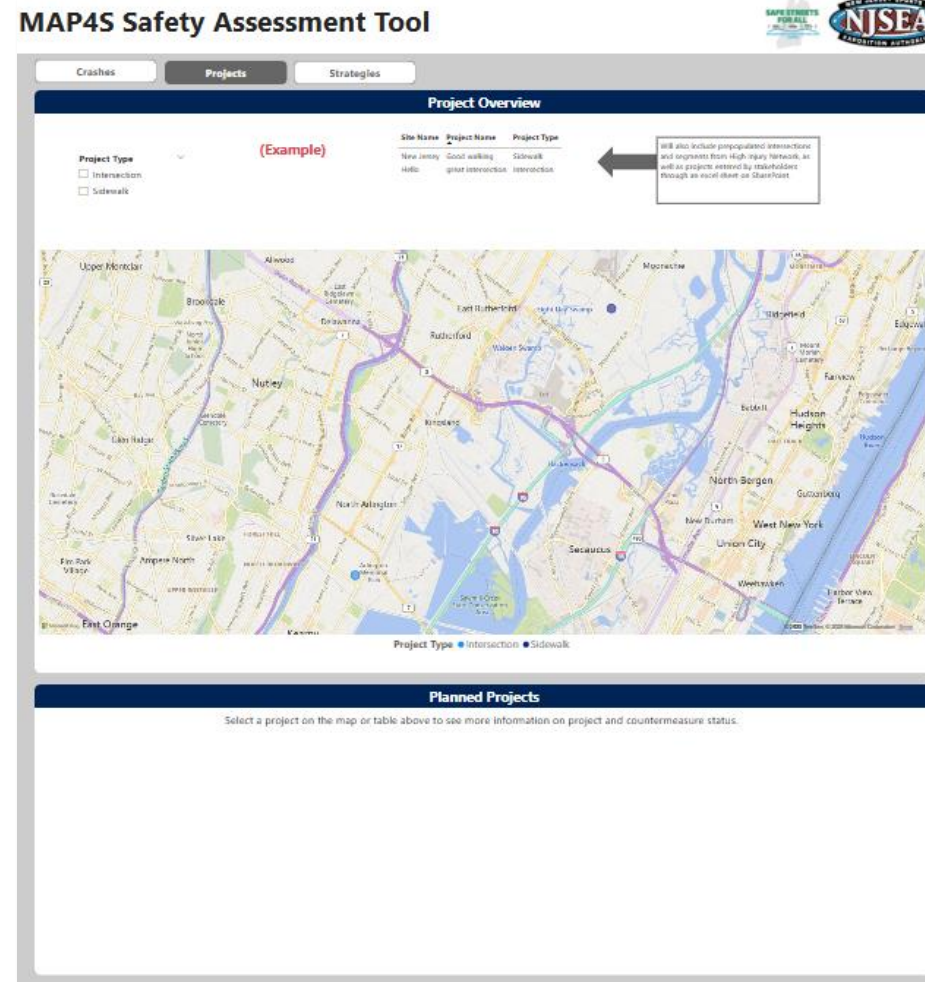
For more information, visit the www.map4s.com

SAT Update

- Project Status page
 - Shows a table of the projects which are in progress or planned along intersections and segments on the High Injury Network. The table also merges this information with user-inputted data on projects within the NJSEA municipalities.
 - A map shows locations of projects. When a user selects a project on the map or in the table, additional information about the specific improvements being planned or constructed at that site is displayed in the “Planned Projects” section
 - Information about projects and project status will be entered through an Excel spreadsheet on SharePoint (accessible to specific users)

SAT Update

- Project Status page



SAT Update

- Crash analysis
 - Input data
 - Safety Voyager crash data for the NJSEA area
 - Years 2017-2021, with the option of updating or adding years
 - Output visualizations – all visualizations are interactive, i.e., selections in on visualization filter the others
 - Crash map
 - Heat map or point options
 - Displaying individual crashes is preferred in cases where there are few crashes
 - Crash tree diagram
 - Fully reconfigurable on-the-fly based on user needs
 - Charts
 - Column charts, pie charts, etc
 - Useful for crash trends based on severity and crash type, as well as other crash characteristics

SAT Update

- Crash analysis



SAT Schedule

- | | |
|----------------------------|-------------------|
| • Beta version | March 2025 |
| • STF update | April STF meeting |
| • Final SAT | May 2025 |
| • Virtual training session | May 2025 |

