

SAFE STREETS FOR ALL



MEADOWLANDS ACTION PLAN FOR SAFETY
(MAP4S)

MEADOWLANDS ACTION PLAN FOR SAFETY (MAP4S)

APPENDIX A: Location Prioritization Methodology

May 2025



TASK 5: LOCATION PRIORITIZATION METHODOLOGY

1 INTRODUCTION

The Meadowlands Action Plan for Safety (MAP4S) project intends to develop a federally funded safety action plan for the Meadowlands District. As part of the action plan, a list of prioritized project locations for further investigation of safety improvements is being developed.

2 CRITERIA AND DATA SOURCES

Four key categories of criteria were identified for inclusion in the project's location ranking methodology. These categories include:

- EPI scores
- Demography data
- Public input
- Risk factors determined by high-risk roadway features

2.1 EPI Scores

The scoring criteria and data source used for crash data was the Equivalent Possible Injury (EPI) segment scores from the High Injury Network (HIN) layer. EPI segment scores assess the combined effect of crash frequency and severity on each segment of road within the HIN, with heavier score weighting for locations experiencing crashes of higher severity, such as Fatal and Serious Injury (FSI) crashes.

2.2 Demography Data

For demography data, the North Jersey Transportation Planning Authority (NJTPA) Demographic Analysis Tool (DAT) was used as the data source. The DAT uses five-year data from the American Community Survey (ACS) to rate the following 11 factors for each census tract on a scale of zero (meaning very below average, not indicative of an underserved community) to four (meaning very above average, indicative of an underserved community):

1. Minority populations
2. Low-income households
3. Individuals with limited English proficiency
4. Individuals with disabilities
5. Children under age 5
6. Children aged 5-17
7. Seniors over age 65
8. Foreign-born residents
9. Females
10. Households without vehicles
11. Individuals without a high school diploma

Composite score values for census tracts from the DAT range from zero to 44; a higher composite score indicates a more underserved community.

2.3 Public Input Data

To identify local safety needs, feedback from stakeholders and the public occurred through an online survey and interactive map that allowed respondents to share their concerns and suggestions regarding safety issues in the Meadowland District, and to drop a pin indicating the location of those issues. The public input followed four common themes: 1) planning for complete streets, 2) pedestrian and bicycle infrastructure, 3) public transit access and amenities, and 4) speed and aggressive driving. The response locations of seven safety concerns that followed the four themes, were included as data sources in the prioritization methodology. The concerns used in the prioritization methodology and number of respondents for each are listed in Table 1.

Table 1: Safety Concerns Reported by Respondents Through Online Survey

Safety Concern	Number of Respondents
Bike paths and facilities do not exist, need improvement, or are disconnected	262
Sidewalks do not exist, need improvement, or are disconnected	98
Aggressive driving behavior	84
Speeding	81
Difficult pedestrian crossing (no crosswalk, no pedestrian signal at intersection or mid-block, not enough signal timing)	41
No bus shelter or amenities	22
Red light or stop sign running	22

2.4 High-Risk Roadway Features

A systemic analysis of crashes identified roadway features that were overrepresented on the high injury network. The degree to which a roadway feature is overrepresented is referred to as its risk factor. It is important to note that risk factors represent correlation with injury crashes, but do not necessarily represent causation.

Table 2 details the roadway features identified as having a “major” level of overrepresentation based on a risk factor value of 2.0 or greater, along with their calculated risk factor.

Table 2: High-Risk Features

Roadway Feature	Risk Factor
Functional Classification	
Minor Arterial	2.29
Other Principal Arterial	2.79
Other Freeway/Expressway	2.61
Number of Lanes	
4	2.59
≥6	3.61
Pavement Width	
40' - 49'	2.11
50' - 59'	2.28
70'+	3.74
Posted Speed Limit	
35	2.20
45	5.33
50	2.53
55	2.85
Designated Freight Route	
Yes	3.13
AADT	
40,001 - 50,000	3.46
> 50,000	3.96

Pavement width of a roadway is correlated with the number of lanes, and AADT is correlated with EPI scores and functional classification; therefore, pavement width and AADT were not included in the scoring methodology to mitigate over accounting for these factors.

3 SCORING METHODOLOGY

The scoring approach differentiated segments based on values for each of the criteria, and weighted the categories of criteria, to determine locations with higher need.

The project team tested multiple weighting percentages schemes for the categories of criteria, Table 3 details the percentages the project team settled on. Public input data received the least amount of weight due to concerns around respondent bias and accuracy.

Table 3: Weighting Percentage by Category of Criteria

Category of Criteria	Percent Weight
EPI Scores	35%
Demography	25%
Public Input	15%
Roadway Feature Risk Factors	25%

Based on the total number of possible points for scoring being 100, the maximum EPI score would be 35 points, the maximum demography score would be 25 points, the maximum public input score would be 15 points, and the maximum high-risk roadway feature score would be 25 points.

3.1 EPI Scoring

The points given to each segment based on the EPI data were scaled so that the segment with the highest EPI received 35 points in the scoring methodology. To achieve this, the EPI score of each segment was scaled down by the ratio of the desired maximum value (35) to the existing maximum value (440.3). For example, if a segment had an EPI of 80.1, the segment received approximately 6.37 points, which is equal to 80.1 multiplied by (35/440.3).

3.2 Demography Scoring

The points given to each segment based on the NJTPA demography composite score for each census tract were scaled so that the greatest possible number of points was 25. Where a HIN roadway segment transected multiple census tracts, the demography composite scores of those census tracts were averaged for the HIN segment. To achieve a greatest possible point scale of 25, the demography composite score of each segment was scaled down by the ratio of the desired maximum value (25) to the existing maximum value (44). For example, if a segment had an demography composite score of 23, the segment received approximately 13.07 points, which is equal to 23 multiplied by (25/44).

3.3 Public Input Scoring

For public input data, a one-eighth of a mile proxy distance was used to buffer the public input survey points. This buffer distance was determined to be good for proxy, while not covering too much of the District, rendering this scoring criterion as meaningless. HIN roadway segments were assigned five points for buffered public input criteria related to vulnerable road users, as listed below:

- Bike paths and facilities do not exist, need improvement, or are disconnected;
- Sidewalks do not exist, need improvement, or are disconnected; and,
- Difficult pedestrian crossing (no crosswalk, no pedestrian signal, etc.).

Three points were assigned for each of the following buffered public input criteria roadway segments overlapped with:

- Aggressive driving behavior;
- Red light or stop sign running;
- Speeding; and,
- No bus shelter or amenities.

The project team noted that some respondents placed points for lack of multimodal infrastructure in places where the context for such improvements may not be appropriate, such as a survey point of “sidewalks do not exist, need improvement, or are disconnected” placed on a limited access facility like NJ 3. However, it was decided to include these survey points in the scoring methodology.

Additionally, the project team had concerns related to the possibility survey point buffer coverage areas incorrectly overlapping a HIN segment when the survey point was placed on a nearby, non-corresponding road (i.e. improvement flagged on a frontage roadway in proximity to a HIN segment of Route 3). Therefore, it was decided not to add up all the public input survey points

that overlapped a HIN segment, but to treat it as a binary condition for each of the survey point categories.

With these point values, the maximum number of points for each segment based on public input data was 27. To maintain the fidelity of the weighting percentages for the categories of criteria, the total points for each segment were scaled down so that the maximum number of points was 15. To achieve this, the public input point values were multiplied by the ratio of the desired maximum value (15) to the existing maximum value (27). For example, if a segment had a public input score of 16, the segment received approximately 8.89 points, which is equal to 16 multiplied by $(15/27)$.

3.4 High-Risk Features Scoring

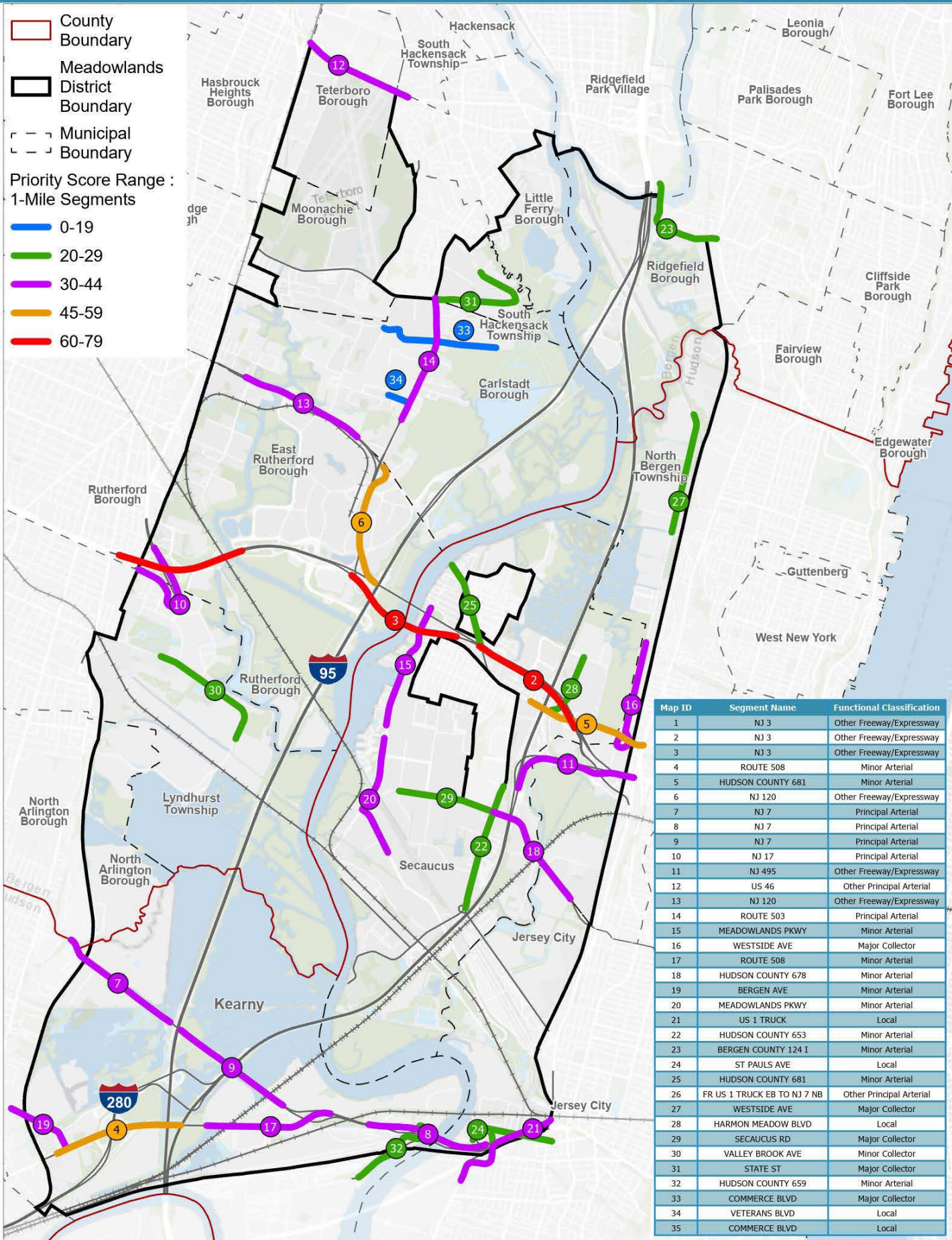
HIN segments received points based on the calculated risk factor (listed in Table 2) for each majorly overrepresented high-risk feature they exhibit except for pavement width and AADT. For example, a segment on a minor arterial with four lanes, a posted speed limit of 35 mph, and not serving as a designated freight route, would receive 2.29 points for being classed as a minor arterial, 2.59 points for having four lanes and 2.20 points for having a posted speed limit of 35 mph, but no points would be given for freight route designation as it was not a “high-risk” roadway feature.

Again, to maintain the fidelity of the weighting percentages for the categories of criteria, the total points given to each segment were scaled so that the maximum number of points was 25. To achieve this, the previously assigned point values were scaled up by the ratio of the desired maximum value (25) to the existing maximum value (14.86). For example, if a segment had a high-risk feature score of 4.79, the segment received approximately 8.06 points, which is equal to 4.79 multiplied by $(25/14.86)$.

4 RESULTS

As stated in the previous section, the maximum number of total points a segment could receive was 100. The scores of each segment on the HIN based on the scoring methodology, are listed in Table 4. A map depicting these corridors is provided as an attachment.

MAP PROJECT PRIORITIZATION



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APPENDIX B: PUBLIC OUTREACH

May 2025



1. MAP4S Online Survey Questions

Introduction

Welcome to the Meadowlands Action Plan for Safety (MAP4S) Public Survey. We want to hear from you!

The New Jersey Sports and Exposition Authority (NJSEA) is spearheading the development of the first Safety Action Plan for the Hackensack Meadowlands District. MAP4S aims to enhance road safety for all, and propose countermeasures across five pillars: Engineering, Education, Enforcement, Emergency Response, and Equity.

This survey is for anyone traveling in or through the Meadowlands District. The survey will take about five minutes. Whether you're driving, walking, biking, or using other means, your input matters. This information helps us learn what you need, so we can plan and improve a better, safer transportation system that works for everyone in the Meadowlands District.

if you would like a copy of this survey in Spanish or Korean, please email us at map4s@njsea.com

Si desea una copia de esta encuesta en español, envíenos un correo electrónico a map4s@njsea.com

본 설문조사의 한국어 사본을 원하시면 map4s@njsea.com 으로 이메일을 보내주세요.

