SAFE STREETS FOR ALL

MEADOWLANDS ACTION PLAN FOR SAFETY (MAP4S)

NJSEA | Meadowlands Action Plan for Safety (MAP4S)

Safety Task Force Meeting #7

July 23, 2025

NJSEA · Michael Baker International · Stantec · Cambridge Systematics · Melissa Johnson Associates

Project Team

Nadereh Moini,
Chief of Transportation

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 – **Carol Jean Doyle**, Mayor
- Little Ferry – **Lisette M. Duffy**, Borough Administrator
- Lyndhurst – **Michael Carrino**, Police Captain
- Moonachie – **Richard Behrens**, Chief of Police
- North Arlington – **Daniel H. Pronti**, Mayor
- North Bergen – **Janet Castro**, Town Administrator
- 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 – **Krishna Murthy**, President & CEO
- 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

- STF Role, Meetings
- Plan Review
- Looking Ahead

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 plan

Meeting #1 – *March 27, 2024*
- Kickoff meeting to introduce project, desired outcomes, outreach activities

Meeting #2 – *June 20, 2024*
- Outreach plan, Preliminary data findings

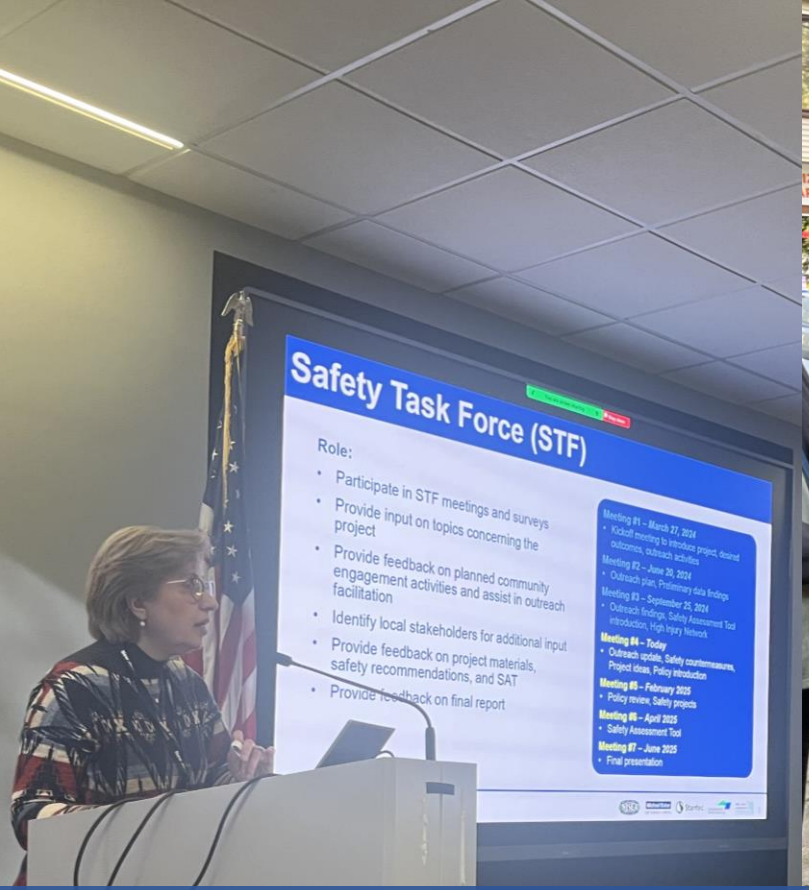
Meeting #3 – *September 25, 2024*
- Outreach findings, Safety Assessment Tool introduction, High Injury Network

Meeting #4 – *December 12, 2024*
- Outreach update, Safety countermeasures, Project ideas, Policy introduction

Meeting #5 – *February 25, 2025*
- Policy update, Countermeasures matrix, Location prioritization, SAT update/preview

Meeting #6 – *April 30, 2025*
- Prioritized HIN locations, Safety projects, Policy actions, Near-final SAT

Meeting #7 – *TODAY*
- Final presentation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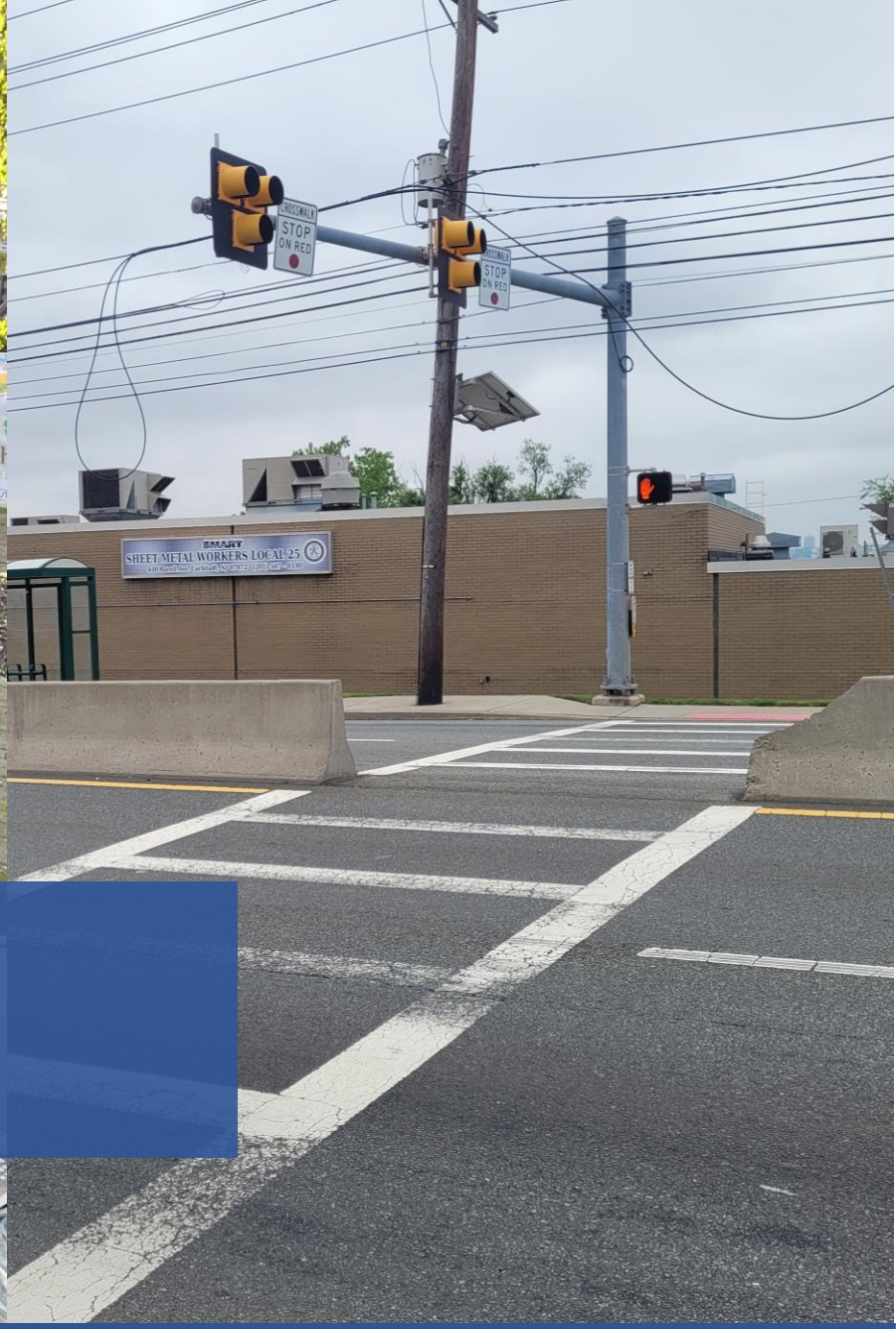
Safety Assessment Tool
Meeting #7 – June 2025
Final presentation


STOP ON RED
SHEET METAL WORKERS LOCAL 25

Plan Review

Overall Plan Structure

- Executive Summary
- Introduction
- Population & Demographic Analysis
- Land Use & Environmental Analysis
- Transportation Network
- Crash Data
- Network Screening
- Outreach Findings
- Trend Analysis & Pattern Identification
- Action Framework
- Measuring Progress
- Conclusion

Summary Components

- Executive Summary
- Introduction
- Population & Demographic Analysis
- Land Use & Environmental Analysis
- Transportation Network
- Crash Data
- Network Screening
- Outreach Findings
- Trend Analysis & Pattern Identification
- Action Framework
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Existing Conditions

- Executive Summary
- Introduction
- Population & Demographic Analysis
- Land Use & Environmental Analysis
- Transportation Network
- Crash Data
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Data Collection & Analyses

- Executive Summary
- Introduction
- Population & Demographic Analysis
- Land Use & Environmental Analysis
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Action Plan

- Executive Summary
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Recap: Demographics

Population

- ~500,000 in 14 municipalities (US Census, 2020)
- ~20,000 in Meadowlands District (US Census, 2020)

Race (Top 3)

- White 39%
- Asian 32%
  - Asian Indian 47%
  - Chinese 15%
  - Korean 16%
  - Filipino 9%
- Black 6%