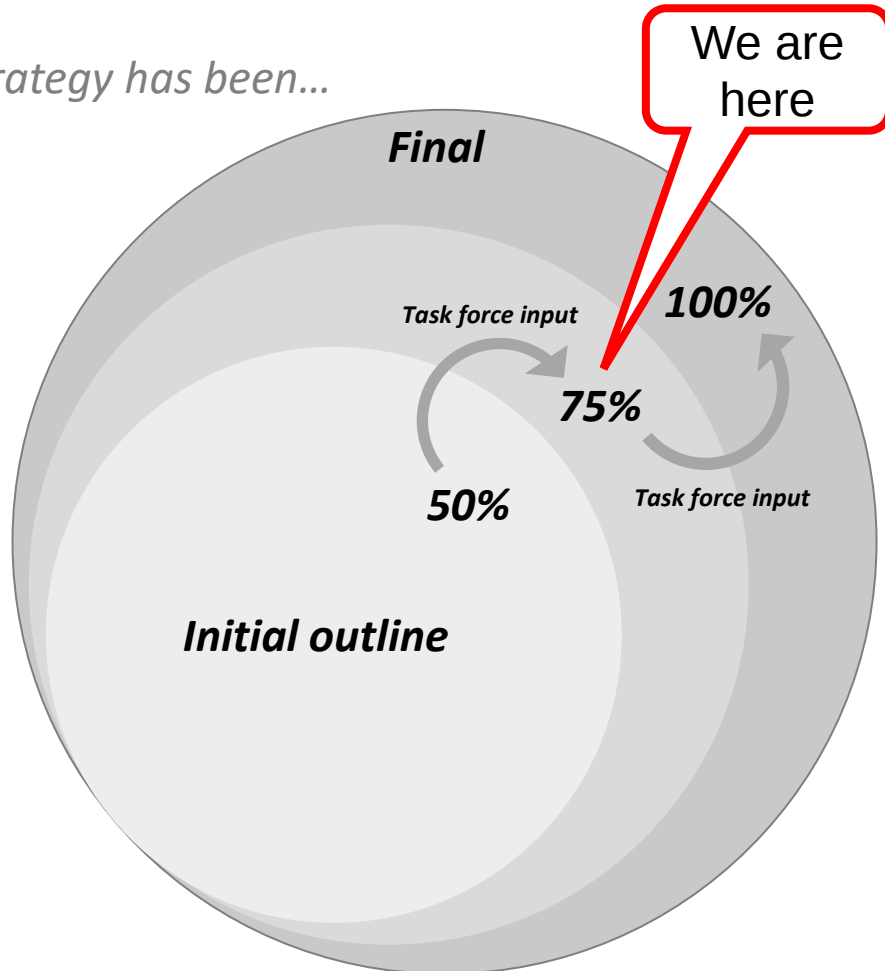




Policy Recommendations

Status of Policy Recommendations

Our strategy has been...



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

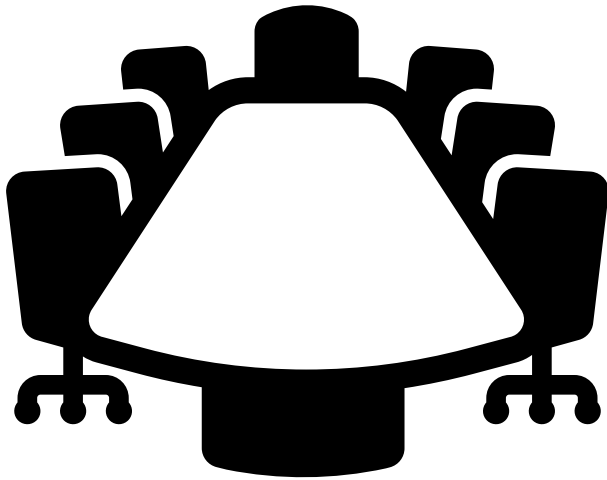
We are tasked with...

1. Review of Existing Policies
 - Peer Review of similar agencies
2. Gap Analysis & Needs

3. Vision Zero Policy Strategies - today

Your Role as a Safety Task Force Member

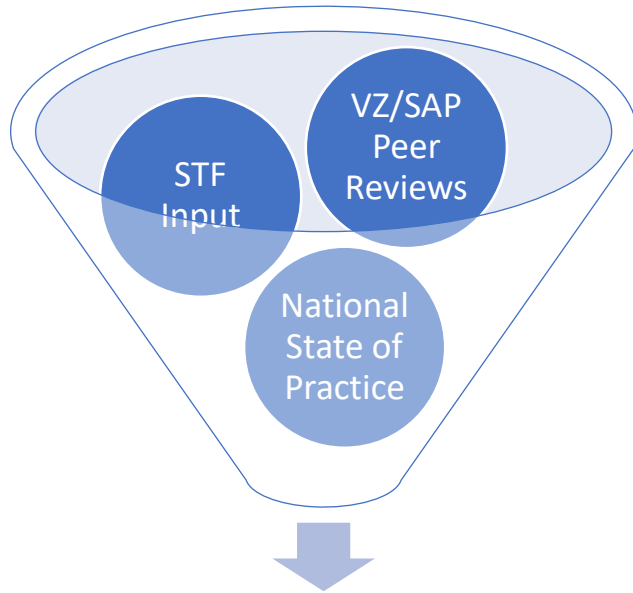
Why is your participation important?



***Your participation extends
far beyond this project!***

- Allows NJSEA and its partners to access funding
- Check-in process on the effectiveness of strategies
- Duties and timelines assigned: Time-Frame = start-up
- Transportation safety requires eternal vigilance
- Other agencies using this model
 - City of Jersey City
 - County of Middlesex
 - Other regional agencies (Memphis Urban Area MPO, amongst others)

Draft Vision Zero Policy Strategies (14)



**14 Policy
strategies with
draft actions for
discussion**

1. Access Management Policies
2. Public Outreach Campaign
3. Vision Zero Website
4. Families for Safer Streets Local Chapter
5. Targeted enforcement for speeding
6. Slow Streets Program
7. Engagement with historically disadvantaged areas
8. Safety Overlay District
9. Rapid Response Team / Quick Build
10. Agency partnerships and collaborations
11. Healthcare coordination
12. Equity Impact Assessment (EIA)
13. Annual reporting and evaluation
14. Complete streets policies for all municipalities

1. Access Management Policies

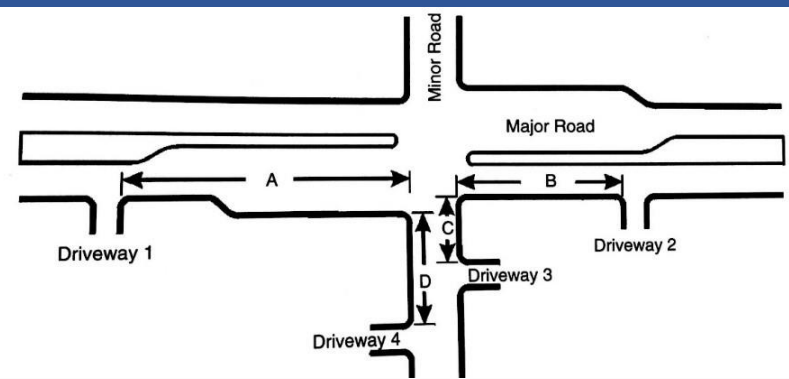


Table 1 – Criteria of Access Spacing

Criteria	Agency		
		25	30
Minimum Access Spacing Peer State DOTs	Minimum Access Separation (feet)		
	NJDOT(C)	105	125
	Peer State DOTs	125-245	125-245
	AASHTO Sight Distance	280 (240*)	335 (290)
	TRB-Manual**	330	330
	NJ Local Agencies	150-300	200-350
Minimum Corner Clearance	Minimum Distance from Corner (feet)		
	NJDOT(C)	50	50
	Peer DOTs		
	NJ Survey		