Survey

1. Do you live in, work in, and/or travel through the Hackensack Meadowlands District?
 - I live and work in the District
 - I live in the District and work elsewhere
 - I work in the District and live elsewhere
 - I travel through the District
 - I don't live or work in the District
 - I'm not sure
2. How do you travel in the Hackensack Meadowlands District? (select all that apply)
 - Drive
 - Walk
 - Bike/Scooter
 - E-bike/E-scooter
 - Public Transit (NJ TRANSIT bus/rail, EZRide, or another carrier)
 - Taxi or Ride-Share (Uber/Lyft)
 - Shuttle Bus
 - Carpool/Vanpool
 - Other

3. Safety Concerns

To identify and comment on a location with a safety concern, navigate using the map, and drop a point at the closest estimated location of your safety concern. Select the option that describe your safety concerns at this location. If none of the answers are appropriate, please select "Other."

- Red light or stop sign running
- Speeding
- Aggressive driver behavior
- Low visibility
- Bike paths and facilities do not exist, need improvement, or are disconnected
- Sidewalks do not exist, need improvement, or are disconnected
- Difficulty pedestrian crossing (no crosswalk, no pedestrian signal at intersection or mid-block, not enough signal timing)
- Truck traffic
- Turning conflicts
- Pavement/roadway conditions
- Lights and security at night
- No bus shelter or amenities
- Other

4. Do you have ideas for improving safety at the location/s identified (optional)?

5. Do you have additional comments? (Optional)

Survey Flyers

MEADOWLANDS ACTION PLAN FOR SAFETY



WE WANT YOUR
FEEDBACK!

COMPLETE OUR SAFETY SURVEY

Share your safety challenges getting around within the Meadowlands District by walking, cycling, riding, or driving. Your feedback will help us to develop strategies to make roadways in the Meadowlands District safer for everyone.



SCAN QR CODE

OR VISIT

WWW.MAP4S.COM/GET-INVOLVED

MEADOWLANDS ACTION PLAN FOR SAFETY



Source: iStock (AlphabetMN, CHUYN, Flash Vector, Jay Lazarin, Nadezhda Buravleva, SiberianArt, ST_Aurora72, TarikVision), VectorStock

MAP4S will be the first safety plan for the Hackensack Meadowlands District, which comprises portions of 14 municipalities within Hudson and Bergen Counties in northern New Jersey. Funded by a grant from the United States Department of Transportation's (USDOT's) Safe Streets and Roads for All (SS4A) program, MAP4S will develop a comprehensive Safety Plan for the District to provide safe streets for all users.

Questions or comments? Email us at map4s@njsea.com

메도우랜드 안전행동 계획

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Source: iStock [AlphabetMN, CHUYIN, Flash Vector, Jay Lazarin, Nadezhda Buravleva, SiberianArt, ST_Aurora72, TorikVision], VectorStock

MAP4S는 뉴저지 북부의 허드슨 카운티와 버겐 카운티 내 14개 시/군의 일부를 포함하는 해켄색 메도우랜드 지구의 첫 번째 안전 계획이 될 것입니다. 미국 교통부(USDOT)의 모두를 위한 안전한 거리 및 도로 (SS4A) 프로그램의 보조금으로 자금을 지원받아 MAP4S는 모든 사용자를 위한 안전한 거리를 제공하기 위해 종합적인 안전 계획을 수립할 예정입니다.

질문이나 의견이 있으신가요? map4s@njsea.com으로 이메일을 보내주세요

메도우랜드 안전행동 계획

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여러분의 의견을 기다립니다!

안전 설문조사에 참여하세요

걷기, 자전거타기, 승차, 또는 운전 등 메도우랜드 지역내 이동 시 안전 문제를 QR 코드 스캔으로 공유해 주세요. 여러분의 의견은 메도우랜드 지구의 도로를 모두에게 더 안전한 곳으로 만들기 위한 전략을 개발하는 데 도움이 될 것입니다.



QR 코드 스캔하기

또는

WWW.MAP4S.COM/GET-INVOLVED
방문

PLAN DE ACCIÓN PARA LA SEGURIDAD DE MEADOWLANDS

**SAFE STREETS
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MEADOWLANDS ACTION PLAN FOR SAFETY
(MAP4S)



Source: iStock (AlphabetMN, CHUYN, Flash Vector, Jay Lazarin, Nadezhda Bunavleva, SiberianArt, ST_Aurora72, TarikVision), VectorStock

MAP4S será el primer plan de seguridad para el distrito de Hackensack Meadowlands, que comprende partes de 14 municipios dentro de los condados de Hudson y Bergen en el norte de Nueva Jersey. Financiado por una subvención del programa Calles y Caminos Seguros para Todos (SS4A) del Departamento de Transporte de los Estados Unidos (USDOT), MAP4S desarrollará un Plan de Seguridad integral para que el Distrito proporcione calles seguras para todos los usuarios.

¿Preguntas o comentarios? Envíanos un correo electrónico a map4s@njsea.com

PLAN DE ACCIÓN PARA LA SEGURIDAD DE MEADOWLANDS

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**¡NOSOTROS
QUEREMOS TU
OPINIÓN!**

COMPLETA NUESTRA ENCUESTA DE SEGURIDAD

Comparte tus desafíos de seguridad al moverte dentro del distrito de Meadowlands caminando, en bicicleta, montando a caballo o conduciendo. Tus comentarios nos ayudarán a desarrollar estrategias para hacer que las carreteras del distrito de Meadowlands sean más seguras para todos.



ESCANEAR CÓDIGO QR

O VISITA

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2. Survey Map Results

The online survey and an interactive map were launched in July 2024 and remained open through November 2024 to gather input from stakeholders and the public. A total of 200 responses were collected. The survey included five questions designed to determine whether participants live, work, or travel within the Meadowlands District and to solicit their suggestions for enhancing safety at specific locations within the district.

Most respondents (59) traveled within the Meadowlands District; 52 respondents both resided and worked there, while 34 either lived or worked in the District, but not both. Only a few respondents neither lived nor worked in the area or were uncertain about their status. Most participants reported commuting by driving (169), with fewer traveling on foot (63), using public transit (52), or riding bicycles or scooters (34). Very few reported using taxis, ride-shares, carpools, shuttles, or other alternative transportation options.

The online survey was designed using Maptionnaire to integrate an interactive mapping tool with the survey questions. Respondents identified problem spots on the map, such as areas with speeding, aggressive driving, or lacking pedestrian facilities. They marked locations by dropping pins and gave detailed feedback in comments. The following table and subsequent sections summarize safety concerns based on these map pins.

Table 1: Safety Concerns Reported by Respondents Through Online Survey

Safety Concern	Number of Respondents
Bike paths and facilities do not exist, need improvement, or are disconnected	262
Sidewalks do not exist, need improvement, or are disconnected	98
Aggressive driving behavior	84
Speeding	81
Difficult pedestrian crossing (no crosswalk, no pedestrian signal at intersection or mid-block, not enough signal timing)	41
No bus shelter or amenities	22
Red light or stop sign running	22
Other	20
Limited driver visibility, due to roadway alignment and/or obstructions	15
Lighting/security at night	12
Turning conflicts	10

Bike Paths and Facilities Do Not Exist, Need Improvement, or Are Disconnected

Issue Locations

Figure 1 illustrates several locations where issues were noted, including but not limited to a distinct loop in Secaucus consisting of Meadowlands Parkway, Seaview Drive, County Avenue/CR 653, and Flanagan Way; County Road/CR 653 and Secaucus Road/CR 678 in Secaucus/Jersey City; along Gotham Parkway in Carlstadt; at the intersection of Murray Hill Parkway/NJ 120 in East Rutherford; along Paterson Plank Road/NJ 120 near the Meadowlands Sports Complex; along Barry Creek Road and the NJ 3 entry ramp in Secaucus; the intersection of Barrows Avenue and Wall Street West in Rutherford; Wall Street West and Chubb Avenue in Lyndhurst; Disposal Road by the Marsh Discovery Trail near the Meadowlands Environmental Center; and West Side Avenue in North Bergen.

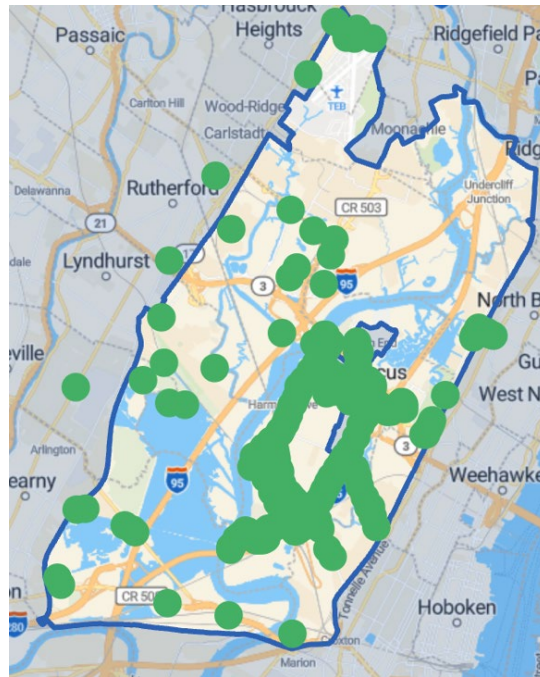


Figure 1: Map Responses on Bike Facilities

Feedback on Recommendations and Improvements

Respondents mentioned the need for more bike infrastructure. Respondents suggested building protected bike lanes, such as transforming Paterson Plank Road/NJ 120 into a boulevard with sidewalks and bike lanes. This could potentially allow users to walk or bike to MetLife Stadium or American Dream. A bike network was requested to connect to transit hubs like Secaucus Junction or destinations such as High Tech High School, Laurel Hill Park, the Xchange residential complex, Hudson Regional Hospital, and Harmon Meadow. Respondents also proposed using unused rail ROWs for biking/walking paths and enhancing connections to the future Greenway.

Sidewalks Do Not Exist, Need Improvement, or Are Disconnected

Issue Locations

Figure 2 depicts several locations where issues were noted, including at/along Industrial Avenue and US 46 in Teterboro; along Paterson Plank Road/NJ 120; at the NJ 120/Gotham Parkway intersection; the southern end of Washington Avenue/CR 503; the southern end of Meadowlands Parkway including the Meadowlands Parkway Bridge; Secaucus Road/CR 678 and Postal Service Road in Jersey City; James Avenue and St. Paul's Avenue in Jersey City; along Bergen Avenue north of CR 508 in Kearny; NJ 7 in Kearny; Valley Brook Avenue and Chubb Avenue in Lyndhurst; West Side Avenue in North Bergen; and Park Plaza Drive north of Paterson Plank Road/CR 681 in North Bergen.

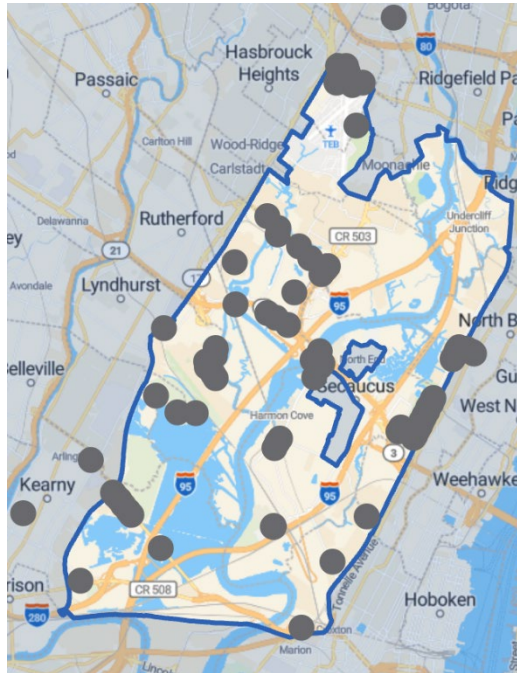


Figure 2: Map Responses on Sidewalks

Feedback on Recommendations and Improvements

Respondents called for sidewalks along Paterson Plank Road/NJ 120 to connect hotels to MetLife Stadium and American Dream. The need for sidewalks was also mentioned along US 46, where pedestrians may have to walk along the shoulder due to poor or missing sidewalks. In Secaucus, improving pedestrian access between Laurel Hill Park, Secaucus Junction, and nearby residential areas is needed, as well as near schools and bus stops in general.

Aggressive Driving Behavior

Issue Locations

Figure 3 shows several locations where issues were identified, including along major roadways such as NJ 3, NJ 17, I-95/NJ Turnpike (both spurs); Industrial Avenue and US 46 in Teterboro; Belleville Turnpike/NJ 7 in Kearny and Jersey City; Harrison Avenue/CR 508 in Kearny; Meadowlands Parkway in Secaucus; Paterson Plank Road/CR 681 and West Side Avenue in North Bergen; Paterson Plank Road/CR 681 and Mill Creek Drive in Secaucus; and NJ 120 near the Meadowlands Sports Complex.