Language spoken at home

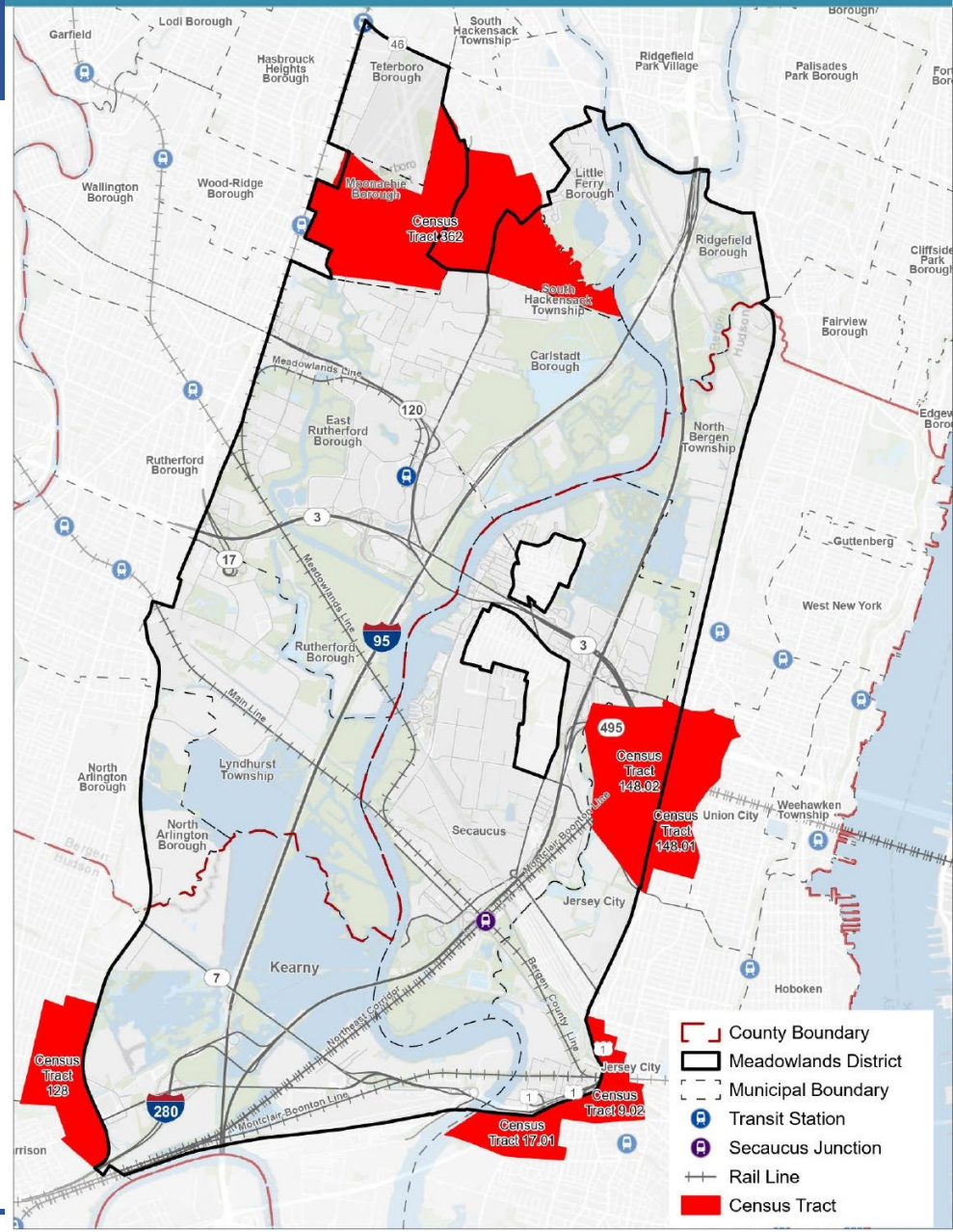
- English 43%
- Spanish 29%
- Indo-European 11%
- Asian/Pacific Islander 4%
- Chinese 3%
- Russian/Polish 3%

Ethnicity

- Hispanic 25%

Source: 2022 ACS 5-year Estimates Detailed Tables (Table B02015)