Action Item	Responsibility	Time-Frame	Quantifiable Target
On roadways with speeds 35 mph and over, look for opportunities to consolidate and/or revoke access	County and Municipal Engineering Departments	2026, continual yearly convening of STF to check on progress	Counties to seek to work with municipalities and property owners to consolidate or revoke at least 5 ingress/egress points per year
NJSEA, based on its analysis, to suggest candidate locations based on crash, spacing, and corner clearance data	NJSEA	2026, continual yearly convening of STF to check on progress	Evaluate pre- vs. post-implementation crash data to document downward crash trend at these locations

<https://www.njdottechtransfer.net/2019/05/16/local-access-management-regulations/>

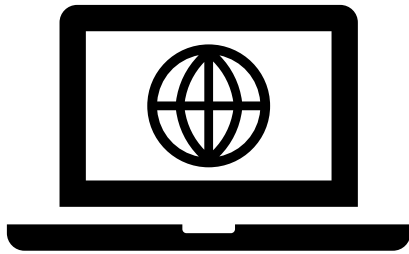
2. Public Outreach Campaign



Action Item	Responsibility	Time-Frame	Quantifiable Target
Coordinate with NJTPA's Street Smart for 3 HIN corridor campaigns	NJTPA, Municipalities of HINs, TMAs, School Districts, and PDs	2027, check in following year on possibility of expanding program	Implement campaign/signing at 3 locations, expand program based on reception
Work with TMAs to initiate a public safety campaign to highlight the epidemic of FSI crashes	EZ Ride and Hudson TMA	2026, continual yearly convening of STF to check on progress	Development of communications and education materials for a 2026 social media and advertising (possible billboard) campaign
Tracking of campaign effectiveness	NJSEA	2028, continual yearly convening of STF to check on progress	Evaluate pre- vs. post-implementation crash data to document downward crash trend at HIN Street Smart locations

<https://beststreetsmartnj.org/>

3. Vision Zero Website



Action Item	Responsibility	Time-Frame	Quantifiable Target
Use map4s.com and njsea.com to host FSI crash map, MAP4S document, and linked resources for STF team's use	NJSEA	2026, continual yearly convening of STF to check on progress, monthly convening of NJSEA internal STF to update website as needed	Generate traffic of at least 100 unique hits to signify significant traffic from stakeholders and public for project information and transparency
Hold STF team accountable to assigned responsibilities and timelines	NJSEA	2026, continual yearly convening of STF to check on progress, monthly convening of NJSEA internal STF to call external STF members on progress of their assigned roles	Table of all 14 policy strategies is to be easily accessible to the public along with information on parties responsible and whether or not work has progress/is on schedule

4. Families for Safer Streets Local Chapter



NJ Safe Routes Resource Center

Action Item	Responsibility	Time-Frame	Quantifiable Target
Expand Jersey City's Families for Safe Streets Local Chapter to include Meadowlands	NJSEA, FSSNJ, Bergen County DHS, and Hudson County DHHS	2027, check in following year on possibility of expanding program	Implement campaign/signing at 3 locations, expand program based on reception
Establish a walking or biking bus in municipalities with overrepresentation of crashes involving those under 18	NJ Safe Routes Resource Center (VTC), School Districts,	2026, continual yearly convening of STF to check on progress	Schedule two walk and/or bike bus events per year in the District with communities identified using crash age data
Coordinate with school districts to make traffic safety a mandatory part of elementary school curriculum	School Districts, EZ Ride, and Hudson TMA	2026, continual yearly convening of STF to check on progress	Evaluate pre- vs. post-implementation crash data to document downward trend for youths involved in crashes

5. Targeted Enforcement for Speeding



Action Item	Responsibility	Time-Frame	Quantifiable Target
Initiate a data collection program to track vehicle speeds within the District as a metric of MAP4S success	NJSEA	2026, continual yearly convening of STF to check on progress	Select seven major arterials identified as aggressive driving locations to annually collect speed data
Perform a signing/striping refresh of school speed zones on roads of Collector and Minor Arterial classification	NJSEA, applicable jurisdictions (County and municipal), and municipal police (for enforcement)	2026, continual yearly convening of STF to check on progress	Select three school zones to re-sign/stripe in accordance w/ NJ School Zone Design Guide & MUTCD
Implement municipal fleet “safe vehicle” improvements, including vehicles w/ crash avoidance tech, speed limiters, and LBD-monitoring	Municipal DPWs, Municipal Managers/Administrators, Municipal Purchasing	2030, check back following year to re-adjust target as needed	50% of fleet with “safe vehicle” technologies by 2030

6. Safety Overlay District



Action Item	Responsibility	Time-Frame	Quantifiable Target
NJSEA to petition NJDOT to designate their HIN roads within the District as Safe Corridors	NJSEA, NJDOT, and New Jersey State Police (NJSP)	2030, continual yearly convening of STF to check on progress	Install signs and augment NJSP enforcement efforts on segments of Routes 1&9T, 3, 7, 17, 46, 120, and 495 to double fines for speeding and other violations on these corridors
Continue monitoring of FSI crash data on NJDOT roadways in the District to add/remove Safe Corridor overlays as needed	NJSEA	2030, continual yearly convening of STF to check on progress	Annually refresh HIN mapping for NJDOT to see how roadway limits for the HIN changes year-by-year