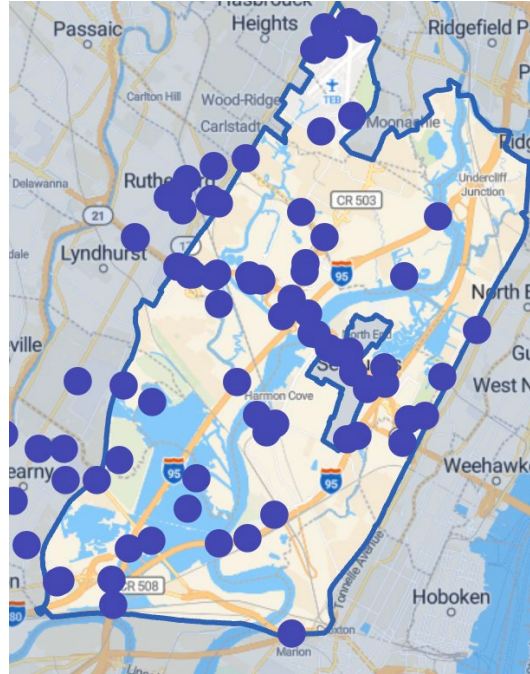


Figure 3: Map Responses on Aggressive Driving

Feedback on Recommendations and Improvements

Aggressive driving was a concern, particularly on highways (NJ 3 mainly). Respondents noted issues with tailgating, excessive speeding, and drivers blocking the left lane. Respondents recommended more enforcement of driving laws and traffic coordination during events at the Sports Complex and American Dream. An app for reporting aggressive driving behavior to police was also proposed.

Speeding

Issue Locations

Figure 4 shows several locations where speeding issues were noted, including along NJ 3, NJ 7, NJ 17 and US 46; Paterson Plank Road/NJ 120 near the Meadowlands Sports Complex; Meadowlands Parkway in Secaucus; County Avenue/CR 653 in Secaucus; County Road/CR 653 in Jersey City; Secaucus Road/CR 678 in Secaucus/Jersey City; West Side Avenue in North Bergen; CR 508 and Bergen Avenue in Kearny; and Moonachie Avenue in Moonachie.

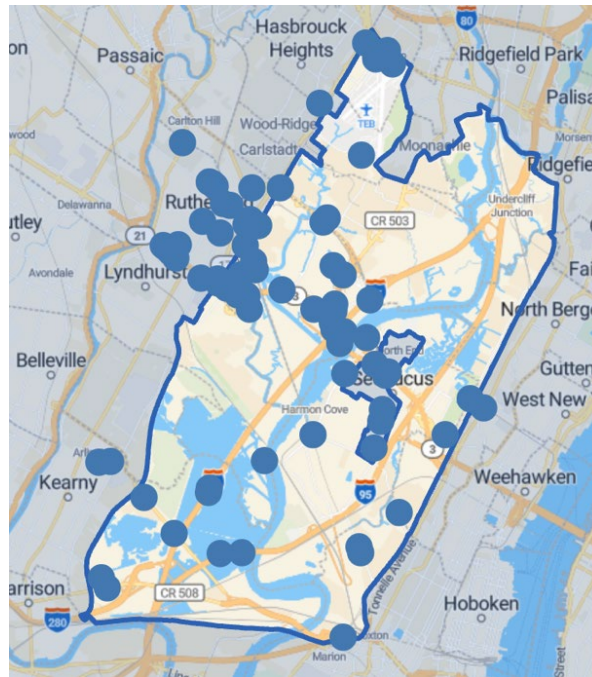


Figure 4: Map Responses on Speeding

Feedback on Recommendations and Improvements

Speeding was mentioned frequently, especially in the residential areas of Rutherford and Secaucus. Proposed solutions include flashing speed limit signs, speed bumps, four-way stop-controlled intersections, and more enforcement of speed limits. Speed bumps were suggested near schools and heavily trafficked roads. Other recommendations include reducing the number and/or width of traffic lanes to slow vehicles and installing speed feedback signs.

Difficult Pedestrian Crossing (No Crosswalk, No Pedestrian Signal at Intersection or Mid-Block, Not Enough Signal Timing)

Issue Locations

Figure 5 indicates locations where issues were identified, including near Secaucus Junction, at the intersection of CR 508 and Bergen Avenue in Kearny; at the intersection of Flanagan Way and Paterson Plank Road in Secaucus; at the intersection of County Avenue/CR 653 and Paterson Plank Road in Secaucus; along Meadowlands Parkway; Washington Avenue/CR 503 near Veterans Boulevard; and at/along Wall Street West, Clay Avenue, and Chubb Avenue in Lyndhurst.

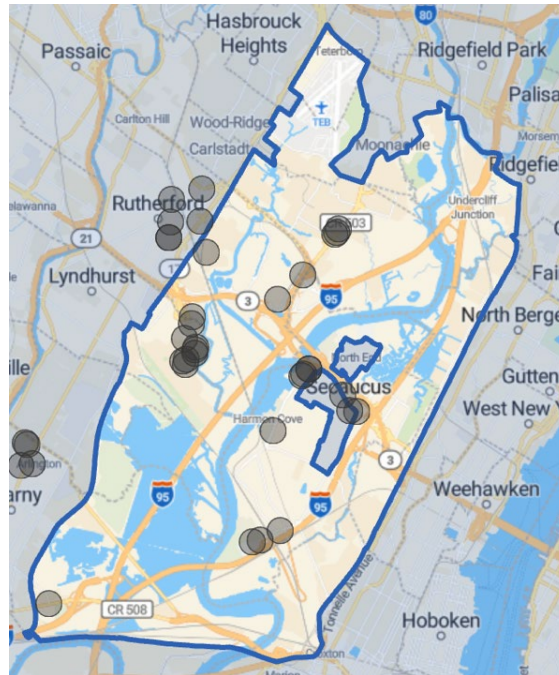


Figure 5: Map Responses on Pedestrian Crossings

Feedback on Recommendations and Improvements

Respondents expressed concerns about the lack of safe pedestrian crossings, stating that many pedestrian signals are missing, malfunctioning, or have been knocked down and never replaced. Marked crosswalks and stop-for-pedestrian signs are needed, particularly in Rutherford. Lighting at crosswalks needs to be brighter to prevent crashes at night.

No Bus Shelter or Amenities

Issue Locations

Figure 6 shows several locations where issues were noted, including near the Meadowlands Sports Complex on American Dream Way and Racetrack Drive; at the Enterprise Avenue bus stop south of Secaucus Road; at the County Avenue/CR 653 stop at Dorigo Lane; and along West Side Avenue.

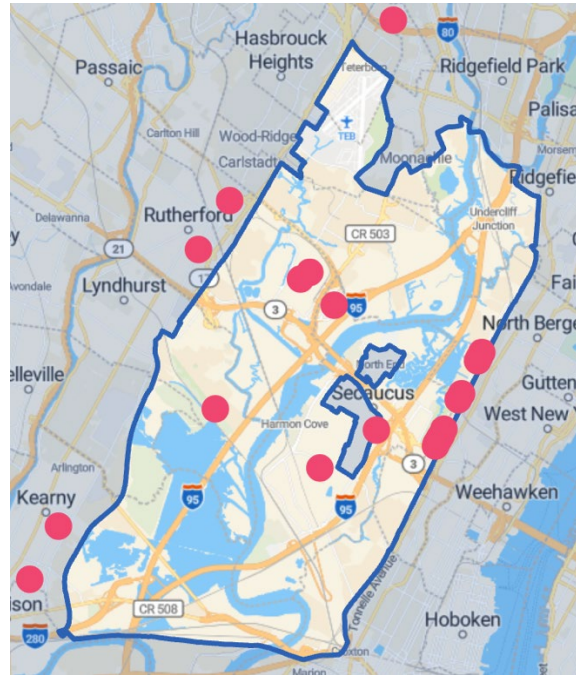


Figure 6: Map Responses on Bus Shelters/Amenities

Feedback on Recommendations and Improvements

Respondents called for faster and more frequent bus service. Bus shelters are either missing or inadequate, with some respondents noting that people are forced to sit on the ground or curb while waiting for a bus. In the winter, snow often blocks bus stops, forcing passengers to wait in the street.

Red Light or Stop Sign Running

Issue Locations

Figure 7 shows several locations where intersection control issues were noted, including at Gotham Parkway and West Commercial Avenue in Moonachie; at the Murray Hill Parkway and Paterson Plank Road/NJ 120 intersection in East Rutherford; near the NJ 3/NJ 17 interchange; at Disposal Road near DeKorte Park; and NJ 3 ramp near Radio Avenue in Secaucus.

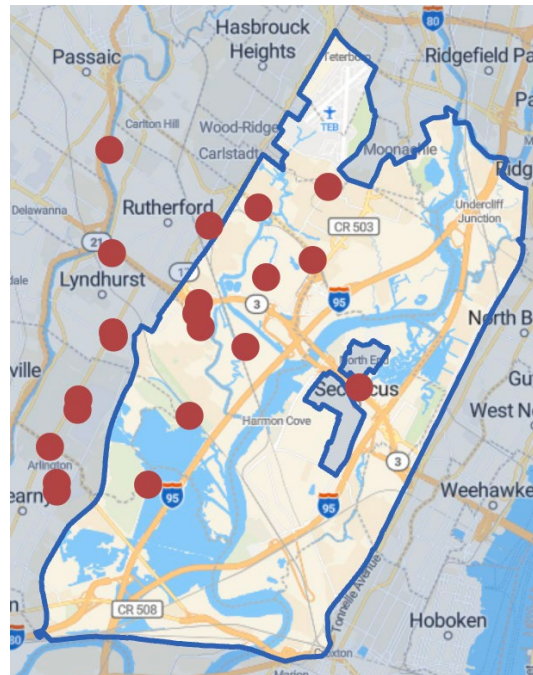


Figure 7: Map Responses on Red Light/Stop Sign Running

Feedback on Recommendations and Improvements

Several respondents mentioned that drivers run red lights or do not fully stop at stop signs. It was also mentioned that pedestrians don't wait for red lights before walking or don't pay attention. This is a concern, particularly at busy intersections and near schools. More stop signs, especially four-way stops, are requested in places like Rutherford to ensure drivers slow down and comply with traffic laws.

Limited Driver Visibility Due to Roadway Alignment and/or Obstructions

Issue Locations

Figure 8 shows locations where visibility issues were noted, including near the County Road/County Avenue/CR 653 interchange in Secaucus, at the NJ 17/NJ 3 interchange in Rutherford, and on Paterson Plank Road just north of American Dream.

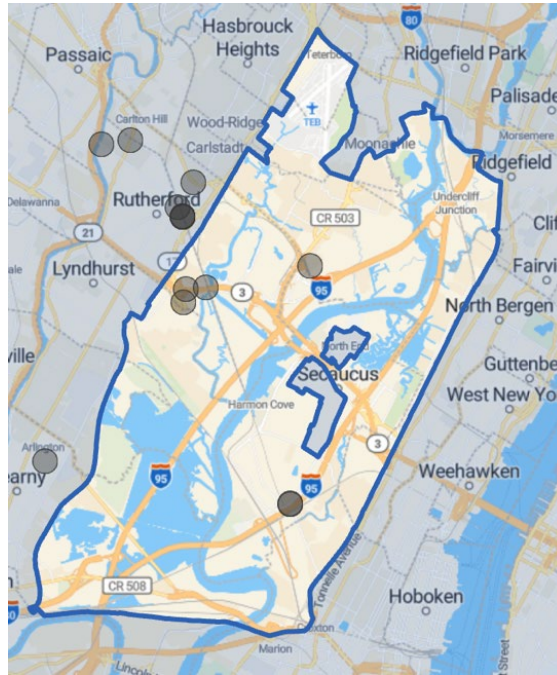


Figure 8: Map Responses on Driver Visibility

Feedback on Recommendations and Improvements

Overgrown trees along NJ 120 and roadway geometry can limit driver visibility, making it difficult to see signage. Residents suggest cutting back trees and improving road markings.

Lighting/Security at Night

Issue Locations

Figure 9 shows locations where lighting or security issues were noted, including along Industrial Avenue in Teterboro; along Valley Brook Avenue in Lyndhurst; at Paterson Plank Road and Cedar Lane in Secaucus; near the Seaview Drive at Meadowlands Parkway bus stops in Secaucus; near Secaucus Junction on Laurel Hill Road and Paul Amico Way; and CR 508 in Kearny.

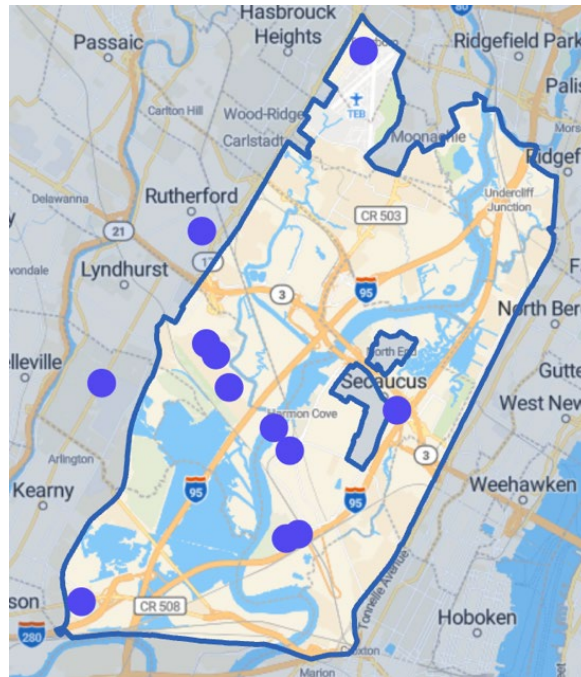


Figure 9: Map Responses on Lighting/Security

Feedback on Recommendations and Improvements

Respondents provided suggestions for better lighting, particularly at crosswalks, as poor visibility at night has led to crashes, including an incident where a woman pushing a stroller was struck by a motorist. Along with lighting improvements, many respondents emphasized the need for a greater security presence, especially around high-traffic areas and during major events at the Sports Complex and American Dream.

Turning Conflicts

Issue Locations

Figure 10 shows several locations where turning conflicts were noted, including on County Road Extension/CR 657 in Secaucus; at the Wall Street West and Polito Avenue intersection in Lyndhurst; at the NJ 17/NJ 3 interchange in Lyndhurst; at the NJ 120/NJ 17 interchange in East Rutherford; and along US 46 in Teterboro.