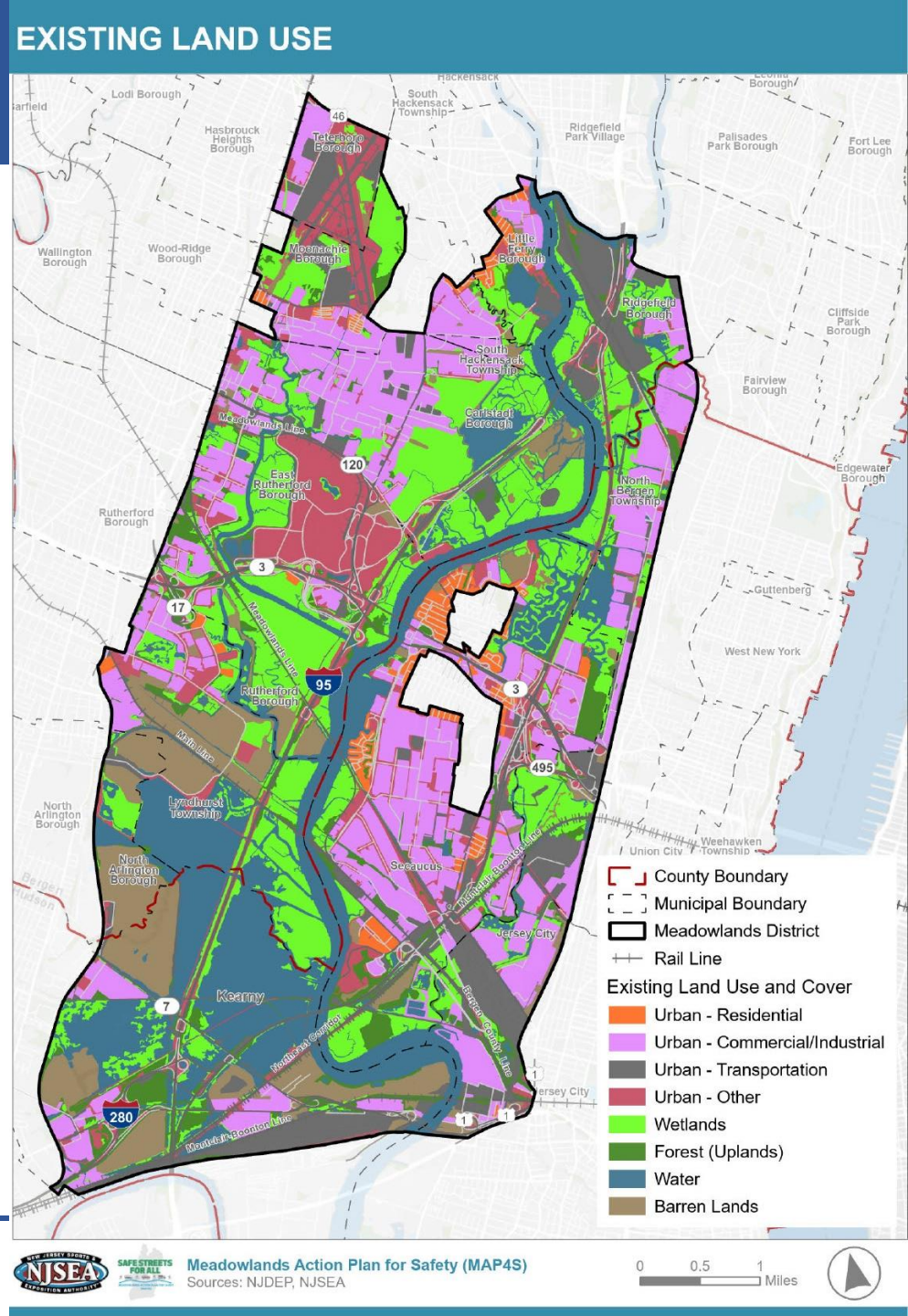
DEMOGRAPHIC COMMUNITIES OF FOCUS



Recap: Land Use

Top Land Uses

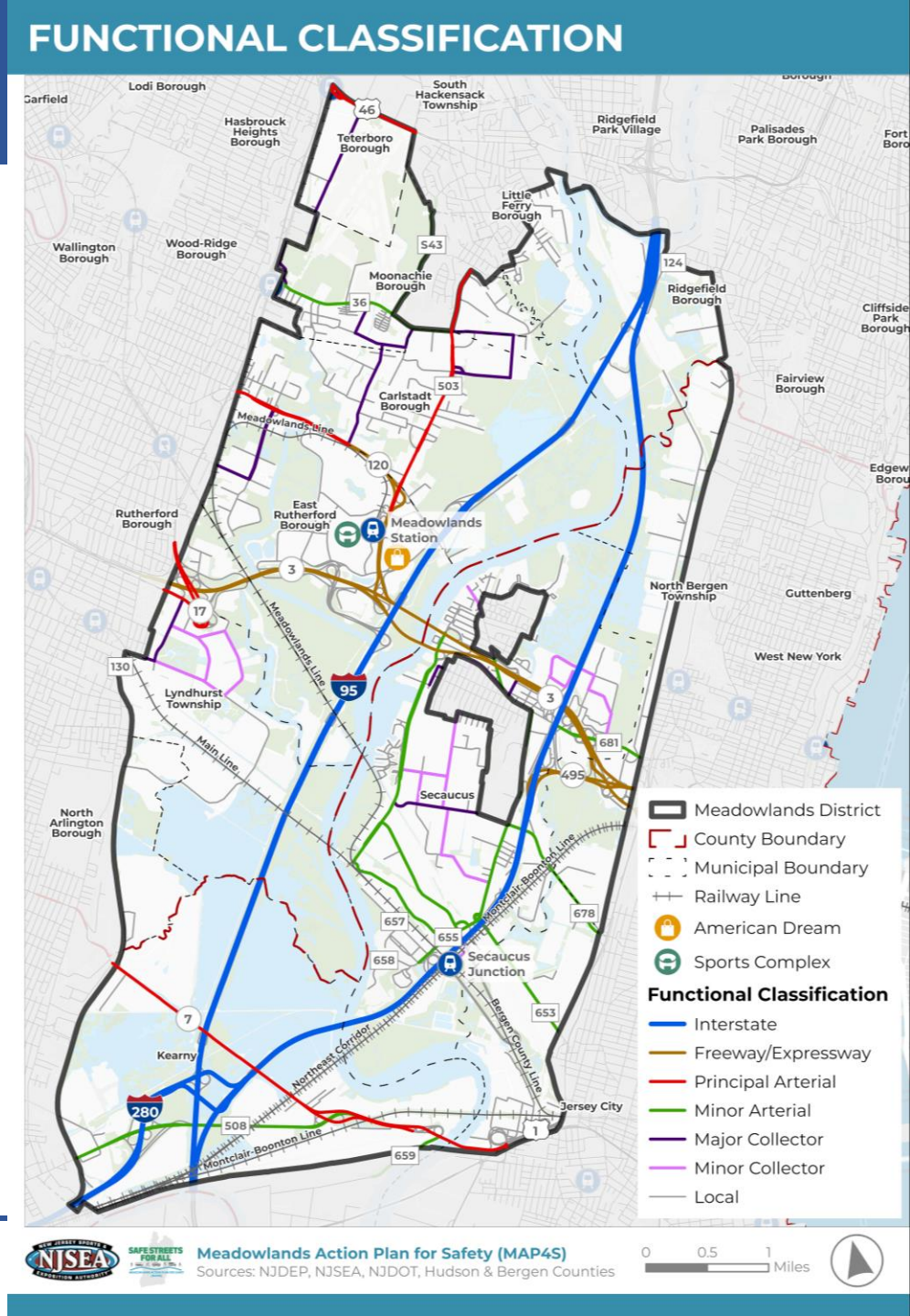
- Wetlands 32%
- Transportation 20%
- Industrial 16%



Recap: Roadway Network

237 miles of state, county, and municipal roads

- **Interstates: 43 miles**
  - I-280, I-95/NJ Turnpike
- **Other Freeways and Expressways: 17 miles**
  - NJ 3, NJ 120, NJ 495
- **Principal Arterials: 12 miles**
  - NJ 17, US 46, NJ 120
- **Minor Arterials: 18 miles**
  - Meadowlands Parkway, Secaucus Road/CR 678, Newark-Jersey City Turnpike/CR 508
- **Major Collectors: 8 miles**
  - Central Boulevard, Commerce Boulevard, Empire Boulevard
- **Minor Collectors: 7 miles**
- **Local Roads: 132 miles**



Recap: Crash Analyses

Crashes by Year and Severity

Year	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatality	Total
2017	1,549	330	53	5	3	1,940
2018	1,788	360	50	12	3	2,213
2019	1,864	284	159	17	3	2,327
2020	1,215	215	100	15	7	1,552
2021	1,576	245	139	28	3	1,991
Total	**7,992**	**1,434**	**501**	**77**	**19**	**10,023**

Recap: Crash Analyses

Crashes Types by Severity

Crash Type	No Apparent Injury	Possible Injury	Suspected Minor Injury	Suspected Serious Injury	Fatal Injury	Total
Same Direction - Rear End	2,414	710	164	20	2	3,310
Same Direction - Sideswipe	2,647	254	69	7	0	2,977
Fixed Object	1,004	124	83	14	5	1,230
Right Angle	489	157	50	3	1	700
Struck Parked Vehicle	635	25	10	3	0	673
Backing	340	14	1	0	0	355
Opposite Direction (Head On)	67	32	26	9	1	135
Left Turn/U Turn	84	21	14	1	0	120
Non-fixed Object	101	5	2	0	0	108
Opposite Direction (Sideswipe)	71	16	7	0	0	94
Pedestrian	5	31	26	13	9	84
Other	40	9	5	2	0	56
Overturned	14	11	21	3	0	49
Encroachment	29	9	3	1	0	42
Animal	36	1	3	0	0	40
Pedalcyclist	6	11	14	1	1	33
Railcar - vehicle	1	0	0	0	0	1
Unknown	9	4	3	0	0	16
Total	**7,992**	**1,434**	**501**	**77**	**19**	**10,023**

Recap: Crash Analyses

Crashes by Vehicle Type

Vehicle Type	All Severities Meadowlands	All Severities Statewide
Car/Station Wagon/Minivan	73.1%	79.4%
SUVs & Pickups	29.9%	40.4%
Semi-Trailer & Other Heavy Vehicles	21.4%	9.6%
Buses & Vans	8.5%	6.4%
Motorcycles	0.8%	0.8%

Note: Percentages represent the portion of crashes in which each vehicle type was present. Since multiple vehicles are often present in a single crash, the percentages add up to a value greater than 100%.

Recap: Network Screening

Score roadway network by crash frequencies & severities

Equivalent Possible Injury (EPI) Scoring

Identify high-risk roadway features of top scoring segments

Categorize roadway network by functional classes and use top scoring segments by category to **define HIN**

Recap: Network Screening

Equivalent Possible Injury (EPI) Scoring

- KABC crashes: fatal, severe, moderate, and possible injury crashes
- Excludes PDO crashes
- Weights crashes based on severity
  - Crash values established by NJDOT
- **Each 0.1-mile sub-segment scored based on total number of crashes**

Equivalent Possible Injury (EPI) Score Weights			
Crash Severity	**KABCO Scale**	**Comprehensive Crash Cost - 2024 Dollars***	**EPI Value (K=A)**
Fatal	K	$15,031,135	5.3
Suspected Serious Injury	A	$869,407	5.3
Suspected Minor Injury	B	$262,449	1.6
Possible Injury	C	$165,401	1.0
No Apparent Injury	O	$15,115	-

**Source: NJDOT Bureau of Safety, Bicycle, and Pedestrian Programs*

Recap: Network Screening

High-Risk Roadway Features

- Minor Arterial, Other Principal Arterial, and Other Freeway/Expressway functional classifications
- Roads with three or more travel lanes
- Road widths ≥ 40 feet
- Posted speed limits ≥ 35 mph
- AADT ≥ 10,000 Vehicles Per Day (VPD)
- Sub-segments with at least one signalized intersection
- Designated freight routes (roads that are part of the NJAN)
- The presence of one or more bus stops within 50’ of a sub-segment