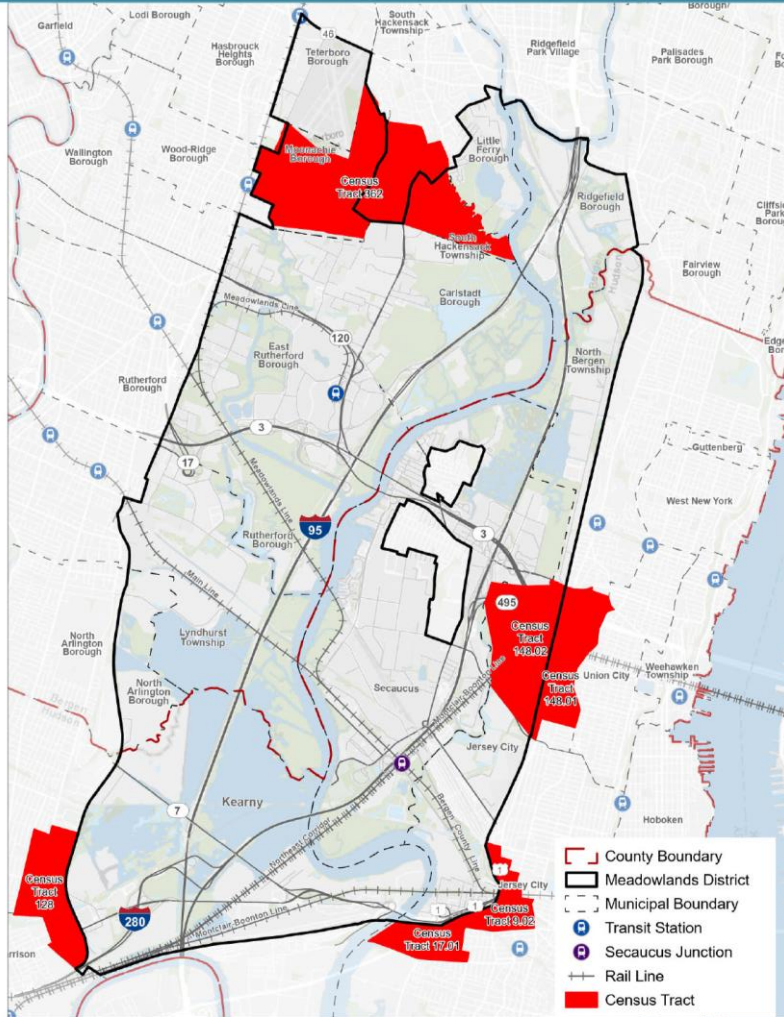
7. Slow Streets Program



Action Item	Responsibility	Time-Frame	Quantifiable Target
Encourage assigned jurisdictions to initiate concept development or systemic project from MAP4S	NJSEA and applicable jurisdictions	2028, continual yearly convening of STF to check on progress	At least one project to be moved every three years to the project development process by each jurisdiction assigned
Encourage District municipalities and Hudson/Bergen counties to use the countermeasure matrix to select low-cost projects for implementation	NJSEA, Bergen County (planning and engineering), and Hudson County (planning and engineering)	2028, continual yearly convening of STF to check on progress	At least two traffic projects should be built annually by each municipality, counties to tie to Bergen Cty. Local and Hudson Cty. VZ Safety Action Plan
Systemic speed limit reductions within the District	NJSEA, Municipal Administration, and Municipal Engineer Departments	2028, check-in following year for additional local streets if program is successful	Investigate feasibility of 20 mph for Local functional classification streets

Jersey City Traffic Calming Toolkit

8. Engagement with Disadvantaged Areas



Meadowlands Action Plan for Safety (MAP4S)
Sources: NJDEP, NJSEA, Justic40 Initiative

Action Item	Responsibility	Time-Frame	Quantifiable Target
Create a Districtwide Disadvantaged Communities Working Group to focus outreach efforts on communities of concern	NJSEA, applicable jurisdictions (County and municipal), and municipal police (for enforcement)	2028, continual yearly convening of STF to check on progress	Provide education and resources to communities (Moonachie, North Bergen, South Hackensack, etc.) on traffic safety public health crisis
Partner with municipalities in which disadvantaged communities are located to apply for funding to construct crash countermeasures	NJSEA	2028, continual yearly convening of STF to check on progress	Select a grant to assist a community (Moonachie, North Bergen, South Hackensack, etc.) in writing each year to fund the construction of a meaningful safety improvement for those walking and biking

9. Rapid Response Team/Quick Build



Action Item	Responsibility	Time-Frame	Quantifiable Target
Establish a bi-county Rapid Response Team to convene with NJSEA after every FSI crash within the District to determine root cause and fixes	NJSEA (Rapid Response Team), Hudson County Sheriff's Office, and Bergen County Sheriff's Office	2026, continual convening of internal STF as needed after FSI crashes occur	Hold a meeting within a week of each FSI crash to formulate a plan to fix by any means possible with the idea that all crashes are preventable
Provide expedited design plans for addressing the FSI crashes occurring	NJSEA (Rapid Response Team), County/Municipal Engineering	2030, continual yearly convening of STF to check on progress	Provide a conceptual design plan for a safety improvement targeted at the FSI crash
Establish a Rapid Response Team for NJSEA to respond to FSI crashes accordingly	NJSEA	2026, continual convening of internal STF as needed after FSI crashes occur	Form by next year, staff augmentation may be needed if NJSEA resources are limited

nj.com

10. Agency Partnerships and Collaborations



Action Item	Responsibility	Time-Frame	Quantifiable Target
Coordinate with District employers (e.g. Hartz) to sign VZ commitment and distribute VZ materials to employees	NJSEA, Various Businesses	2026, continual yearly convening of STF to check on progress, monthly calls to petition private developers	Seek talks with 10 major employers within the District, employ financial incentives in coordination with TMAs to cut down on SOV traffic
Included everyone on the STF in a MOU for the permanent establishment of the team with commitments	NJSEA and all STF agencies	2026, continual yearly convening of STF to check on progress	Review MOU with all subregional and partnering agencies to all agree upon the commitment to safer transportation