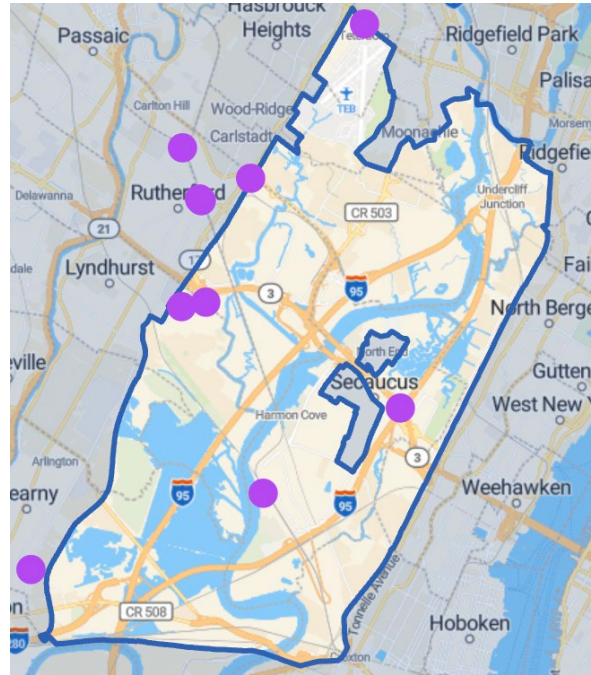


Figure 10: Map Responses on Turning Conflicts

Feedback on Recommendations and Improvements

Respondents mentioned turning conflicts, particularly at intersections with unclear signage, cause confusion. Respondents identified I-495 as a problem area due to heavy traffic and weaving, making it difficult for drivers to merge or change lanes. Additionally, respondents mentioned that drivers travel too slowly, forcing faster drivers to make unsafe maneuvers around them, contributing to congestion.

Other

Most “other” comments were incorporated into the feedback/recommendations for other sections. Comments that did not fall into the other categories are summarized below.

One respondent said that much of the Meadowlands District is divided by highways, making it challenging to go anywhere by foot, bike, or public transit, and that public transit takes significantly longer than taking a cab. It was said that the overdevelopment of an already congested area should stop, and focus should be put on building more parks.

Overall, many people described the highways as confusing, dangerous, and complicated to navigate. Tonnelle Avenue Station and Secaucus Junction should have less parking and be more connected with nearby residences. One respondent mentioned turning off streetlights by Harmon Cove Tower at night so residents can have true darkness.

3. Focus Group Questions

Focus Group 1 Questions

Question 1: What are the most pressing roadway safety issues in specific locations affecting residents / commuters / businesses / employees / customers in your area?

Question 2: Are there transportation inequities that impact your businesses, employees, or disadvantaged/vulnerable populations (e.g., younger people, older people, people with disabilities, people that don't own a car, etc.)?

Question 3: Is workforce access an issue? If so, how can it be improved?

Question 4: What policies, regulations, or enforcement measures would enhance roadway safety for businesses and commuters? What are the tools and support businesses can offer to improve safety, including for freight movement?

Question 5: How can community partnerships and support for safety initiatives be strengthened?

Question 6: How can we develop a roadway safety program that empowers the community to drive its success?

Question 7: Would you be interested in establishing an advocacy group focused on safety, such as a Safety Task Force for your town? Does your town have the resources to create a safety action plan?

Focus Group 2 Questions

Question 1: What are the top safety concerns for educators, students, bus drivers, and crossing guards? Share a specific incident, location, or recurring issue.

Question 2: What are the top safety concerns for law enforcements and emergency responders? Share a specific incident, location, or recurring issue.

Question 3: Which improvements are highest on your "wish list" for safer school access?

Question 4: What is the most effective way to enhance multimodal accessibility and safety including walking, biking, and public transit?

Question 5: What are examples of effective policies, regulations, and enforcement measures related to roadway safety? What makes them effective?

Question 6: How can we reduce emergency response time and address crashes in congested areas?

Question 7: Would you be interested in establishing an advocacy group focused on safety, such as a Safety Task Force for your town? Does your town have the resources to create a safety action plan?

4. Mayors Survey Questions

NJSEA MAP4S Safety Survey for Mayors

We welcome and appreciate all responses, even if you're only able to answer some of the questions. Every bit of feedback helps us. Thank you for taking the time to share your thoughts!

1. Name:

2. What is your municipality?

3. How important is roadway safety in your municipality? (Select one)

- ☐ Very important, as it directly impacts the quality of life.
- ☐ Important, but not the highest priority.
- ☐ Somewhat important, as other concerns often take precedence.
- ☐ Not a priority currently.

4. Does your municipality have a dedicated workgroup, committee, or task force for roadway safety? (Select one)

- ☐ We do not have a dedicated safety workgroup, committee, or task force.
- ☐ Committees are assembled informally as needed.
- ☐ A committee exists but lacks consistent structure or resources.
- ☐ A formal committee exists and meets regularly.

5. What mechanisms does your municipality use to enable the public to report roadway safety concerns? (Select one)

- ☐ We do not have mechanisms for public reporting.
- ☐ We have basic mechanisms, but they are not widely used or promoted.
- ☐ Reporting mechanisms exist, but public awareness and adoption are limited.
- ☐ Reporting mechanisms are accessible, well-managed, and promoted.

6. How does your municipality coordinate with external partners (e.g., county, state, advocacy groups) to address safety issues? (Select one)

- ☐ We rarely coordinate on safety efforts.
- ☐ We coordinate informally on specific projects.
- ☐ We have established partnerships but lack regular coordination mechanisms.
- ☐ We regularly coordinate with external partners.

7. Does your municipality have mechanisms to institutionalize roadway safety within its policies and processes? (Select one)

- ☐ No, we do not have mechanisms to institutionalize roadway safety.
- ☐ Yes, but the mechanisms are informal and not consistently applied.
- ☐ Yes, safety is included in policies and processes, but not regularly updated.
- ☐ Yes, safety is embedded in policies and processes and is periodically updated.

8. How committed are you to advancing roadway safety through policies, programs, and projects intended to eliminate traffic fatalities and serious injuries? (Please rank)

- ☐ Yes, I am fully committed to advancing roadway safety by passing a resolution, adopting a safety plan, issuing an executive order, or other official announcement.
- ☐ While I support safety initiatives to improve roadway safety, our municipality is currently focused on other areas.
- ☐ While I support safety initiatives such as Vision Zero, our municipality does not have enough resources to fully commit to this initiative.

9. What feedback, if any, have you received from your community about new roadway safety improvements, like establishing bike lanes, constructing speed bumps, or lowering speed limits? (Select one)

- ☐ Mostly positive—residents support these measures.
- ☐ Mixed—some residents support, but others find them inconvenient.
- ☐ Mostly negative—residents are resistant to these changes.
- ☐ I have not received significant feedback.
- ☐ Other (please specify)

10. What are your municipality’s primary barriers to improve roadway safety? (Select all that apply)

- ☐ Insufficient funding.
- ☐ Lack of public support or understanding of safety measures.
- ☐ Coordination challenges with county, state, or regional agencies.
- ☐ Limited staffing or expertise within departments.
- ☐ Policy or regulatory hurdles.
- ☐ Other (please specify)

11. What measures have been successful in improving roadway safety in your municipality?
(Select all that apply)

- ☐ Installing traffic calming measures intended to reduce speeds (e.g., speed humps or curb bump outs).
- ☐ Lowering speed limits in key areas.
- ☐ Adding or redesigning bike lanes and/or sidewalks.
- ☐ Increased enforcement measures.
- ☐ Educational campaigns with schools and community groups.
- ☐ Safety treatments near schools (e.g., new crosswalks, signage, etc.)
- ☐ Other (please specify)

12. What is your municipality's biggest roadway safety challenge? (Select up to three)

- ☐ High incidence of speeding and unsafe driving.
- ☐ Inadequate pedestrian and cyclist infrastructure.
- ☐ Inadequate collaboration across departments (e.g., law enforcement, public works, schools, emergency responders, etc.).
- ☐ Limited funding for safety initiatives.
- ☐ Resistance to change from residents or businesses.
- ☐ Other (please specify)

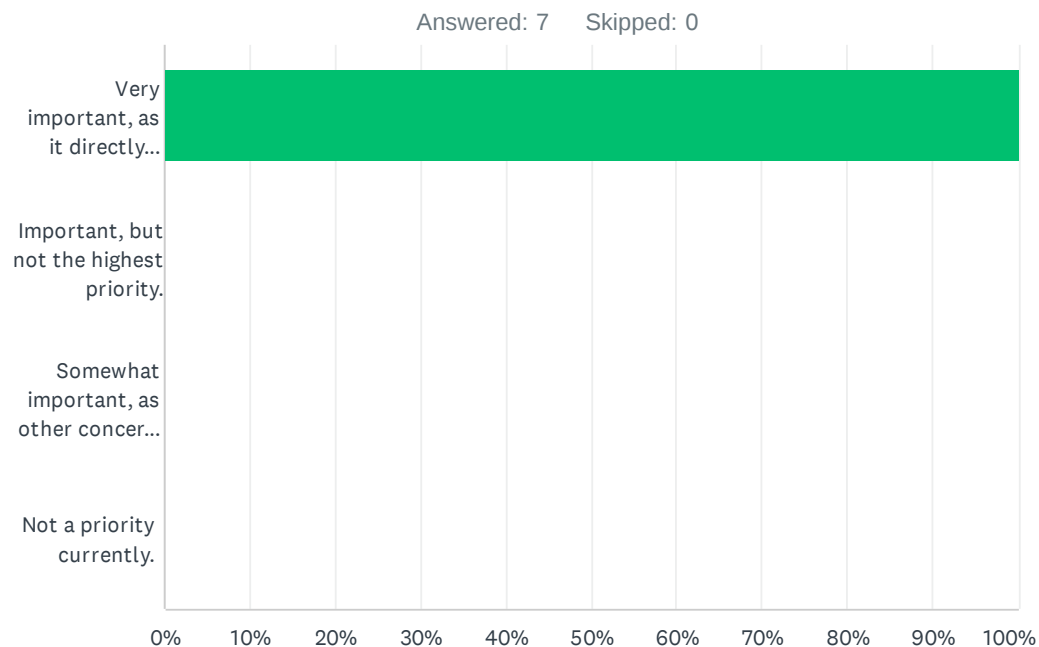
13. What actions has your municipality taken to address pedestrian and/or cyclist crashes and reduce crash fatalities? (Select all that apply)

- ☐ Added or improved sidewalks and crosswalks.
- ☐ Made accommodations for bicyclists (bike lanes, etc.).
- ☐ Reduced speed limits in key areas.
- ☐ Conducted safety education campaigns.
- ☐ Targeted enforcement efforts.
- ☐ Improved communication between police and emergency responders.
- ☐ No significant actions taken.
- ☐ Other (please specify)

Mayors Survey Results

Question 1: Name	Question 2: What is your municipality?
Daniel H. Pronti	Borough of North Arlington
Mauro Raguseo	Little Ferry
Gary Jeffas	Town of Secaucus
Carol Jean Doyle	Kearny
Frank Nunziato	Rutherford
Hugo Jimenez	Ridgefield

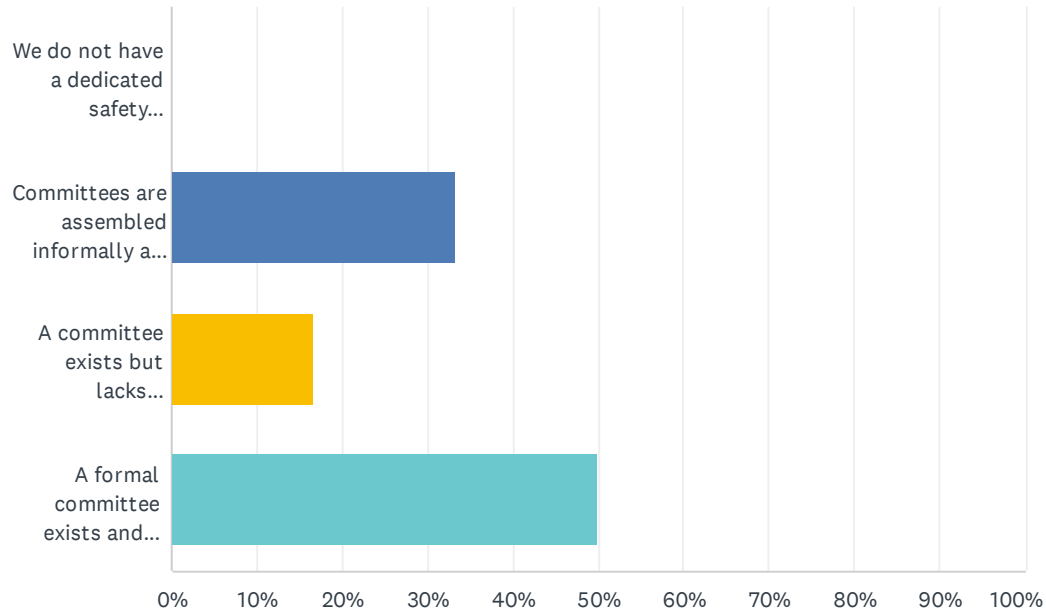
Q3 How important is roadway safety in your municipality? (Select one)