Recap: Network Screening

Roadway segments categorized by **Functional Classification**

Freeways/ Expressways

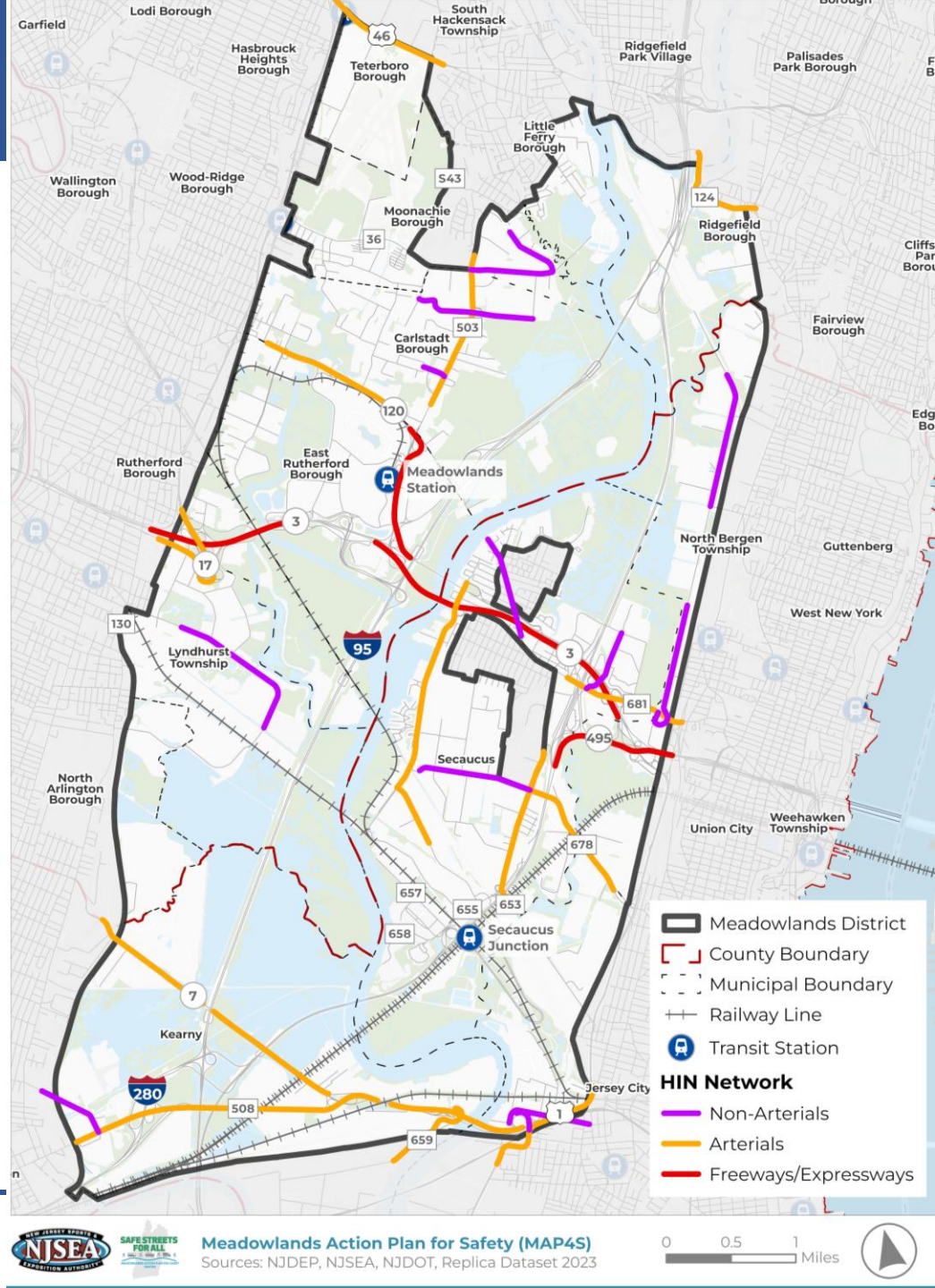
Principal & Minor Arterials

Collectors & Local Roads

Categorization allows multiple functional classes to be included in HIN

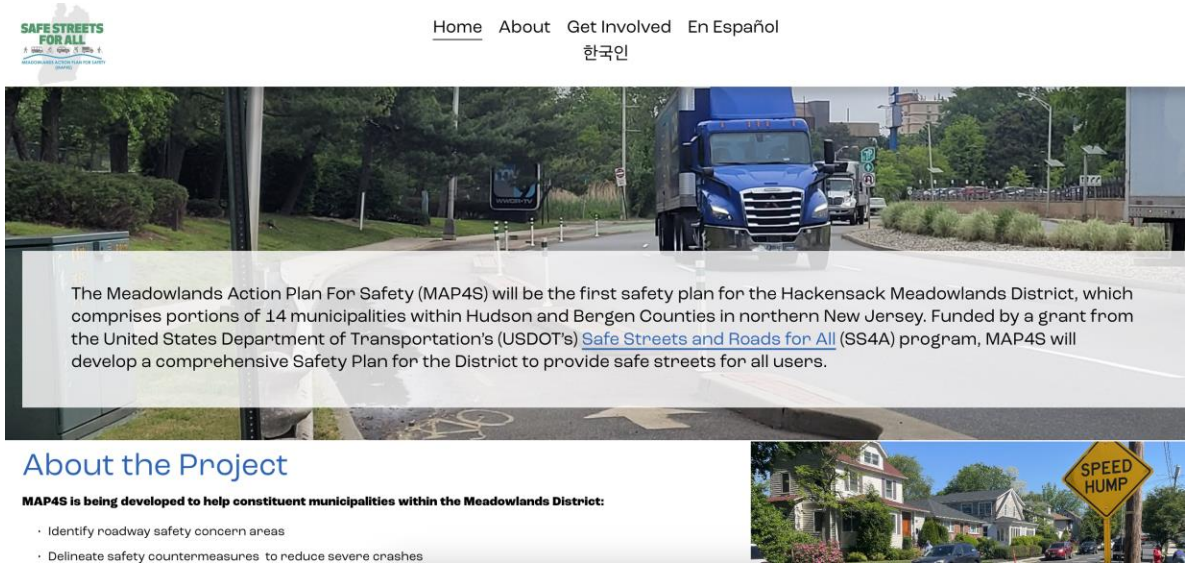
Recap: Network Screening

HIN Summary	# of Segments	Length
Freeways/Expressways	5	4.9
Arterials	17	15.84
Collectors & Local Roads	13	8.64
TOTAL	**35**	**29.38**



Recap: Outreach

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



Recap: Outreach

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

Recap: Outreach – Online Survey

Summary of 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

Recap: Outreach – Focus Groups

Summary of Safety Concerns and Recommendations:

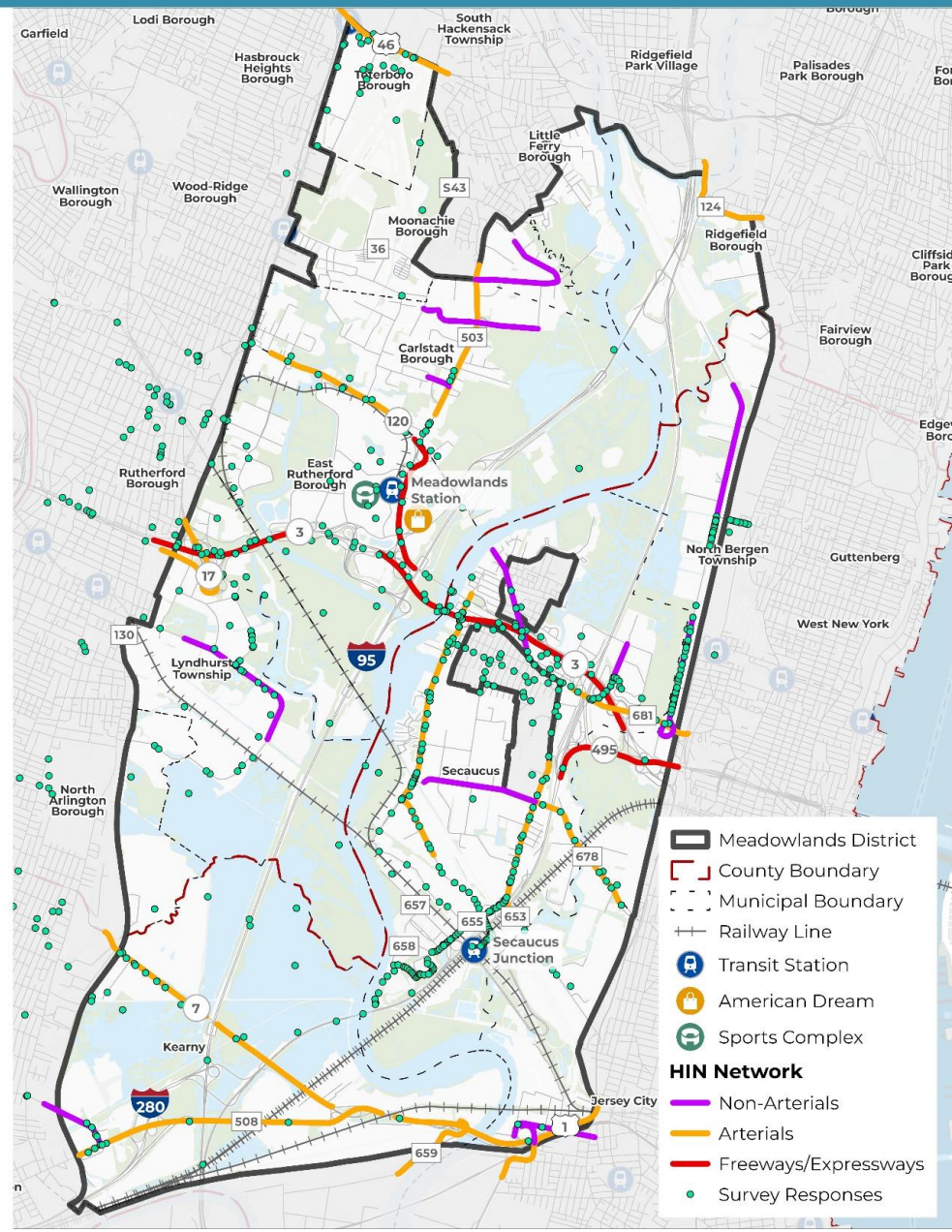
- **Build safer, accessible infrastructure** with protected bike networks and more sidewalks in residential areas.
- **Expand bus stops** and **shelters**.
- **Enhance road safety** with traffic-calming measures, automated enforcement, and road redesign.
- **Address micromobility challenges** with clearer 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.