11. Healthcare Coordination



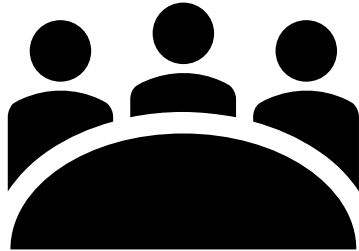
Action Item	Responsibility	Time-Frame	Quantifiable Target
Obtain HIPAA-compliant (redacted) healthcare data to inform how reporting techniques are addressing crash severity	NJSEA, CarePoint, RWJBarnabas, Hackensack Meridian Health, etc.	2026, continual convening of internal STF as needed after FSI crashes occur	Next year, NJSEA should seek to establish channels to ensure data is available for all FSI crashes 30-35 days after crash
Tailor smaller vehicle fleet to non-fire emergencies and FSI crash reporting	CarePoint, RWJBarnabas, Hackensack Meridian Health, etc.	2027, continual yearly convening of STF to check on progress	Track and improve response time to FSI crashes
Coordinate with municipal EMTs to understand their needs to better report to crashes and help them to apply to funding sources for fixes	NJSEA, Municipal EMTs, and Municipal Administration	2027, continual yearly convening of STF to check on progress	Track and improve response time to FSI crashes

12. Equity Impact Assessment (EIA)

Equity Analysis Tool Understanding the distribution of traditionally underserved populations	Action Item	Responsibility	Time-Frame	Quantifiable Target
About the Tool As a recipient of federal funding, the NJTPA is required to comply with various civil rights statutes, executive orders, and regulations intended to ensure that the planning process includes traditionally underserved populations and that those populations have access to the agency's activities. Understanding the spatial distribution of all populations, specifically those populations who have been identified as protected under federal regulations is an essential first step to performing an equity analysis. An equity analysis can assess the impacts that plans, programs and projects may have on underserved residents and communities. Transportation investment and project specific impacts such as access to transit can be evaluated via this lens. This tool helps to identify areas of traditionally underserved populations using data collected from the American Community Survey (ACS) 2018-2022 5-year estimates. This analysis mirrors one developed by Delaware Valley Regional Transportation Planning Commission (DVRPC) in 2019. Population thresholds should not be the only determinant in evaluating the impact of a program, plan, or policy on a specific group as it relates to Environmental Justice and Title VI. The next step would be to calculate the possibility of discrimination or disproportionately high and adverse effects on these populations using additional data that corresponds to the specific program, plan or policy being investigated.  How to Use the Tool The Equity Analysis Tool helps staff and partner agencies quickly gauge where Title VI and EJ populations are within the region, individual counties and communities. Each study and program should identify traditionally underserved populations in order to avoid disproportionately high and adverse impacts on any of the identified populations, meet federal and state guidance, and better understand the integration of equity and transportation planning. What the Map Shows To better understand the data collected, the standard deviation was calculated using the census tract percentages for each factor in the NJTPA region. Using the methodology performed by DVRPC, the data was separated into five categories with corresponding scores: Very Below Average – 0 Below Average – 1 Average – 2 Above Average – 3 Very Above Average – 4	In each disadvantaged community (Moonachie, North Bergen, South Hackensack, etc.) where crash countermeasures are to be implemented, perform an assessment to ensure that such populations would not be negatively impacted	NJSEA and NJTPA	2028, continual yearly convening of STF to check on progress	Reduction of negative impacts (during project development process) typically affecting disadvantaged populations disproportionately: right-of-way, noise, GHG emissions, lengthened path of travel to alternate modes, or reduction in walking and biking facilities