ANSWER CHOICES	RESPONSES	
Very important, as it directly impacts the quality of life.	100.00%	7
Important, but not the highest priority.	0.00%	0
Somewhat important, as other concerns often take precedence.	0.00%	0
Not a priority currently.	0.00%	0
TOTAL		7

Q4 Does your municipality have a dedicated workgroup, committee, or task force for roadway safety? (Select one)

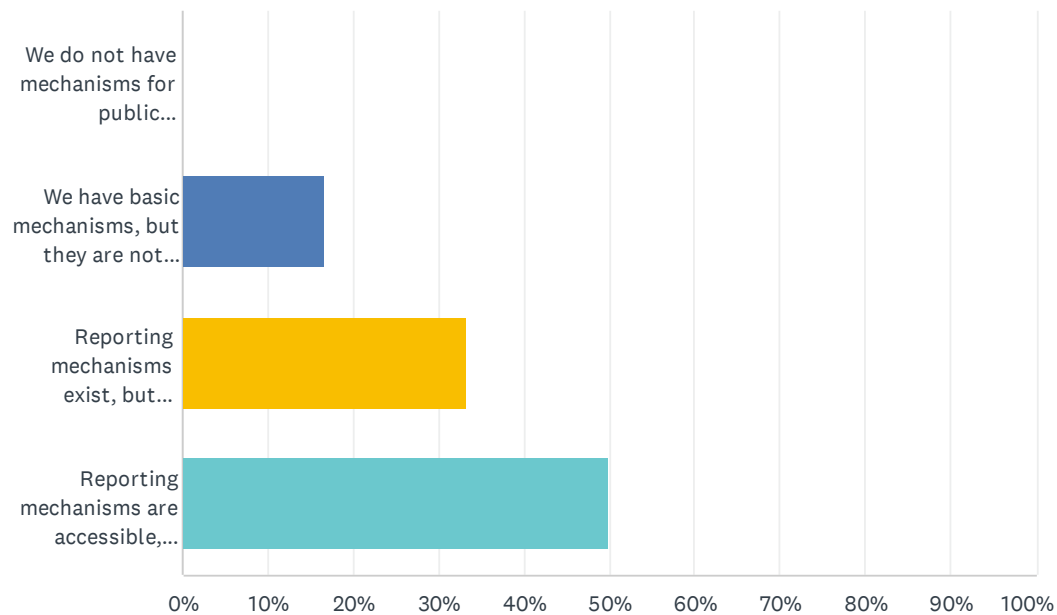
Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
We do not have a dedicated safety workgroup, committee, or task force.	0.00%	0
Committees are assembled informally as needed.	33.33%	2
A committee exists but lacks consistent structure or resources.	16.67%	1
A formal committee exists and meets regularly.	50.00%	3
TOTAL		6

Q5 What mechanisms does your municipality use to enable the public to report roadway safety concerns? (Select one)

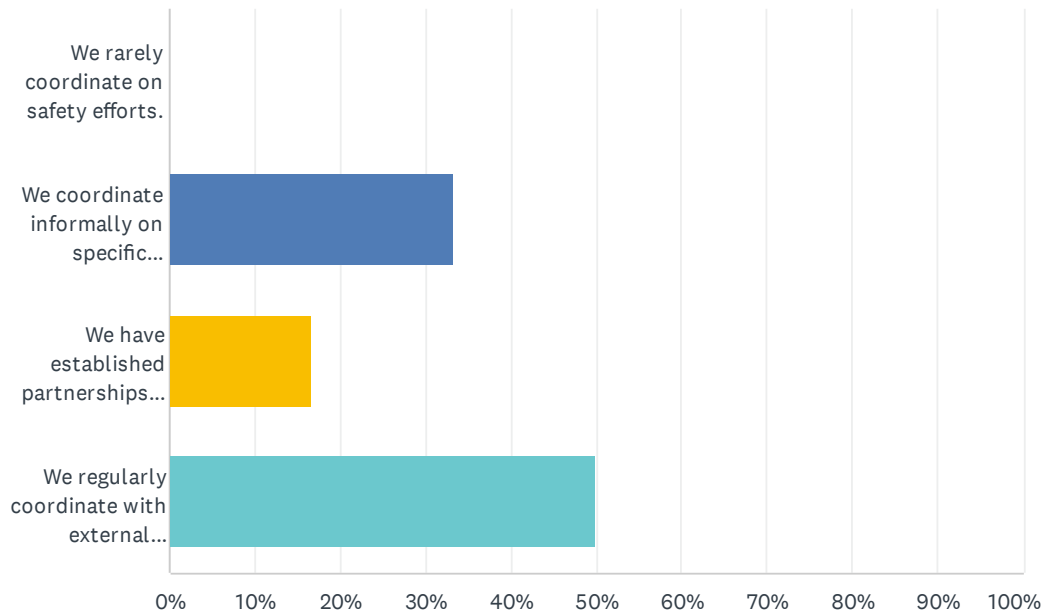
Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
We do not have mechanisms for public reporting.	0.00%	0
We have basic mechanisms, but they are not widely used or promoted.	16.67%	1
Reporting mechanisms exist, but public awareness and adoption are limited.	33.33%	2
Reporting mechanisms are accessible, well-managed, and promoted.	50.00%	3
TOTAL		6

Q6 How does your municipality coordinate with external partners (e.g., county, state, advocacy groups) to address safety issues? (Select one)

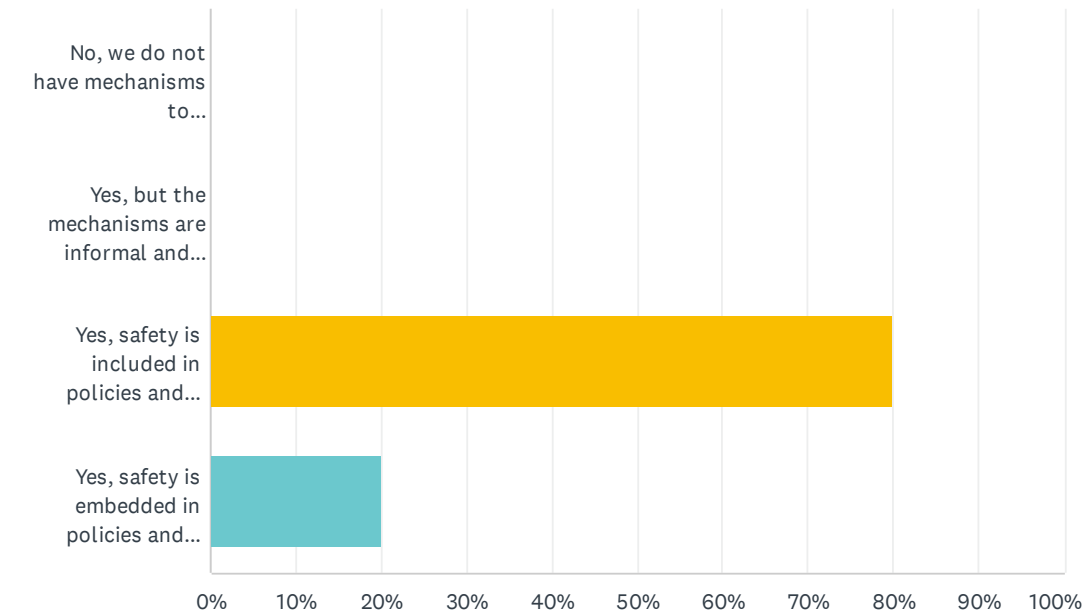
Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
We rarely coordinate on safety efforts.	0.00%	0
We coordinate informally on specific projects.	33.33%	2
We have established partnerships but lack regular coordination mechanisms.	16.67%	1
We regularly coordinate with external partners.	50.00%	3
TOTAL		6

Q7 Does your municipality have mechanisms to institutionalize roadway safety within its policies and processes? (Select one)

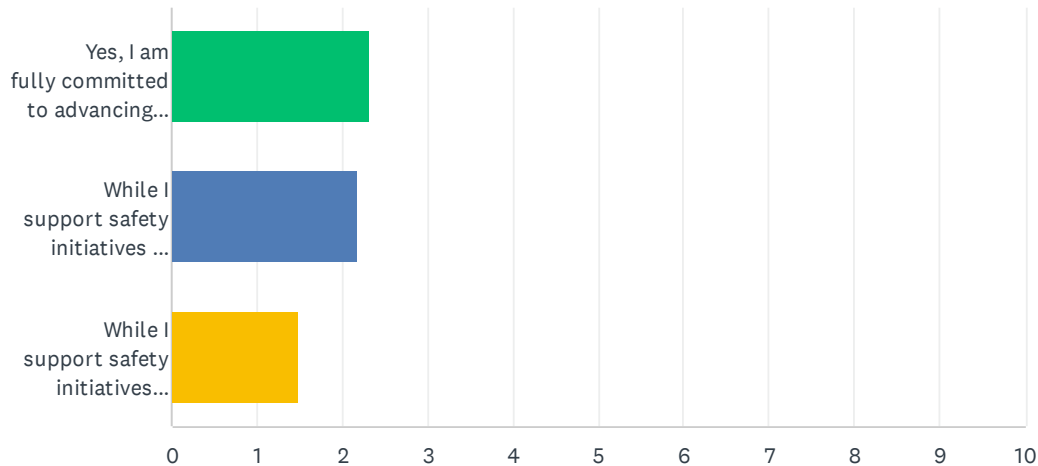
Answered: 5 Skipped: 2



ANSWER CHOICES	RESPONSES	
No, we do not have mechanisms to institutionalize roadway safety.	0.00%	0
Yes, but the mechanisms are informal and not consistently applied.	0.00%	0
Yes, safety is included in policies and processes, but not regularly updated.	80.00%	4
Yes, safety is embedded in policies and processes and is periodically updated.	20.00%	1
TOTAL		5

Q8 How committed are you to advancing roadway safety through policies, programs, and projects intended to eliminate traffic fatalities and serious injuries? (Please rank)

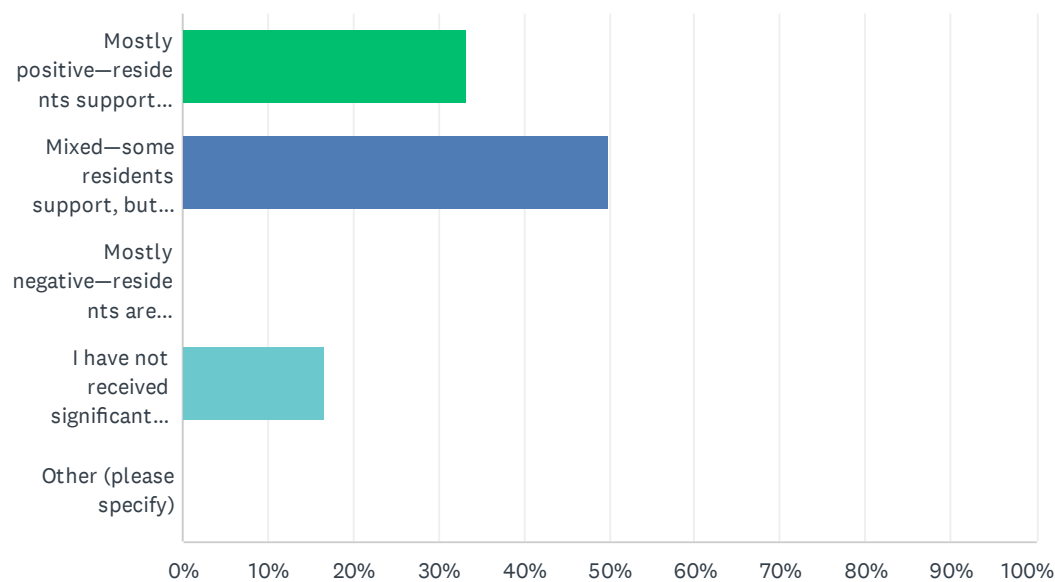
Answered: 6 Skipped: 1



	1	2	3	TOTAL	SCORE
Yes, I am fully committed to advancing roadway safety by passing a resolution, adopting a safety plan, issuing an executive order, or other official announcement.	50.00% 3	33.33% 2	16.67% 1	6	2.33
While I support safety initiatives to improve roadway safety, our municipality is currently focused on other areas.	33.33% 2	50.00% 3	16.67% 1	6	2.17
While I support safety initiatives such as Vision Zero, our municipality does not have enough resources to fully commit to this initiative.	16.67% 1	16.67% 1	66.67% 4	6	1.50

Q9 What feedback, if any, have you received from your community about new roadway safety improvements, like establishing bike lanes, constructing speed bumps, or lowering speed limits? (Select one)