Recap: Pattern Identification

Percentage of Survey Responses Along HIN Roadways

HIN Roadways	
Meadowlands Parkway	24%
West Side Ave	16%
NJ 3	10%
Hudson County 653	9%
NJ 7	7%
NJ 120	5%
Harmon Meadow Blvd	4%
Hudson County 678	4%
Hudson County 681	4%
Valley Brook Ave	4%
Bergen Ave	3%
Route 508	3%
US 46	2%
NJ 495	1%
Route 503	1%
St Pauls Ave	1%
NJ 17	0%
US 1 Truck	0%

HIN & SURVEY RESPONSES



Recap: Pattern Identification

Risk Factors within the Study Network, HIN & HRN

Risk Factor	Percentage of Study Area Network	Percentage of High-Injury Network	Percentage of High-Risk Network
Functional Classification: Minor Arterial	14.4%	26.9%	32.9%
Functional Classification: Other Principal Arterial	11.0%	26.6%	30.7%
Functional Classification: Other Freeway/Expressway	8.2%	16.5%	21.5%
Number of Lanes: Three or More Lanes	23.1%	57.2%	57.9%
Road Width: Greater Than or Equal to 40'	22.5%	51.2%	54.8%
Speed Limit: Greater Than or Equal to 35 mph	25.6%	59.6%	63.6%
Road Volume: Greater Than 10,000 VPD	33.2%	69.0%	79.4%
Signalized Intersections: Presence of One or More Signals	9.1%	17.5%	18.0%
Freight Routes: Part of NJ Access Network	18.5%	47.8%	57.9%
Transit Presence: One or More Bus Stops within 50'	14.1%	23.9%	24.6%

Recap: Location Prioritization

Project Location Prioritization Methodology

- Determine locations of greatest need for safety treatments
- Need determined by:
  - **Crash Scores**
    - Equivalent Possible Injury (EPI) segment scores
  - **High-Risk Roadway Features**
    - Functional classification, Posted speed limit, Number of lanes, etc.
  - **Demographic Data**
    - Demographic composite score
  - **Public Input Survey Data**
    - Geolocated requests associated for: pedestrian or bicycle infrastructure, safe transit access, and locations with speeding and aggressive driving

Recap: Location Prioritization

Prioritization Weighting Factors

35%

Crash Scores

Equivalent Possible Injury (EPI) segment scores (Max Score 440)

25%

High-Risk Roadway Features

Functional classification, Posted speed limit, Number of lanes, etc. (Max score 10)

25%

Demographic Data

NJTPA Demographic Composite Score (Max score 22)

15%

Public Input Survey Data

Map locations of where bike paths or sidewalks don't exist, aggressive driving behavior, lack of bus shelters, etc. (Max score 21)

Recap: Prioritized Roadway Segments

Corridor Ranking	Road Name	Functional Classification	Municipality	Weighted Segment Prioritization Score
1	NJ 3	Other Freeway/Expressway	Rutherford	78.58
2	NJ 3	Other Freeway/Expressway	Secaucus	72.00
3	NJ 3	Other Freeway/Expressway	East Rutherford	68.77
4	ROUTE 508	Minor Arterial	Kearny	49.65
5	HUDSON COUNTY 681	Minor Arterial	North Bergen	49.61
6	NJ 120	Other Freeway/Expressway	East Rutherford	46.96
7	NJ 7	Principal Arterial	Kearny	43.33
8	NJ 7	Principal Arterial	Kearny	42.88
9	NJ 7	Principal Arterial	Kearny	41.98
10	NJ 17	Principal Arterial	Rutherford	39.40
11	NJ 495	Other Freeway/Expressway	Secaucus	38.18
12	US 46	Other Principal Arterial	Teterboro	37.85
13	NJ 120	Other Freeway/Expressway	Carlstadt	37.38
14	ROUTE 503	Principal Arterial	Carlstadt	37.28
15	MEADOWLANDS PKWY	Minor Arterial	Secaucus	36.75
16	WESTSIDE AVE	Major Collector	North Bergen	36.11
17	ROUTE 508	Minor Arterial	Kearny	35.80
18	HUDSON COUNTY 678	Minor Arterial	Jersey City/North Bergen	33.97
19	BERGEN AVE	Major Collector	Kearny	32.31
20	MEADOWLANDS PKWY	Minor Arterial	Secaucus	30.87
21	US 1 TRUCK	Local	Jersey City	30.85
22	HUDSON COUNTY 653	Minor Arterial	Secaucus	28.13
23	BERGEN COUNTY 124 I	Minor Arterial	Ridgefield	25.91
24	ST PAULS AVE	Local	Jersey City	25.37
25	HUDSON COUNTY 681	Minor Arterial	Secaucus	24.86
26	FR US 1 TRUCK EB TO NJ 7 NB	Other Principal Arterial	Jersey City	24.27
27	WESTSIDE AVE	Major Collector	North Bergen	23.78
28	HARMON MEADOW BLVD	Local	Secaucus	21.45
29	SECAUCUS RD	Major Collector	Secaucus	20.79
30	VALLEY BROOK AVE	Minor Collector	Lyndhurst	20.67
31	STATE ST	Major Collector	Carlstadt/South Hackensack	20.62
32	HUDSON COUNTY 659	Minor Arterial	Kearny	20.30
33	COMMERCE BLVD	Major Collector	Carlstadt	15.77
34	VETERANS BLVD	Local	Carlstadt	14.48
35	COMMERCE BLVD	Local	Carlstadt	11.41

Recap: Action Framework – Projects

Safety project development guided by:

- Crash Analyses
- Countermeasures Toolkit
- Previous Studies/ Recommendations
- Existing Conditions

Recap: Action Framework – Projects

35 Total Projects at HIN Locations

2
Bergen County

7
Hudson County

13
Municipal / Private

13
State*
(NJDOT / NJTA)

*Not included in MAP4S

Recap: Action Framework – Policies

Policy Theme	Timeline	Priority	Lead Agencies	Supporting Agencies	Description/ Action Items
Agency Partnerships and Collaboration			NJSEA	MCC, Various Businesses, STF, NJDOT, Municipalities	• Coordination with public/private and NJDOT/SHSP • Get buy-in with MOU and financial incentives
Annual Reporting and Evaluation			NJSEA	STF	• Convene with STF for reporting/lessons learned • Issuance of annual reports to track progress • Vision Zero Action Plan check-ins with peers Other NJSEA activities to better track/codify safety
Vision Zero Progress Monitoring			NJSEA	EZ Ride, STF	• NJSEA-hosted website • Allows for public accountability
Healthcare Coordination			Community Health Orgs.	NJSEA, police, EMT, EMS	• Accurate fatality/serious injury reporting • Update EMT fleet for faster response
Municipal Complete Streets Policies			Bergen/Muni. Planners	NJSEA	• Policies for 100% of subregional agencies
Access Management Policies			Counties, Municipalities	NJSEA	• Consolidate/limit access • NJSEA to suggest candidate locations
Families for Safer Streets Local Chapter			FSSNJ, School Dist.	NJSEA, PDs, TMAs, NJDOE	• Walking/biking buses • School district coordination
Slow Streets Program			Muni. /City. Engineering	NJSEA, EZ Ride	• Systemic speed limit reductions
Rapid Response Team / Quick Build			Muni. /City. Engineering	NJSEA, STF, PDs	• Establish Rapid Response Team • Expedite action plans addressing FSI crashes • Encouragement of demonstration projects
Public Outreach Campaign			NJTPA, TMAs	School Dist., Muni. Police, NJSEA, NJBWC, STF	• NJTPA Street Smart Campaign and track efficacy • Multimedia public education campaign
Engagement with Historically Disadvantaged Areas			NJSEA	Applicable municipalities, NJDOT, STF, EZ Ride	• Disadvantaged Communities Working Group • Grant assistance for disadvantaged areas
Targeted Enforcement for Speeding			Muni/County PDs	Muni. /County DPW, EZ Ride	• Tracking with speed data collection efforts • Radar speed message signs
Demographic Impact Assessment (DIA)			NJSEA	STF	• NJSEA to evaluate planned or constructed projects for adverse impacts
Roadway and Vehicle Safety Overlay			NJDOT, NJSP	NJSEA, STF	• Work with NJDOT to designate zones • Annual crash data monitoring by NJSEA • Safe vehicle technology deployment

Recap: Action Framework – Policies

Timeline

- Near-term (0-3 years in red)
- Mid-term (3-5 years in beige)
- Long-term (5+ years in blue)

Safety Priority

- High priority items (up arrow in red) assume an immediate and measurable benefit related to safety.
- Medium priority items (no arrow in beige) assume a relatively moderate benefit for safety.
- Low priority items (down arrow in blue) assume a marginal benefit for safety.
  - Based on an ability to reduce FSI crashes.

Recap: Action Framework – Policies

Highest Ranking Strategies

Agency Partnerships and Collaboration (#10)

Annual Reporting and Evaluation (#13)

Vision Zero Progress Monitoring (#3)

Crash Reduction Targets

- Target year: **Zero FSI crashes by 2040**
- Annual crash reduction target: 7%
- 5-year crash reduction target: 35% or approximately 1/3
- Reassess every 5 years