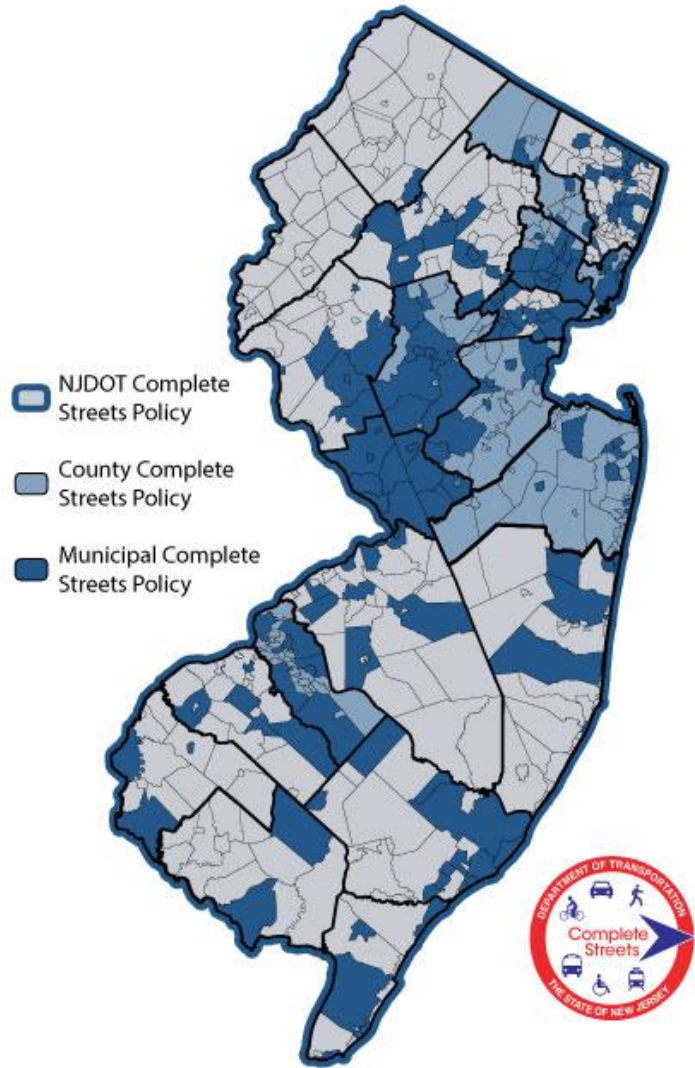
NJTPA Equity Analysis Tool

13. Annual Reporting and Evaluation



Action Item	Responsibility	Time-Frame	Quantifiable Target
Convene on a yearly basis to report on the progress of these strategies, adding a level of accountability	NJSEA, Safety Task Force	2026, continual yearly convening of STF to check on progress	Annual meeting
Write an annual summary report to track the progress of policies, and highlight images of constructed projects, and data showing reduced FSI crashes	NJSEA	2026, continual yearly convening of STF to check on progress	Annual issuance of Vision Zero report to be publicly-displayed on NJSEA website
Monthly check-ins with Bergen County, Hudson County, and Jersey City for lessons learned on their Action Plans	NJSEA	2026, monthly check-ins starting next year	Addition of strategies that have been resulting in measurable FSI reductions for neighboring entities

14. Municipal Complete Streets Policies



Action Item	Responsibility	Time-Frame	Quantifiable Target
Have every subregional county and municipality write a Complete Streets policy	County and municipality planning departments and/or planners	Looking to have this completed by 2030	100% of agencies having a policy

Policies already written:

- Rutherford, 2011
- Jersey City, 2011
- Hudson County, 2012
- Secaucus, 2013

Time for Policy Feedback...

Discussion

- Are you comfortable with responsibilities assigned to your agency?
- Do you feel that the timelines are realistic?
- Are there any other safety policies that we should consider?
 - Any that have worked for your agencies?
 - Are you seeing reductions in FSI crashes currently due to specific policies?

Summary of Strategies

#	Policy Type	Timeline	Priority	Lead Agencies	Supporting Agencies
10	Agency partnerships and collaboration	🕒 🕒 🕒	📈	NJSEA	Various Businesses & Safety Task Force
13	Annual reporting / Evaluation	🕒 🕒 🕒	📈	NJSEA	Safety Task Force
3	Vision Zero Website	🕒 🕒 🕒	📈	NJSEA	N/A
11	Healthcare Coordination	🕒 🕒 🕒	📈	Healthcare Agencies	NJSEA and Local EMTs
2	Public Outreach Campaign	🕒 🕒 🕒	📈	NJTPA, TMAs	School Dist., Muni. Police, NJSEA
1	Access Management Policies	🕒 🕒 🕒	📊	Counties, Municipalities	NJSEA
4	Families for Safer Streets Local Chapter	🕒 🕒 🕒	📊	FSSNJ, School Dist.	County DHSs, NJSRRC, TMAs
8	Engagement with historically disadvantaged areas	🕒 🕒 🕒	📈	NJSEA	Applicable municipalities
5	Targeted enforcement for speeding	🕒 🕒 🕒	📊	NJSEA, Muni/County PDs	Muni./County DPW, Admin, Purchasing
7	Slow Streets Program	🕒 🕒 🕒	📊	Muni./Cty. Eng./Planning	NJSEA
9	Rapid Response Team / Quick Build	🕒 🕒 🕒	📊	NJSEA	County Sheriff's Office & Engineering
12	Equity Impact Assessment (EIA)	🕒 🕒 🕒	📊	NJSEA	NJTPA
14	Municipal Complete Streets	🕒 🕒 🕒	📈	Bergen/Muni. Planners	N/A
6	Safety Overlay District	🕒 🕒 🕒	📈	NJDOT, NJSP	NJSEA

Summarized to the left are the top policy strategies, descending in order of importance

DHS: Department of Health (or Health and Human) Services

DPW: Department of Public Works

FSSNJ: Families for Safe Streets New Jersey - <https://nikhilbadlanifoundation.org/about-2/>

NJDOT: New Jersey Department of Transportation

• **SCP:** Safe Corridor Program - <https://nj-dot.nj.gov/transportation/about/safety/scp.shtml>

NJSP: New Jersey State Police - <https://www.nj.gov/njsp/index.shtml>

NJSRRC: New Jersey Safe Routes Resource Center

NJTPA: New Jersey Transportation Planning Authority - <https://www.njtpa.org/About-NJTPA/Who-We-Are/The-NJTPA.aspx>

PD: Police Department

TMAs: Transportation Management Associations, two of which are EZ Ride and Hudson TMA

VZNJA: Vision Zero New Jersey Alliance - <https://www.visionzero4nj.org/members>

Policy Next Steps



Review the 14 Vision Zero Strategies, along with timelines and responsibilities assigned to your agency