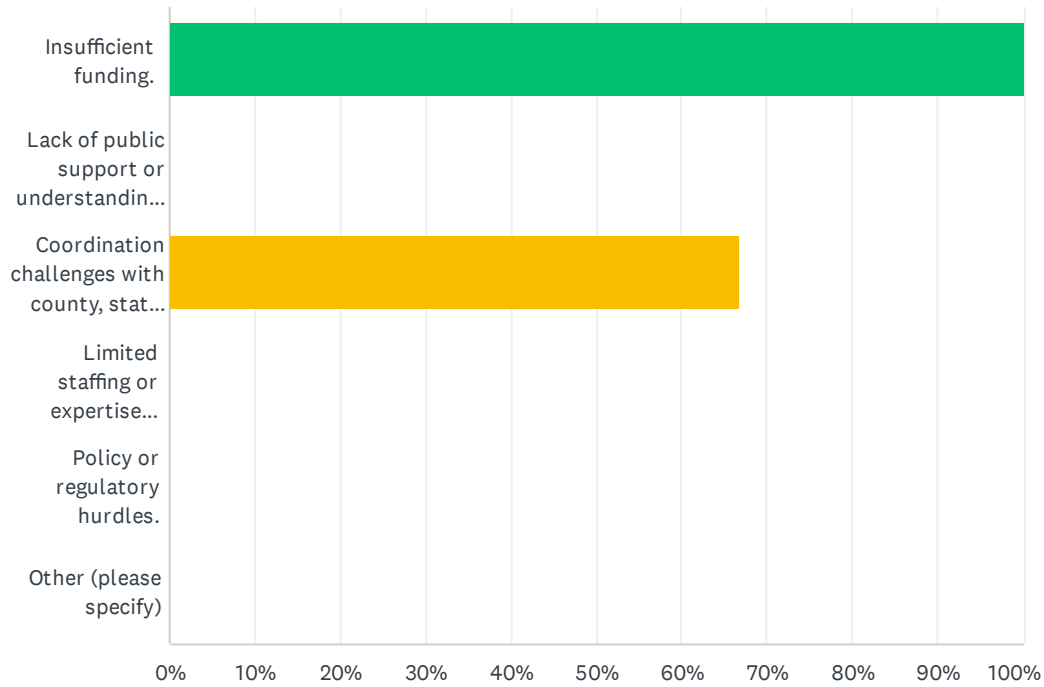
Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
Mostly positive—residents support these measures.	33.33%	2
Mixed—some residents support, but others find them inconvenient.	50.00%	3
Mostly negative—residents are resistant to these changes.	0.00%	0
I have not received significant feedback.	16.67%	1
Other (please specify)	0.00%	0
TOTAL		6

Q10 What are your municipality's primary barriers to improve roadway safety? (Select all that apply)

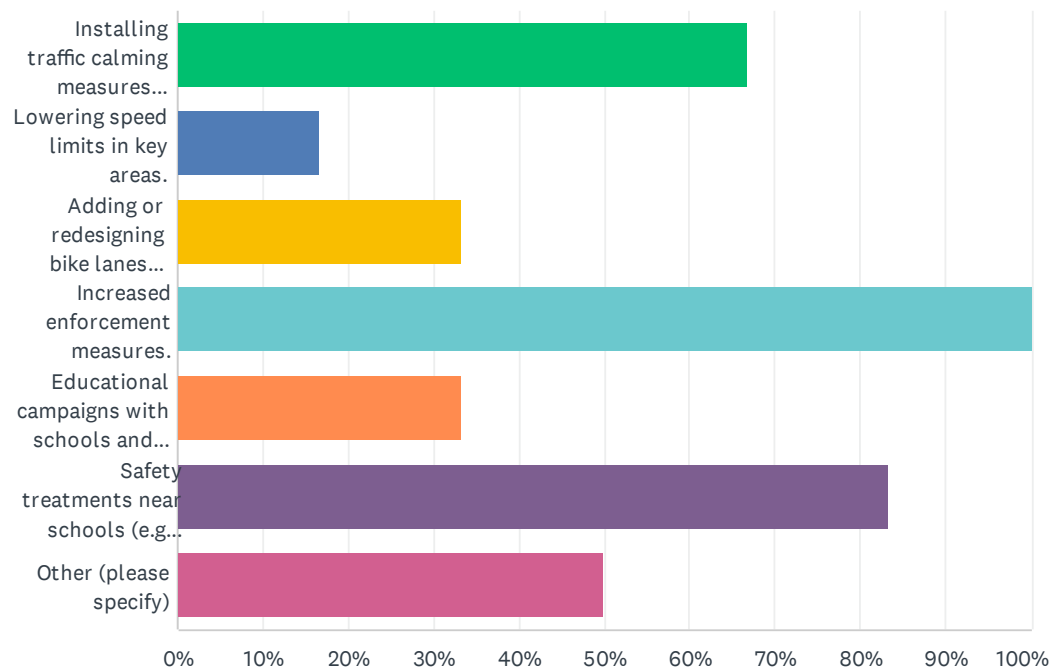
Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
Insufficient funding.	100.00%	6
Lack of public support or understanding of safety measures.	0.00%	0
Coordination challenges with county, state, or regional agencies.	66.67%	4
Limited staffing or expertise within departments.	0.00%	0
Policy or regulatory hurdles.	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 6		

Q11 What measures have been successful in improving roadway safety in your municipality? (Select all that apply)

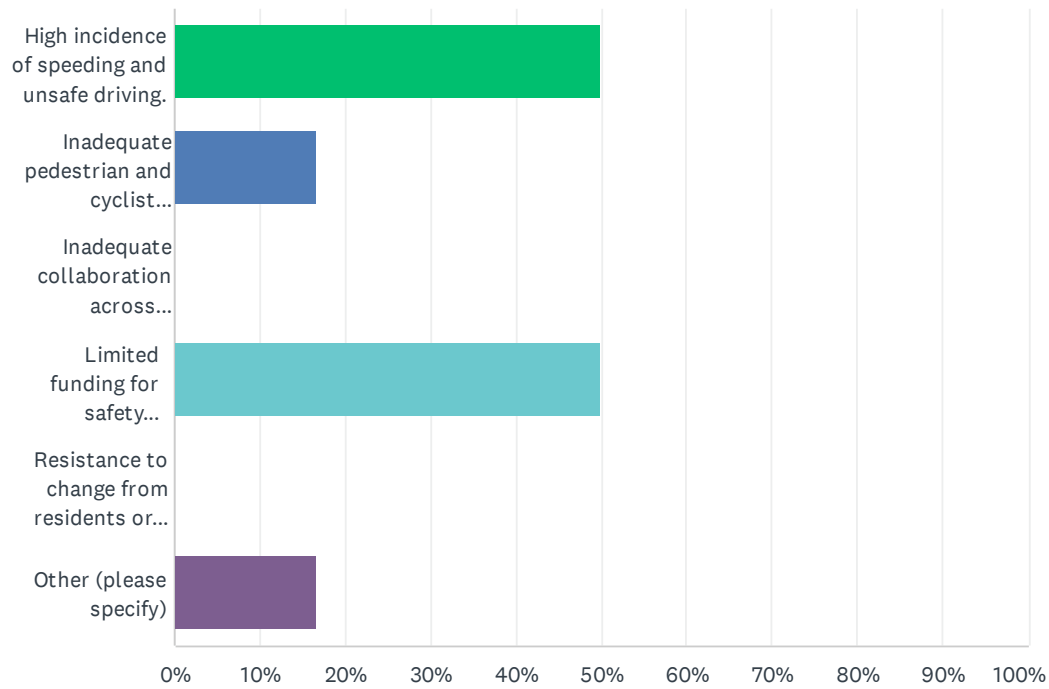
Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
Installing traffic calming measures intended to reduce speeds (e.g., speed humps or curb bump outs).	66.67%	4
Lowering speed limits in key areas.	16.67%	1
Adding or redesigning bike lanes and/or sidewalks.	33.33%	2
Increased enforcement measures.	100.00%	6
Educational campaigns with schools and community groups.	33.33%	2
Safety treatments near schools (e.g., new crosswalks, signage, etc.)	83.33%	5
Other (please specify)	50.00%	3
Total Respondents: 6		

Q12 What is your municipality's biggest roadway safety challenge? (Select up to three)

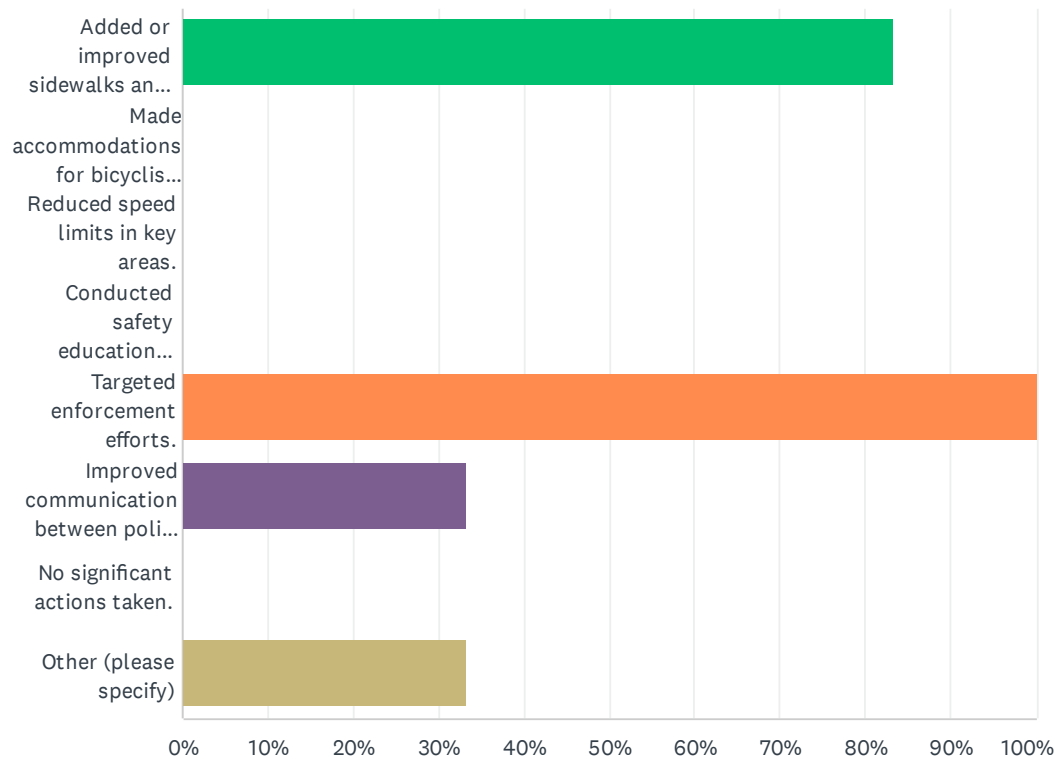
Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
High incidence of speeding and unsafe driving.	50.00%	3
Inadequate pedestrian and cyclist infrastructure.	16.67%	1
Inadequate collaboration across departments (e.g., law enforcement, public works, schools, emergency responders, etc.).	0.00%	0
Limited funding for safety initiatives.	50.00%	3
Resistance to change from residents or businesses.	0.00%	0
Other (please specify)	16.67%	1
Total Respondents: 6		

Q13 What actions has your municipality taken to address pedestrian and/or cyclist crashes and reduce crash fatalities? (Select all that apply)

Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
Added or improved sidewalks and crosswalks.	83.33%	5
Made accommodations for bicyclists (bike lanes, etc.).	0.00%	0
Reduced speed limits in key areas.	0.00%	0
Conducted safety education campaigns.	0.00%	0
Targeted enforcement efforts.	100.00%	6
Improved communication between police and emergency responders.	33.33%	2
No significant actions taken.	0.00%	0
Other (please specify)	33.33%	2
Total Respondents: 6		

SAFE STREETS FOR ALL



MEADOWLANDS ACTION PLAN FOR SAFETY
(MAP4S)

MEADOWLANDS ACTION PLAN FOR SAFETY (MAP4S)