Recap: Measuring Progress

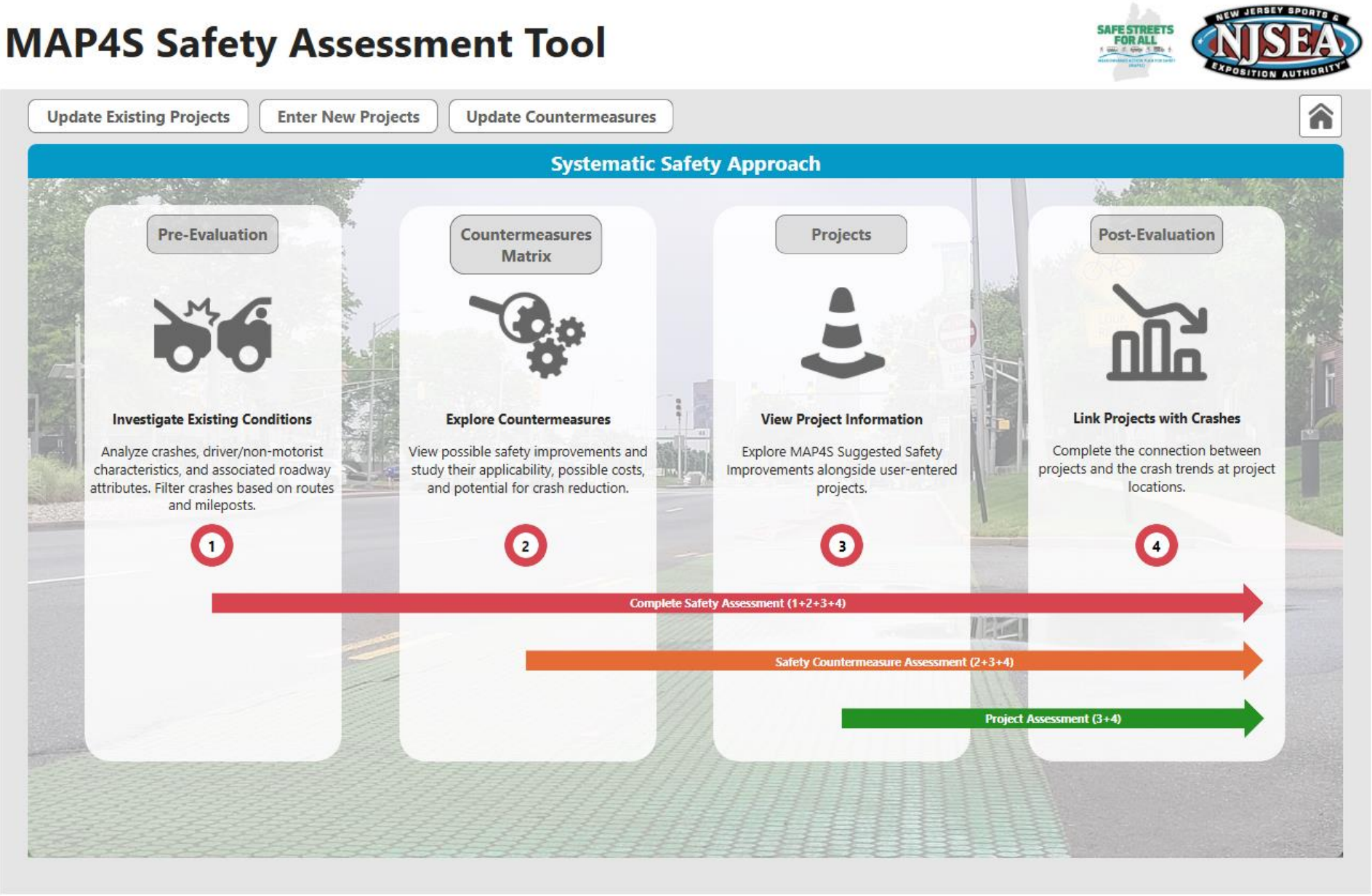
What to Track	How to Track (Measures)*
Plan Administration	Adoption, Continuation of STF, Definition of target year and progress towards goal
Engineering Strategies (“Projects”)	Project phase, crash reduction (CR)
Education Strategies	Number of campaigns/interactions with District stakeholders, CR
Enforcement Strategies	Number of targeted enforcement campaigns, before/after speed data, CR
Equity Strategies	Projects initiated and advanced in/near traditionally underserved communities, ongoing engagement with community stakeholders
Emergency Response Strategies	Creation of Rapid Response Team

*Examples only

Safety Assessment Tool (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 NJSEA staff, 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

Safety Assessment Tool (SAT)

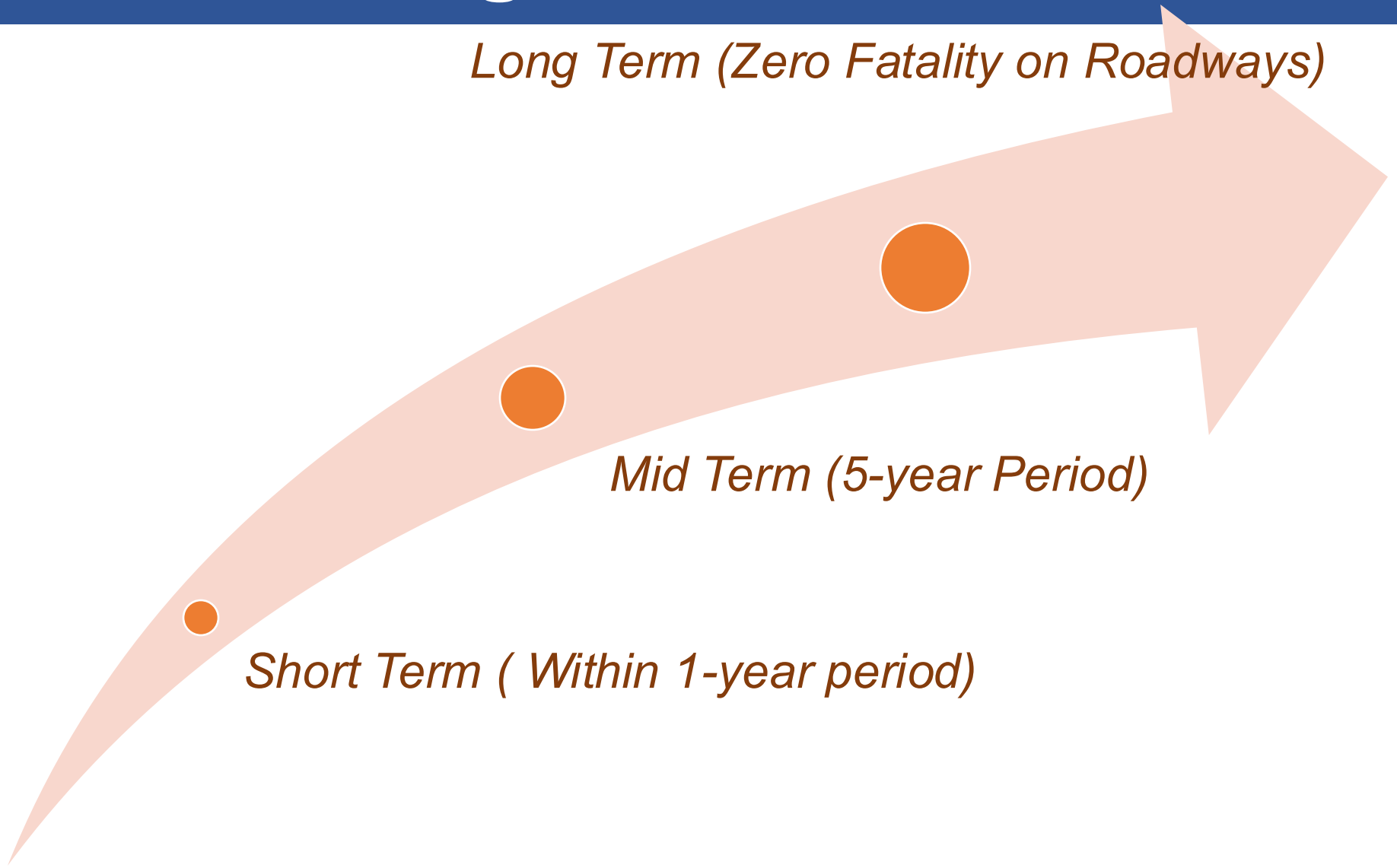


Milestones

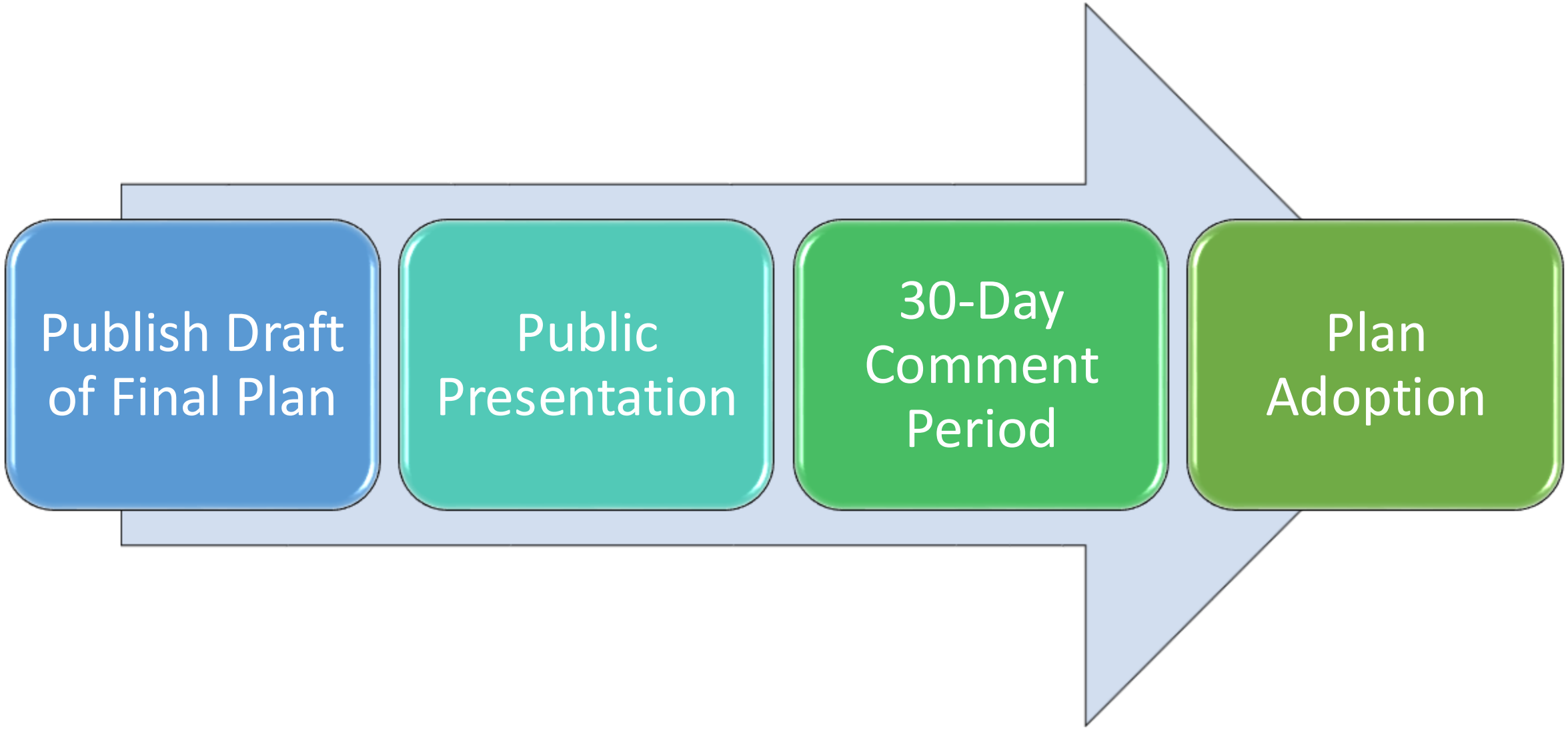
- February: Alpha version
- May: Beta version & testing
- June: SAT Training
- July: Final SAT