- Draft document will be circulated mid-March

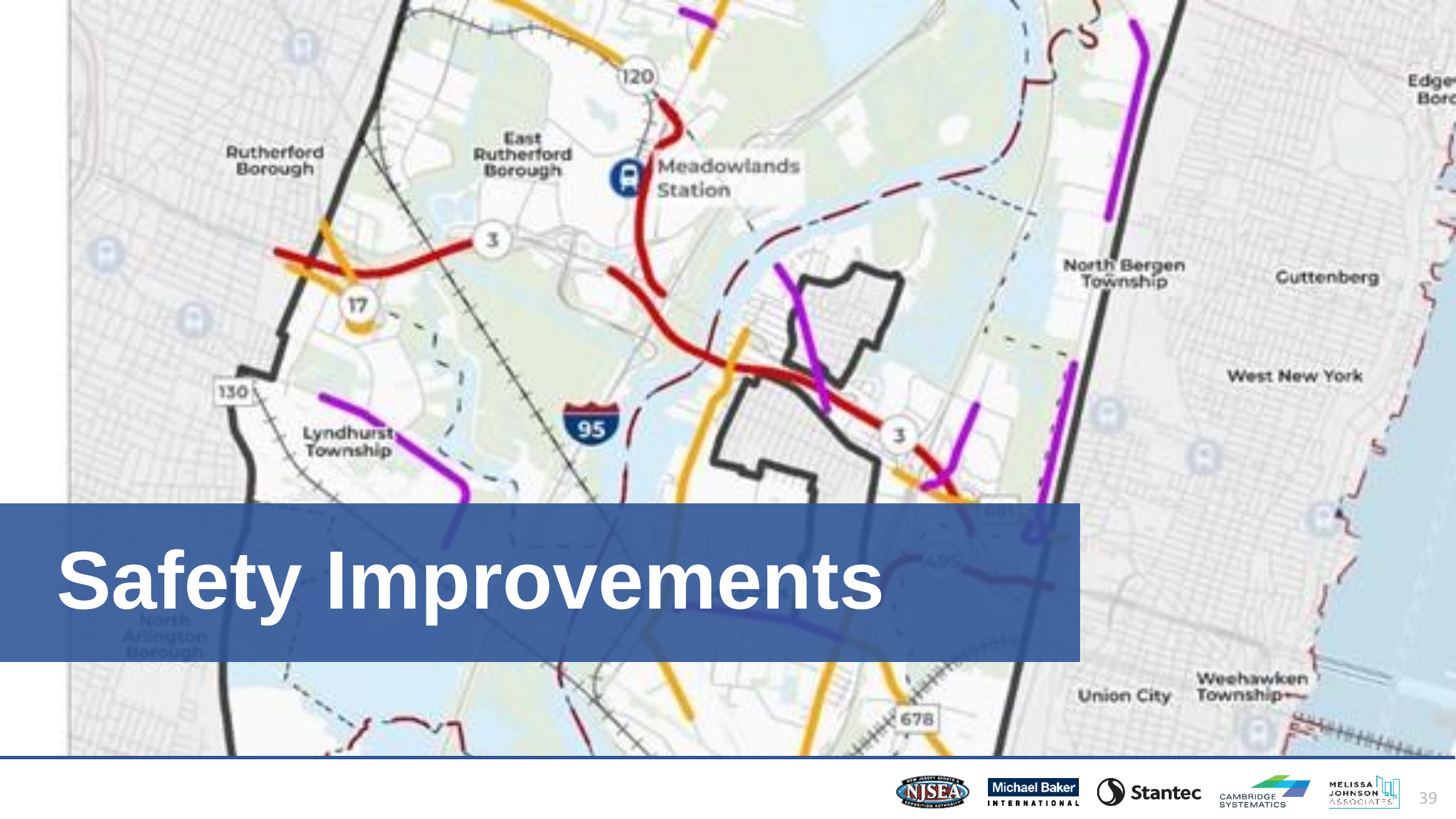
Report back with direction or preferences on strategies assigned to your agency by NJSEA

Formalize public commitment to safety

- Municipal resolution and/or complete streets policies
- NJSEA adoption of Safety Action Plan

**Continue your participation in
NJSEA's Safety Task Force!**

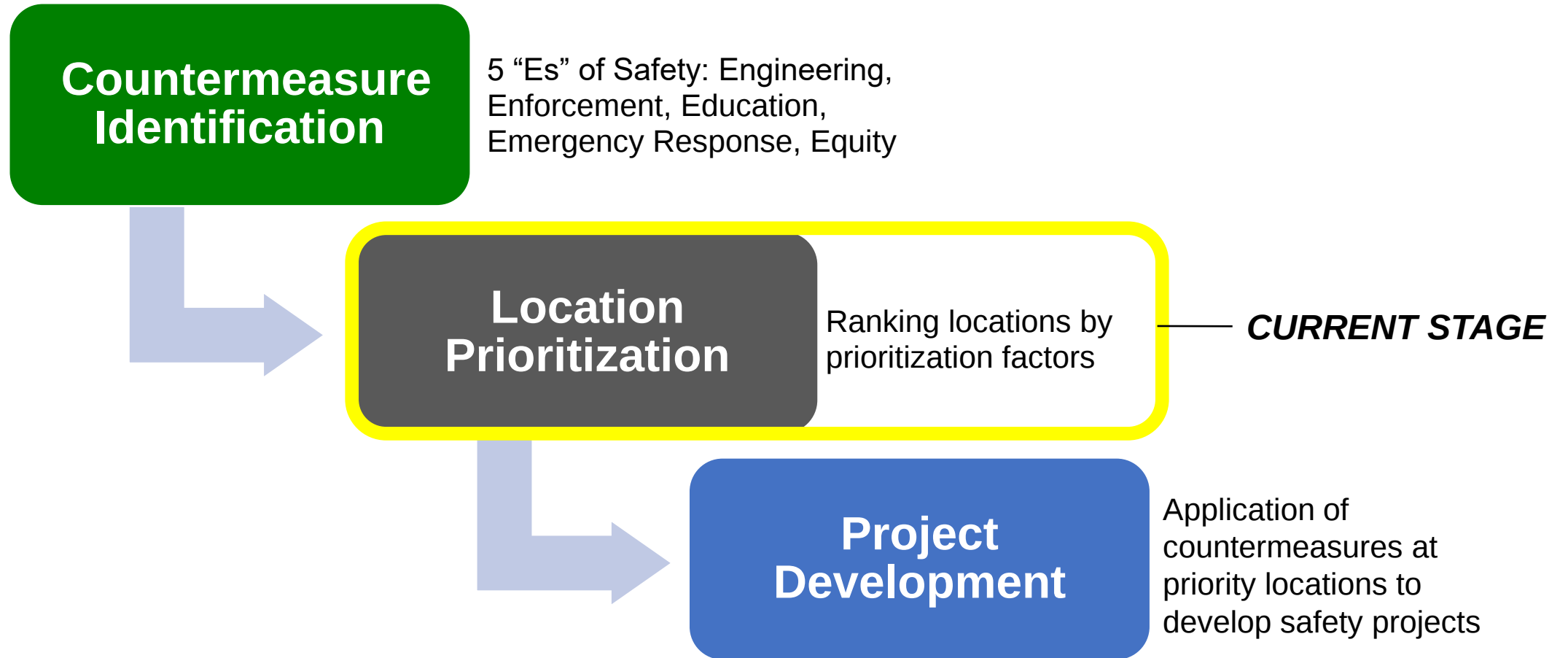




A map of the Meadowlands Station area in New Jersey, showing various municipalities including Rutherford Borough, East Rutherford Borough, North Bergen Township, Lyndhurst Township, North Arlington Borough, Union City, Weehawken Township, and West New York. The map highlights several road segments with colored lines indicating safety improvement projects: red lines along Route 3 and near Meadowlands Station; orange lines along Route 17 and Route 120; and purple lines along Route 130 and other local roads. Major highways like I-95 and I-678 are also shown. The title 'Safety Improvements' is overlaid on a dark blue banner across the bottom of the map.