APPENDIX C: COUNTERMEASURES MATRIX

May 2025



4 Es	Location	Safety Countermeasure	Description	CRF Applicable Crash Types	Crash Reduction Potential (CRP) ¹	CRF Source	FSI Crash Reduction Potential (CRP) ¹	FSI CRF Source	High Level Unit/Construction Cost Estimates	All Crash Types	Same Direction - Rear End	Same Direction - Sideswipe	Fixed Object	Opposite Direction (Head On)	Pedestrian	Complete Streets	Transit Safe Access	Improve Safe School Access	Local Road ⁵ Applicability	Speed Management/ Aggressive Driving	Heavy Vehicle Considerations	Implementation Complexity ⁶		
Engineering	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	✓									✓		✓	Medium		
		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	✓										✓			Medium	
		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											✓			Medium
		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							✓	✓	✓	✓	✓	✓	✓	Medium	
		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/safety/proven-safety-countermeasures/dedicated-left-and-right-turn-lanes-intersections			\$45,000-\$60,000 for LT \$15,000-\$20,000 for RT		✓	✓								✓			Medium	
		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/safety/proven-safety-countermeasures/reduced-left-turn-conflict-intersections			\$1,700,000-\$2,400,000 per intersection						✓					✓			High	
		Install Green Bicycle Lanes at Conflict Points	Colored pavement can bring attention and increased visibility to potential conflict areas and has been shown to increase motorist yielding.	N/A	--	N/A			\$9 per square foot								✓				✓			Low
		Upgrade/Install New High-Visibility Crosswalk	High visibility crosswalks use patterns that are visible to both the driver and the pedestrian from farther away compared to traditional traverse line crosswalks.	Pedestrian	19%	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4124			\$2,500-\$5,000 per approach							✓	✓		✓	✓	✓			Low
	Signalized Intersection	Backplates with Retroreflective Borders	Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background.	All crashes	15%	https://highways.dot.gov/safety/proven-safety-countermeasures/backplates-retroreflective-borders			\$1,000 per signal head	✓											✓			Low
		Install Median Island for Pedestrian Crossing (Signalized)	Pedestrian refuge islands are a physical crossing enhancement that allow for two-stage crossings where people only need to cross one travel direction at a time.	Pedestrian	46%	NCHRP 926 (page 133)			\$25,000 per crossing							✓	✓		✓	✓		✓	Medium	
		Hardened Centerline	Extends the centerline of a road to the crosswalk using delineators or other means, reducing left turning motorist speeds.	Pedestrian	46%	NCHRP 926 (page 129)			\$2,000-\$4,000 per crossing							✓	✓		✓	✓		✓	Low	
		Implement Leading Pedestrian Intervals (LPI)	LPIs give pedestrians a head start when making crossings and reduce crashes by making pedestrians more visible to right or left turning vehicles.	Pedestrian	13%	https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval			\$200-\$1,200 per signal							✓	✓		✓	✓			Low	
		Protected Intersection	Protected intersections provide physical separation for bicyclists by providing a corner refuge island.	N/A	--	NCHRP 926 (page 167)			Varies								✓		✓	✓		✓	Medium	
		Bicycle Box	A bicycle box provides dedicated space at signalized intersection for cyclist queuing. They enhance cyclist visibility and reduce the risk of "right hook" crashes.	N/A	--	NCHRP 926 (page 127)			\$5,000 per box								✓			✓		✓	Low	
		Prohibit Right Turn on Red (Static Sign or Blank Out Sign)	Eliminates the conflict between right-turning vehicles and pedestrians/bicyclists traveling through.	All crashes	3%	NCHRP 926 (page 157)			\$200-\$3,000 per intersection							✓			✓	✓			Low	
		Yellow Change Intervals	It is imperative that the yellow change interval be appropriately timed and assessed frequently.	Angle and Rear End	8%-14%	https://highways.dot.gov/safety/proven-safety-countermeasures/yellow-change-intervals			\$3,000-\$10,000 per intersection		✓									✓	✓			Low
		Advance Warning Signage	Advance warning signs refer to signs which can be placed ahead of signalized intersections to inform drivers of upcoming conditions or actions they need to take.	Angle and Rear End	35%	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1684			\$500-\$2,000 per sign		✓										✓			Low
		Red Light Running Prediction/Dynamic All-Red Extension ³	Predicts red light runner based on speed and distance. Delays the perpendicular green by a few seconds to prevent a near-miss and actual crashes.	N/A	--	N/A			\$150,000 per intersection plus operating system		✓	✓									✓	✓		Low
	Unsignalized Intersection	Advance Warning Signage	Advance warning signs refer to signs which can be placed ahead of unsignalized intersections to inform drivers of upcoming conditions or actions they need to take.	Angle and Rear End	35%	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=1684			\$500-\$2,000 per sign		✓										✓			Low
		Application of Multiple Low-Cost Countermeasures	Implementing a package of low-cost treatments can be used to increase intersection warning and improve safety performance at unsignalized intersections. The improvements include doubled (left and right) oversize warning signs, doubled Stop Signs, a raised splitter island etc..	All crashes	10%-27%	https://highways.dot.gov/safety/proven-safety-countermeasures/systemic-application-multiple-low-cost-countermeasures-stop			Varies: \$400 per new sign; \$700 per oversized sign; \$1,000 per Stop Ahead sign	✓											✓			Low
		Roundabout	Roundabouts are circular intersections that safely and efficiently move traffic. Roundabouts feature channelized, curved approaches that reduce vehicle speed, entry yield control that gives right-of-way to circulating traffic, and counterclockwise flow around a central island that minimizes conflict points.	Fatal and Injury crashes	78%	https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts	63%	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10429	Varies by context; \$25,000-\$100,000 per local roundabout; \$45,000-\$150,000 per landscaped roundabout; \$250,000-\$3,000,000 per arterial roundabout						✓					✓	✓	✓	High	
		Mini roundabout / Neighborhood traffic circle	A mini roundabout or neighborhood traffic circle is a raised island, placed within an unsignalized intersection, around which traffic circulates. Mini roundabouts are installed where two-lane local streets intersect and have few if any right-of-way impacts.	All crashes	31%-42%	https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-1#3.7 https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11522			Varies by context/treatment; \$6,000-\$15,000	✓					✓					✓	✓		Medium	
		Parking Restrictions at Intersections ("Daylighting")	Removing/restricting parking at intersection approaches improves sightlines between motorists and pedestrians. NJ law prohibits parking within 25 feet of the nearest crosswalk or side line of an intersecting street.	All crashes	30%	NCHRP 926 (page 159) https://law.justia.com/codes/new-jersey/title-39/section-39-4-138/			Low cost if paint is used to mark no-parking area	✓											✓	✓		Low
		Install Median Island for Pedestrian Crossing (Unsignalized)	Pedestrian refuge island are a physical crossing enhancement that allow for two-stage crossings where people only need to cross one travel direction at a time.	Pedestrian	46%-56%	https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas			\$25,000 per crossing							✓	✓		✓	✓		✓	Medium	

4 Es	Location	Safety Countermeasure	Description	CRF Applicable Crash Types	Crash Reduction Potential (CRP) ¹	CRF Source	FSI Crash Reduction Potential (CRP) ¹	FSI CRF Source	High Level Unit/Construction Cost Estimates	All Crash Types	Same Direction - Rear End	Same Direction - Sideswipe	Fixed Object	Opposite Direction (Head On)	Pedestrian	Complete Streets	Transit Safe Access	Improve Safe School Access	Local Road ⁵ Applicability	Speed Management/ Aggressive Driving	Heavy Vehicle Considerations	Implementation Complexity ⁶		
Engineering	Segments	Install Pedestrian Crossing with Advance Pedestrian Warning Signs at Uncontrolled Locations	High emphasis crosswalk markings are high-visibility crosswalk markings that enhance pedestrian safety. When paired with advanced pedestrian warning signs, this treatment enhances the visibility of pedestrian crossings to help alert drivers to slow their speed and potentially stop for the pedestrian.	Pedestrian	18%	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=11181			\$50,000 per crossing						✓	✓		✓	✓			Medium		
		Roadside Design Improvements at Curves (FHWA Proven Safety Countermeasure)	Roadside design improvements such as flattened side slopes (considering roadway drainage in design), widened shoulder, or widened clear zone can provide drivers a chance to regain control of a vehicle. Such improvements help to mitigate run-off-road and head-on crashes.	Fixed Object	Varies	https://highways.dot.gov/safety/proven-safety-countermeasures/roadside-design-improvements-curves			Varies; \$650,000 per mile to flatten side slopes; \$290,000 per mile to remove drop-offs				✓									Medium		
		Enhanced Delineation for Horizontal Curves (FHWA Proven Safety Countermeasure)	Enhanced delineation can include multiple treatments (in combination or separately) to provide warning of a horizontal curve.	All crashes	Varies 35%-38% for in lane curve markings	https://highways.dot.gov/safety/proven-safety-countermeasures/enhanced-delineation-horizontal-curves			\$1,000 per sign, \$150-\$200 per Delineator, \$5 per RPM					✓	✓					✓			Low	
		Median Barriers	Median barriers separate opposing traffic on a divided roadway and reduce cross-median crashes.	Head On	30% for injury crashes	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=43			\$320,000 per mile						✓								Low	
		W-Beam Guardrail - Roadside	Roadside guardrail is a semi-rigid barrier that absorbs some of the crash energy and reduces cross-median crashes.	Fatal and injury Fixed Object crashes	15%	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8407	26%	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8396	\$200,000 per mile					✓						✓			Low	
		Provide Raised Median	Raised medians separate traffic in opposing directions, reducing potential for head-on and sideswipe crossover crashes.	All crashes	25-31%	https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management	44%	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=3035	\$15,000 per driveway \$150,000 per median closure		✓		✓		✓					✓			Medium	
		Raised Pavement Markers (RPM)	RPMs provide retroreflection and tactile feedback on the pavement surface.	All Crashes	19% ⁷	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5496			\$5 per RPM					✓						✓			Low	
		Centerline Rumble Strips	Centerline rumble strips can provide auditory and tactile feedback to reduce head-on or other crossover crash types.	All Crashes	44-64%	https://highways.dot.gov/safety/proven-safety-countermeasures/longitudinal-rumble-strips-and-stripes-two-lane-roads			\$2,000 per mile						✓					✓			Medium	
		Rumble Strips on Shoulder	Shoulder rumble strips provide auditory and tactile feedback if motorists exit the travel lane.	Run Off Road	13-51% ⁷	https://highways.dot.gov/safety/proven-safety-countermeasures/longitudinal-rumble-strips-and-stripes-two-lane-roads			\$1,000 per mile					✓							✓		Medium	
		Wider Edge Lines	Wider edge lines can increase visibility for the edge of the roadway to reduce the incidence of vehicles leaving the road.	Run Off Road	22-37% ⁷	https://highways.dot.gov/safety/proven-safety-countermeasures/wider-edge-lines	14-16%	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=10129 https://rosap.ntl.bts.gov/view/dot/23053	\$6,600 per mile					✓						✓			Low	
		Increased Pavement Friction	High friction surface treatments apply aggregates to roadway surface to maintain or increase friction which can reduce crashes (Wet or Dry Conditions).	All crashes	20%-63%	https://highways.dot.gov/safety/proven-safety-countermeasures/pavement-friction-management			\$1,500,000 per mile			✓		✓		✓				✓			Medium	
		Install Sidewalks	Sidewalks provide a protected space for pedestrians and increase visibility to motorists and help prevent vehicles from departing the road and striking pedestrians.	Pedestrian	65%-89%	https://highways.dot.gov/safety/proven-safety-countermeasures/walkways			\$310,000 per mile							✓	✓	✓	✓	✓	✓		Medium	
		Install Lighting	Adding lighting helps improve the visibility of potential conflicts. Providing pedestrian-scale lighting, lower to ground and more closely spaced, helps illuminate crossings for pedestrians for approaching motorists and assists pedestrians in navigating the crossing.	Nighttime Pedestrian crashes	42%	https://highways.dot.gov/safety/proven-safety-countermeasures/lighting			Varies							✓	✓	✓	✓	✓	✓		Medium	
		In-Street Pedestrian Crossing Signs	In-Street R1-6 signage increase drivers' awareness and yielding to pedestrians in the crosswalk.	N/A	--	N/A			\$300 per sign							✓	✓	✓	✓	✓	✓		Low	
		Install "Danish Offset" Median Island for Pedestrian Crossing (Segment)	Pedestrian refuge island that allows for two-stage crossings that orient pedestrians toward oncoming traffic.	N/A	--	N/A			Varies							✓	✓	✓	✓	✓	✓	✓	Medium	
		Enhanced Crossing Rectangular Rapid Flashing Beacon (RRFB)	RRFBs have high-visibility LED lights to warn drivers when pedestrians are crossing. Installing median islands with RRFBs can further increase effectiveness.	Pedestrian	47%	https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb			\$20,000 per crossing							✓	✓	✓	✓	✓			Medium	
		Enhanced Crossing Pedestrian Hybrid Beacon (PHB)	PHBs are traffic control devices for pedestrians to cross the street and typically are installed on multilane roadways or where volumes or speeds are higher.	Pedestrian	55%	https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian-hybrid-beacons			\$100,000 per crossing							✓	✓	✓	✓	✓	✓		Medium	
		Buffered Bicycle Lanes	Bicycle lanes provide a dedicated space for cyclists. Buffered bicycle lanes provide extra lateral separation (typically without vertical elements).	Bicycle	30%	https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes			\$50,000 per mile								✓		✓	✓	✓	✓	Low	
		Separated Bike Lane	Separated bicycle lanes using raised concrete buffers, or vertical separation for use on higher speed roadways (35 mph - 50 mph)	N/A	--	N/A			\$50,000-\$100,000 per mile								✓		✓	✓	✓		Low	
		Protected Bicycle Lane/Cycle Track	Protected bicycle lanes (or cycle tracks) provide a physical separation from vehicles with separation such as flexible posts, concrete, planters, etc. Protected bicycle lanes can increase bicyclist comfort and safety on higher speed or volume roadways.	Bicycle	53%	https://highways.dot.gov/safety/proven-safety-countermeasures/bicycle-lanes			\$50,000-\$100,000 per mile								✓		✓	✓	✓	✓	Medium	
		Shared Use Path	Shared use paths provide a separated facility, typically installed parallel to roadways, that is meant for shared use by pedestrians and bicyclists (FHWA provides Shared-Use Path LOS Calculator).	N/A	--	https://www.fhwa.dot.gov/publications/research/safety/pedbike/05137/05137.pdf			\$260,000 per mile							✓	✓		✓	✓			Medium	
		Determine Appropriate Speed Limit to Establish Safe Environment for All Users (FHWA Proven Safety Countermeasure)	Setting an appropriate speed limit is one of the most important factors in reducing fatal and serious injury crashes.	All crashes		https://highways.dot.gov/safety/proven-safety-countermeasures/appropriate-speed-limits-all-road-users	17-44% (Fatal crash reduction)	https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=15	N/A	✓		✓									✓		Medium	
		Install Speed Feedback Signs	Speed feedback signs provide a message to drivers exceeding a threshold.	All Crashes	5%	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=6885			\$2,500-\$7,500 per sign	✓											✓	✓		Low
		Reduce Motor Vehicle Lane Widths	Narrowing lane widths can slow vehicle speeds and increase space for other road users.	All Crashes	Varies depending on lane width change	https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=8151			Varies	✓								✓			✓	✓	✓	Low
		Implement Lane Repurposing / Road Diet (FHWA Proven Safety Countermeasure)	Roadway repurposing can reallocate space and has been shown to reduce rear-end and left-turn crashes, provide traffic calming, and accommodate needs of all road users.	All Crashes	19%-47%	https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-reconfiguration			Varies	✓								✓	✓	✓	✓		Medium	
		Adjust Signal Timing to Promote a Progressive Reduced Operating Speed ⁴	Signal systems progressively change on a corridor based on a slower operating speed.	N/A	--	https://safety.fhwa.dot.gov/speedmgmt/ref_mats/docs/speedmanagementtoolkit_final.pdf			TMC staff signal timing cost \$1,000 in-house; \$5,000-\$10,000 services	✓											✓	✓		Low
		Add Bus Boarding Platform	Bus boarding platforms are raised curb extensions that allow for level boarding of buses.	N/A	--	https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-HRT-24-074.pdf			Varies by context; \$20,000-\$50,000								✓	✓	✓		✓			Medium
		Add Bus Island or Floating Bus Stop	Side boarding islands are separated from the sidewalk by a bike lane, reducing conflicts with bicyclists.	N/A	--	https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-HRT-24-074.pdf			Varies by context; \$20,000-\$50,000								✓	✓	✓		✓			Medium