Looking Ahead

MAP4S – Planning Horizon



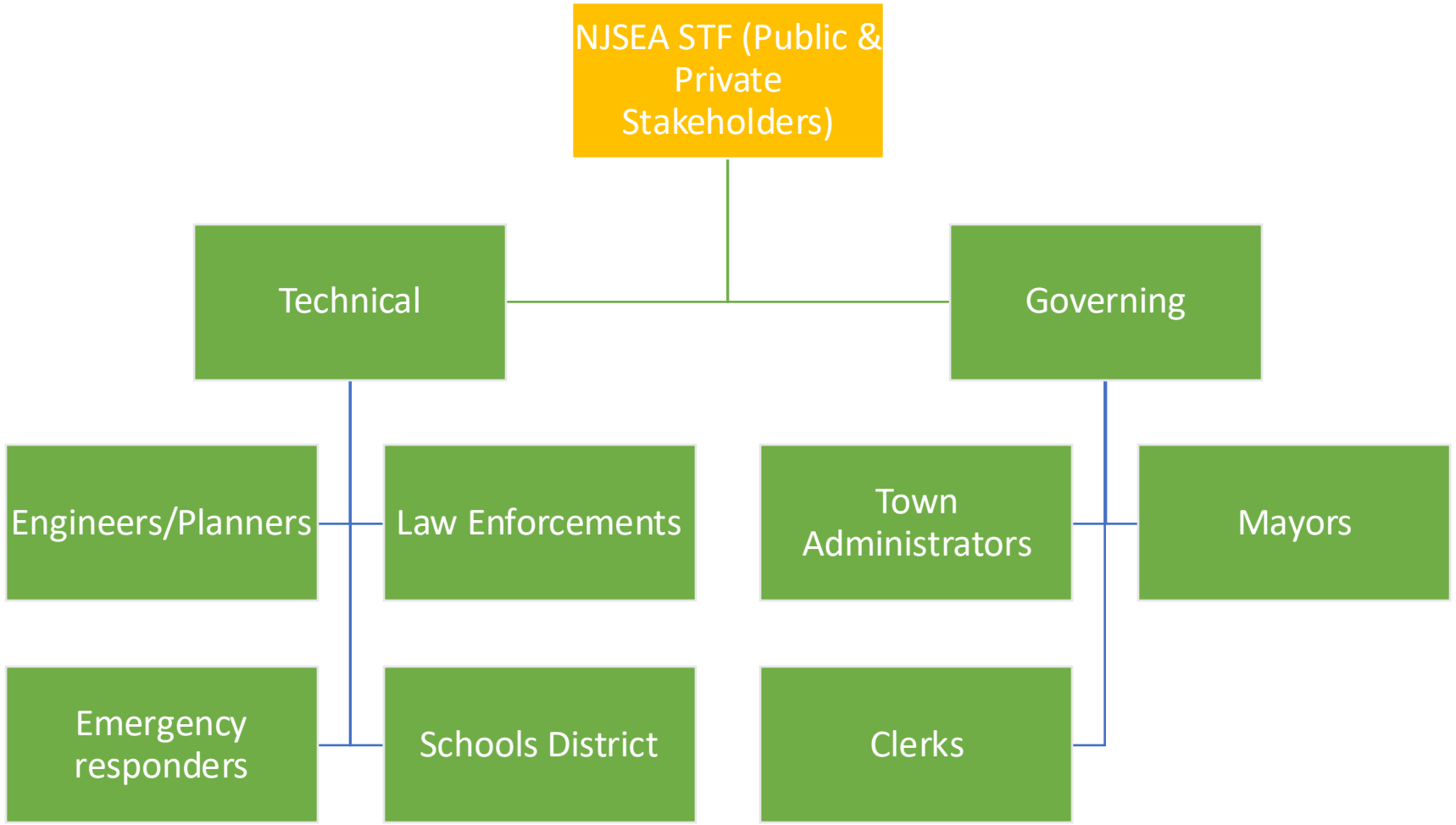
Short Term – Timeline to Adoption



Short Term – Launching Leadership Commitment

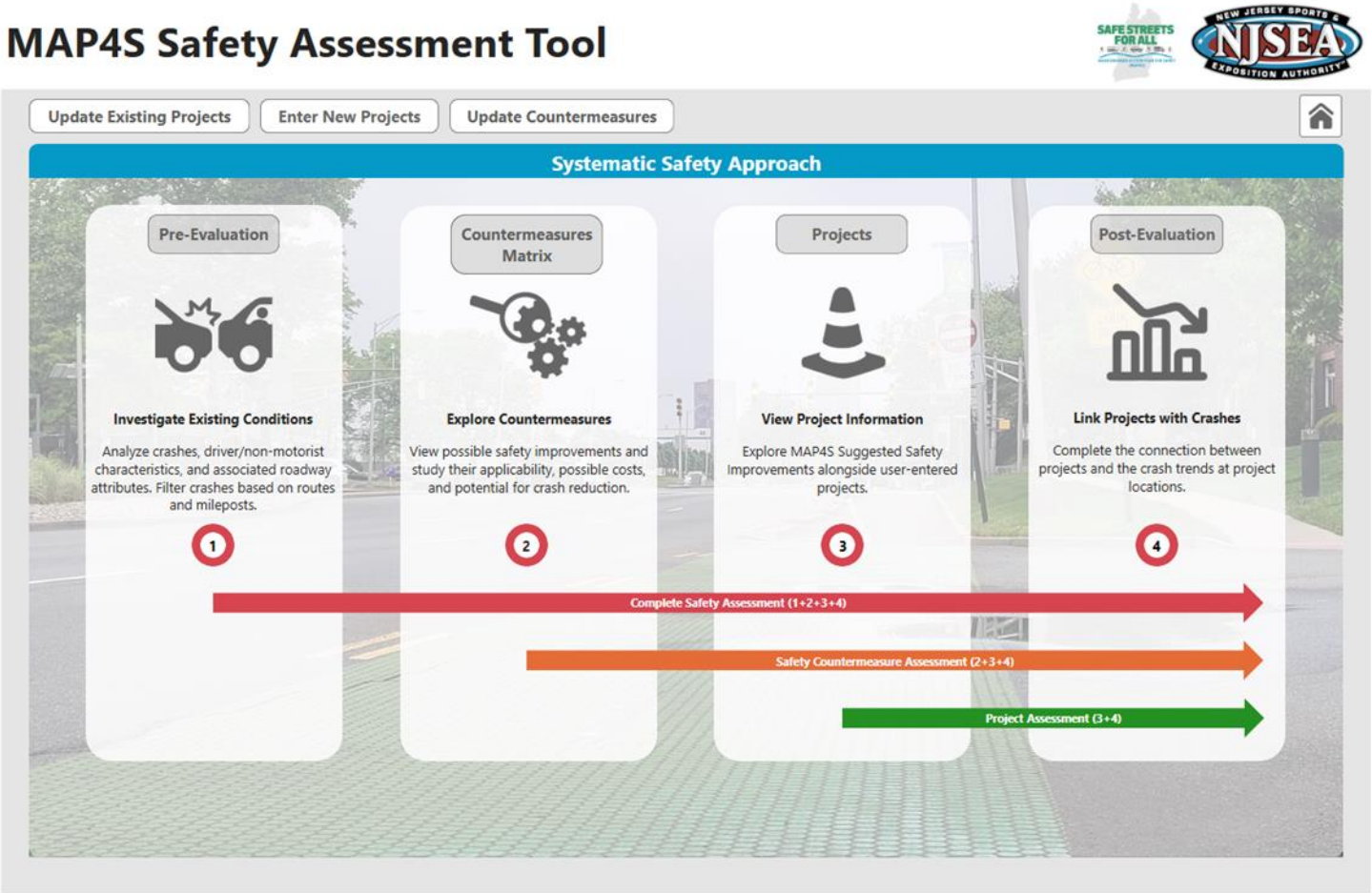
As part of the Safe Streets for All grant agreement, Leadership Commitment to eliminate roadway fatalities and serious injuries is ***required***