Safety Improvements

Safety Project Development



Safety Countermeasure Overview

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



Engineering

- Convert intersection to a roundabout



Education

- “Click it or Ticket” campaign



Enforcement

- Maximum legal BAC of 0.08



Emergency Response

- Traffic signal preemption for emergency vehicles



Equity

- Include disadvantaged communities in project prioritization



Engineering: Roundabout



Education: Behavior Campaign

Countermeasures Selection

Countermeasures identified based on established need

- **Overrepresented crash types (all severities and FSI)**
 - Rear end
 - Sideswipe
 - Fixed object
 - Head on
 - Pedestrian
- **Public input themes (from survey)**
 - Planning for complete streets
 - Transit access
 - Speeding and aggressive driving
- **Roadway functional classification**
 - Local roads
- **Implementation considerations**
 - Potential impacts to/from heavy vehicle operations
 - Implementation complexity
 - Low: Signage, pavement markings, signal operations
 - Medium: Construction within ROW
 - High: Construction with ROW impacts

Countermeasure Matrix Components

Matrix contains and allows filtering by:

- Countermeasures and crash reduction factors (or resource links)
- High level unit/construction cost estimates
- Crash types
- Engineering, Enforcement, Education, Emergency Response
- Location: segment, unsignalized intersection, signalized intersection
- Implementation considerations
 - Project Complexity
 - Heavy Vehicle Compatibility
 - Transit Compatibility
 - Suitability for Local Road Contexts

Matrix Demonstration

4 Es	Location	Safety Countermeasure	Description	CRF Applicable Crash Types	Crash Reduction Potential (CRF)	CRF Source	FSI Crash Reduction Potential (CRF)	FSI CRF Source	High Level Unit/Construction Cost Estimates	All Crash Types	Same Direction - Rear End	Same Direction - Sideswipe	Fixed Object
All Intersections		Improve Intersection Angle	Improving intersection angles could reduce crashes and provide enhanced visibility and simplified maneuvers for drivers.	All crashes	Varies	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11275			\$80,000 per intersection	✓			
		Improve Intersection Sight Distance	Intersection sight distance is the distance at which a driver approaching an intersection can see oncoming traffic, pedestrians, or other potential hazards, allowing them to make safe decisions about entering or crossing the intersection.	N/A	—	N/A			\$20,000 per intersection	✓			
		Intersection Lighting	Adding lighting can improve visibility of the intersection and potential conflicts between modes.	All crashes	12%	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4462			\$85,000 per intersection	✓ ²			
		Add Curb Extensions	Curb extensions visually and physically narrow the roadway at pedestrian crossing locations and provide additional space to wait at street corners while reducing crossing distances for pedestrians. Curb extension can be implemented with concrete, or low-cost temporary materials such as striping, paint, and planters.	Pedestrian, Angle, Left Turn, Right Turn	—	N/A			Varies by scale and design; \$2,000-\$20,000 per corner				
		Add Turn Lanes	Auxiliary turn lanes provide physical separation between turning traffic that is slowing or stopped at adjacent through traffic at approaches to intersections.	All crashes	LT 28%-48% RT 14%-0.26%	https://highways.dot.gov/safetv/proven-safety-countermeasures/dedicated-left-and-right-turn-lanes-intersections			\$45,000-\$60,000 for LT \$15,000-\$20,000 for RT		✓	✓	
		Reduced Left-turn Conflict Intersection	Reduced Left Turn Conflict intersections are geometric designs that alter how left turn movements occur. These intersections simplify decision-making for drivers and minimize the potential for higher severity crashes.	Fatal and Injury crashes	22%	https://highways.dot.gov/safetv/proven-safety-countermeasures/reduced-left-turn-conflict-intersections			\$1,700,000-\$2,400,000 per intersection				



Project Location Prioritization Methodology

Intent

- Determine locations of greatest “need” for a safety project
- Need determined by:
 - High Injury Network (HIN)
 - High risk roadway features
 - Equity data
 - Public input survey responses

Project Location Prioritization Methodology

Prioritization Factors

- High Injury Network
 - Equivalent Possible Injury (EPI) segment scores
- High Risk Roadway Features
 - Functional classification
 - Posted speed limit
 - Number of lanes, etc.
- Equity Data
 - Equity composite score
- Public Input Survey Data
 - Map locations of where bike paths or sidewalks don't exist, aggressive driving behavior, lack of bus shelters, etc.

Project Location Prioritization Methodology

Preliminary Prioritization Weighting Factors

- High Injury Network – 35%
- High Risk roadway features – 20%
- Equity data – 25%
- Public input survey data – 20%

Discussion

- Which factors are more important to you?
- How would you allocate the weights?



**PROVIDE
YOUR
INPUT!!!**

Next Steps

- More detailed project prioritization methodology
- List of prioritized safety project locations and potential treatments
 - Distribution to jurisdictions for review



Next Steps

- Refine/complete NJSEA Safe System policy
- Refine and apply prioritization methodology
- Develop safety improvement projects
- Complete Safety Assessment Tool development
 - Virtual user training in May
- Next STF meeting: April 30, 2025, in-person meeting



Thank You!

Contact us: MAP4S@njsea.com