Short Term– Restructuring STF



Short Term – Safety Assessment Tool (SAT)

- User's request and dissemination of SAT
- Troubleshooting and debugging the system
- Hosting and updating data
- User's feedback on efficacy of the tool

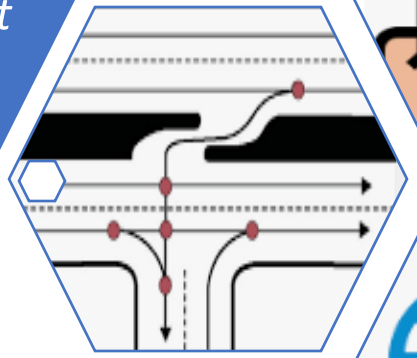


Short Term – Policy Updates

Memorandum of Agreement/ Understanding

Complete streets

Access management



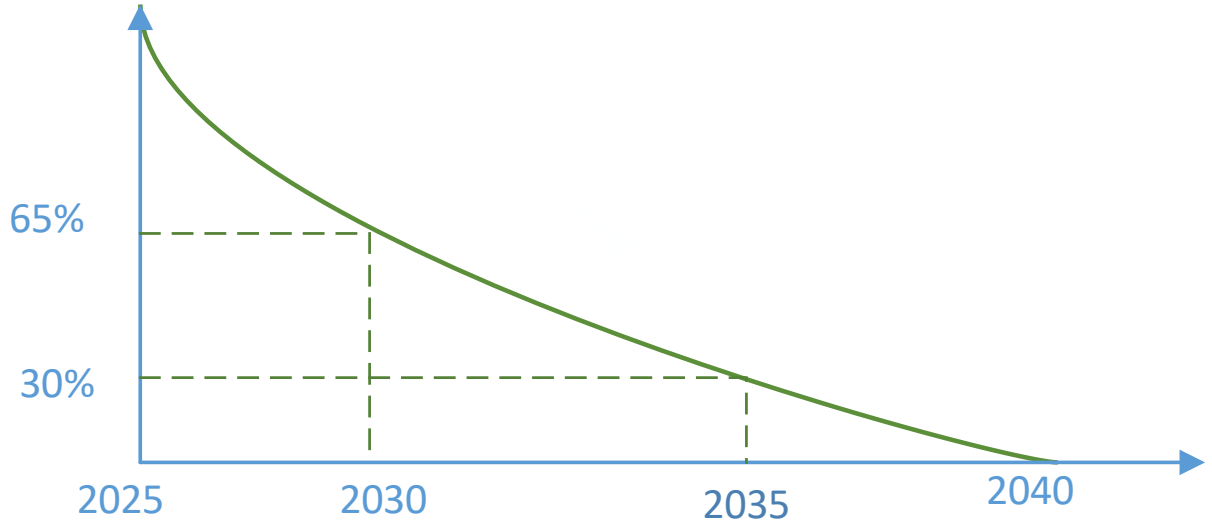
Agency partnership and collaboration

Stakeholder's (public and private) outreach

Healthcare coordination

Mid Term – Crash Target Monitoring

- Conform to NJ State Goal of Zero fatality by Year 2040
- Interim Goal: 35% reduction in FSI crashes in 5-year Period
- Monitoring annually: 7% reduction in FSI crashes



Mid Term – SAT Expansion and Upgrade

Funding

- Platform Updates
  - Power of BI or other
- Expanding functionalities
  - Seamless user's dashboard
  - Reporting
  - User's Expansion (e.g. Public)

No Funding

- Safety Countermeasure Clearinghouse (in addition to Engineering)
- Safety Project updates (new initiated, developed, underdevelopment, or eliminated)
- Annual update of Crash data

Mid Term – Safety Project Development

- Update the list of safety projects (adding, eliminating, modifying) in MAP4S with the support of stakeholders.
- Advance a series of new projects by modifying the HIN locations.
- Advance the new series of safety projects on 5 E's
- Number of planning/supplemental grants applied and awarded

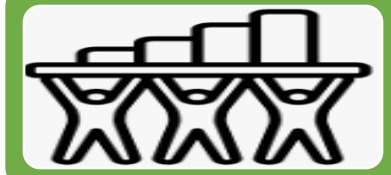
Mid Term – Safety Project Implementation

Monitor and track crashes in constructed project's location, and provide pre/post evaluation report.

Number of safety implementation grants applied, awarded, and under construction (NJSEA, STF)

Number of quick build projects deployed and lesson learned

Establish a clearinghouse of completed projects (from 5 E's) – Lesson learned



Track projects completed in underserved communities and monitor negative indirect impacts

Mid Term – Progress Monitoring

- Monitoring leadership commitment
- Organizational restructuring to embrace safety
- Annual progress report
- Incorporating MAP4S strategies, vision zero principles into current procedure (from zoning and planning to deployment and enforcement)
- Agency partnership and collaboration
- Municipality's rapid response team to FSI crashes
- Coordinating and addressing EMS needs for prompt responses to FSI crashes
- Safe vehicle deployment

Mid Term – Public Outreach Campaign

- Community outreach
- Multimedia public education
- NJTPA Street smart campaign
- Meadowlands Chapter for Families for Safer Streets (FSS)
- Coordinate with major district employers to Vision zero
- Coordinate with municipalities in underserved communities to address their needs
- Coordinate with all involved parties including school's districts on safety education and activities
- Track effectiveness of outreach

Mid Term – MAP4S Version 2

MEADOWLANDS ACTION PLAN FOR SAFETY (MAP4S) V2

OCTOBER 2030

NJSEA Michael Baker INTERNATIONAL Stantec CAMBRIDGE SYSTEMATICS MELISSA JOHNSON ASSOCIATES

Long Term – Zero Fatality/Serious Injuries

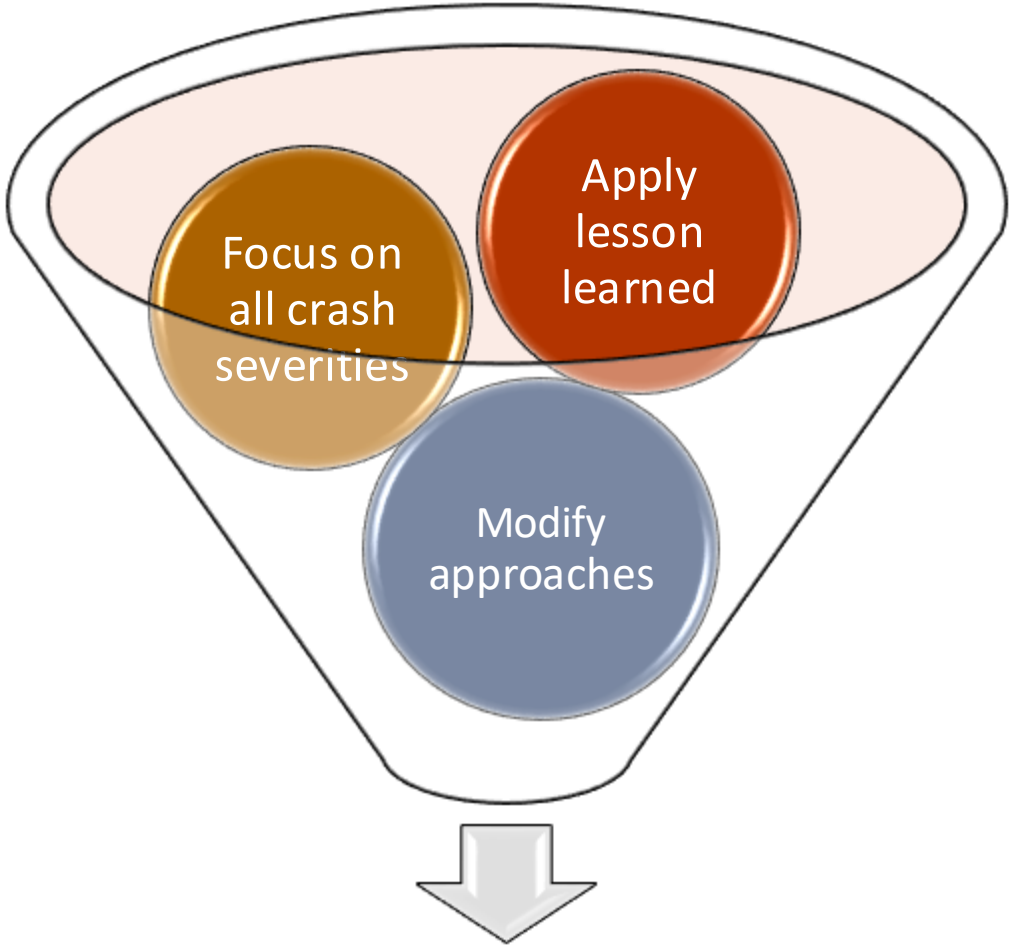
- All Mid term tasks
  - Equity in safety
  - Constant monitoring
  - Fine-tuning policies and action plans based on lesson learned
  - Updating MAP4S every five years
  - Stakeholders and community outreach
- Monitoring Interim goal of 35% every 5-year
- Adapt new standards, technologies, and initiatives

Reference: National League of Cities

ROAD TO ZERO

Reference: USDOT

Long Term – Toward Reducing Crashes



Zero Crashes

Thank You!

Contact us: MAP4S@njsea.com