4 Es	Location	Safety Countermeasure	Description	CRF Applicable Crash Types	Crash Reduction Potential (CRP) ¹	CRF Source	FSI Crash Reduction Potential (CRP) ¹	FSI CRF Source	High Level Unit/Construction Cost Estimates	All Crash Types	Same Direction - Rear End	Same Direction - Sideswipe	Fixed Object	Opposite Direction (Head On)	Pedestrian	Complete Streets	Transit Safe Access	Improve Safe School Access	Local Road ⁵ Applicability	Speed Management/Aggressive Driving	Heavy Vehicle Considerations	Implementation Complexity ⁶
		Add Bus Stop Landing Pad and Shelter	A concrete landing pad and shelter connected to the sidewalk that allows pedestrians to congregate while waiting for a bus.	N/A	--	https://highways.dot.gov/sites/fhwa.dot.gov/files/EHWA-HRT-24-074.pdf			Varies by context; \$10,000-\$25,000						✓	✓	✓		✓		✓	Medium
		Pinchpoint or Choker	Lateral shifts on segments to provide horizontal deflection to lower vehicle speeds.	N/A	--	https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2#3.17			\$10,000-\$25,000 per pinchpoint	✓									✓	✓	✓	Medium
		Chicanes	Curb extensions on segments to narrow the travel way and provide horizontal deflection to lower vehicle speeds.	N/A	--	https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-1#3.4			\$8,000-\$10,000 per chicane	✓									✓	✓	✓	Medium
		Speed humps	Raised areas of pavement with the roadway to lower vehicle speeds.	N/A	--	https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2#3.10			\$2,000-\$4000 per hump	✓									✓	✓	✓	Medium
		Diverting Island	Channelizing island placed at four-way intersections to prohibit cut-through traffic in residential neighborhoods.	N/A	--	https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2#3.10			\$6,000 per divertor	✓									✓	✓	✓	Medium
		Roadway shield markings	Elongated Route Shields for Pavement Markings	N/A	--	N/A			Varies by type of marking and distance; \$11 per sq.ft. to \$60 per													Low
		Shared lane markings "Sharrows"	Pavement markings used to indicate that a lane is shared by both bicycles and motor vehicles. Sharrows feature a white bicycle symbol topped with a double chevron arrow pointing	N/A	--	N/A			\$11 per sq.ft.unit cost for a typical 20 sq.ft. size							✓			✓	✓		Low
		Adoption of Complete Streets Policy	Develop and adopt a complete streets policy for design and operation of jurisdictional roadways. Complete Streets are streets planned and designed for safe use and mobility for all road users. The policy may include minimum requirements for transit, pedestrian, and bicycle facilities based on functional classification or context.	N/A	--	https://www.transportation.gov/mission/health/complete-streets-policies			No/low cost if drafted in-house or ~\$55/hr average rate per planner for contracted work	✓						✓	✓	✓	✓	✓		Medium
Enforcement	N/A	High-visibility Enforcement at Pedestrian Crossings	Law enforcement targets selected high-crash locations, notifies community in advance of enforcement campaign. Plain clothes officer attempts to cross a street. Drivers who do not yield are given a warning or citation.	N/A	--	https://www.nhtsa.gov/sites/nhtsa.gov/files/812059pedestriansafetyenforcementoperahowtogo.pdf			Varies						✓			✓	✓			Low
		High-visibility Enforcement of Speeding	Law enforcement targets selected high-crash or high-speed locations, notifies community in advance of enforcement campaign.	N/A	--	https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/enforcement/high-visibility-enforcement			Varies	✓									✓	✓		Low
Education	N/A	Behavior Campaigns	Media ads and print (billboards, trash cans, etc.) to encourage safer driving behaviors such as "Scan the street for wheels and feet", or "Drive Time = You Time".	N/A	--	https://www.ghsa.org/resources/GHSA/Safe-System-Report21			Varies	✓								✓	✓	✓		Low
		Officer Silhouette	Use of an officer silhouettes in school zones and roads with speeding issues.	N/A	--	Police Officer Cut Out : Cardboard Cutout Standup			\$50-\$100 per Officer Silhouette	✓								✓	✓	✓		Low
		Walking School Bus / Bicycle Train	A group of children walking or biking to/from school with adult supervision.	N/A		https://www.nhtsa.gov/sites/nhtsa.gov/files/saferoute2schlo.pdf			Low/no cost depending on use of Volunteers, Police Dept., and/or TMA									✓	✓			Low
		Tactical Urbanism	A short-term, low-cost approach to improving the feel and use of public spaces and streets. It uses small-scale interventions to demonstrate the potential for long-term change.	N/A	--	Tactical Urbanism Materials and Design Guide			Can vary significantly based on application; \$20-\$100 per barrier dependent on type; \$30-\$50 per gallon of paint; \$80-\$200 per roll of reflective pavement tape; \$25-\$50 for plastic delineators						✓	✓	✓	✓	✓	✓	✓	Low
		Micromobility Rules and Safety Resources	Micromobility Laws and Safety education resources.	N/A	--	Micromobility - The New Jersey Bicycle and Pedestrian Resource Center https://www.saferoutesnj.org/wp-content/uploads/2023/04/Micromobility_and_Youth_Education_Engagement_Awareness.pdf			No/low cost if drafted in-house or ~\$55/hr average rate per planner for contracted work						✓	✓	✓	✓	✓			Low
		NJ TRANSIT Safety Information	Transit safety educational materials.	N/A	--	Safety New Jersey Public Transportation Corporation			No/low cost if drafted in-house or ~\$55/hr average rate per planner for contracted work						✓		✓		✓			Low
Emergency Response	N/A	Traffic Signal Preemption	Traffic signal preemption for emergency vehicles reduces response times to crashes and time to transport to a medical facility.	N/A	--	https://highways.dot.gov/safety/hsp/tribal-road-safety-audits-case-studies/chapter-8-considering-all-4es			\$3,000-\$4,000 per approach/ \$10,000 per intersection	✓									✓			Low

Notes
 1. CRFs (Crash Reduction Factors) from Crash Modification Factor Clearinghouse, except where listed as "Varies" or otherwise noted: <https://cmfclearinghouse.fhwa.dot.gov/>
 2. Lighting is applicable to all crash types at nighttime
 3. <https://www.iteris.com/blog/wtsp-10-tampa-bay-iteris-powered-intersection-safety-solution-prevents-15-25-close-calls-day>
 4. <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/traffic-signals/coordinated-signal-timing/>
 5. Local roads defined as non-freeway, non-arterial, and non-collector roads
 6. Implementation complexity is marked "Low" for signs, marking, signal operations, and demonstration projects, "Medium" for construction within right-of-way, and "High" for construction that may have right-of-way impacts
 7. CRF is calculated for Rural areas. Be cautious when you apply this CRF

SAFE STREETS FOR ALL



MEADOWLANDS ACTION PLAN FOR SAFETY
(MAP4S)

MEADOWLANDS ACTION PLAN FOR SAFETY (MAP4S)

APPENDIX D: POLICY DEVELOPMENT

May 2025



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TASK 6 POLICY ASSESSMENT TECHNICAL MEMO

1 INTRODUCTION

The New Jersey Sports and Exposition Authority (NJSEA) oversees the land development and mobility of persons and goods within the 30.3 square-mile Hackensack Meadowlands District (the District). Economic development and a desire from local leadership have prompted the need to focus on safety improvements to reduce crashes and save lives along our public roadways. The Meadowlands Action Plan for Safety (MAP4S) will lay out a comprehensive safety strategy for the NJSEA to address roadway safety. Using a Safe System Approach framework, this memo seeks to understand the authoritative and governance means by which NJSEA (as a regional zoning, planning and regulatory state agency) can encourage subregional agencies to improve the safety of travel within the District. The project team conducted a scan of seven (7) similar municipal, county, and regional transportation agencies' Safe System Approach policy practices that will inform safety-specific strategies and policy recommendations for the NJSEA to pursue. These policy and program recommendations can encourage behavioral, political, and infrastructure changes, and prompt funding for specific engineering countermeasures along roadways, with the singular goal of reducing fatal and serious injury (FSI) crashes within the District.¹

The purpose of this technical memorandum is to conduct an assessment of existing policies currently governing the District (and peer agencies) to understand current practices that influence safe travel and recommend/prioritize non-infrastructure Vision Zero policy initiatives that seek to actualize NJSEA's goal of reducing FSI crashes. Presented in Table 5 toward the end of this document are fourteen key policy initiatives recommended for NJSEA to pursue, ranked by priority, followed by an administrative pathway to NJSEA's adoption of the Safety Action Plan.

2 NJSEA'S MAJOR TRANSPORTATION INITIATIVES

As the regional planning, zoning, and regulatory agency for the District, NJSEA oversees essential government functions, especially with regards to the multimodal transportation network.² NJSEA has authority to solicit professional services for the development and construction of transportation projects, the use of zoning to manage development, and the enforcement of land use planning rules and regulations.³ Major transportation facilities located within the Meadowlands District include the Frank R. Lautenberg Rail Station at Secaucus Junction, Teterboro Airport, and various park-and-ride facilities providing high-frequency access to New York City.⁴ To manage transportation related activities, the NJSEA's Transportation Department reviews site plan applications for compliance with Meadowlands District transportation regulations and oversees development and execution of the Meadowlands District Transportation Plan (MDTP).⁵ As laid out in the MDTP, the NJSEA has a statutory obligation to identify the District transportation needs, recommend specific transportation improvements, and estimate the costs of improvements, and develop a fee assessment framework to fund these projects by compiling fees from new developments. Furthermore, it is the obligation of the NJSEA to disburse at least 30% of development fees within the

¹ [Office of the Governor | Governor Murphy Signs Legislation Creating Target Zero Commission](#)

² [Who We Are | New Jersey Sports and Exposition Authority; New Jersey Revised Statutes Section 5:10-4 \(2023\) | Justia](#)

³ [N.J. Admin. Code § 19:20-2.3 | Casetext Search + Citor; New Jersey Revised Statutes Section 5:10-5 \(2023\) | Justia](#)

⁴ [Transportation | New Jersey Sports and Exposition Authority](#)

⁵ [New Jersey Sports and Exposition Authority](#)

municipality, where the fee collected for transportation related projects. This statutory requirement ensures an equitable distribution of transportation funding to municipal partners seeking to meet transportation needs.

3 THE NJSEA SAFETY FRAMEWORK / GUIDING PRINCIPLES

Policy decisions are guided by an overall framework, guiding principles, and a commitment to safety that influence specific strategies for implementation. The safety framework encompasses several methods to eliminate roadway-related deaths and severe injuries. Safety improvements are addressed through roadway design, operation, behavior change (recognizing that humans make mistakes), programs (non-infrastructure), and policies that seek to *systemically and proactively* mitigate or eliminate risk factors. This involves a paradigm shift away from a historical approach of reactively addressing collision hotspot locations with a documented history of total crashes to a proactive approach of addressing socioeconomic and geographic data inherent within the existing transportation system.⁶

Safe System Approach

The U.S. Department of Transportation (USDOT) recognizes that addressing roadway safety takes a multi-layered approach to both prevent crashes and minimize crash-related injuries and fatalities.⁷ Therefore, the USDOT adopted the Safe System Approach which identifies six principles and five objectives for communities to use when developing toolkits for improving safety as shown in Figure 1. This approach expands upon the five “Es” of traffic safety by focusing on the shared responsibility of crashes.⁸

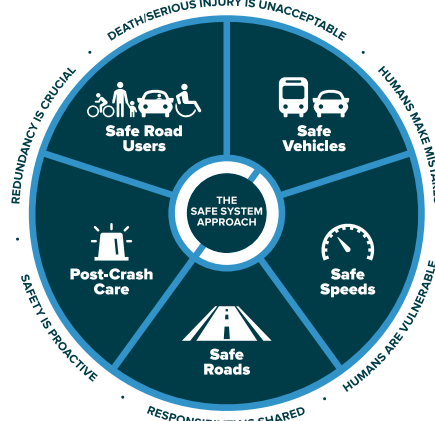


Figure 1. Safe System Approach

3.1 Five “Es” of Traffic Safety

Outlined below is the traditional framework for addressing safety based on the five “Es” of safety planning.⁹ Programmatic policies and strategies typically fall under enforcement and education.

- **Education:** Education focuses on informing roadway users on how they can help prevent a crash from happening.
- **Engineering:** The design of the transportation network needs to promote safe and accessible use by all users.
- **Enforcement:** Prevention of poor behaviors through policing can mitigate the effects of unsafe behaviors and hold all accountable to create a safer environment.
- **Emergency Response:** The best planning efforts involve emergency responders so that safe and expedient access to and from a crash scene continues to be a priority.
- **Equity:** Safety is provided for all road users by recognizing the importance of providing residents in traditionally underserved communities with safe access to opportunities.

⁶ [Roadway Safety Champions - Our Partners for Zero Traffic Deaths | FHWA](#)

⁷ [What Is a Safe System Approach? | US Department of Transportation](#)

⁸ [What Is a Safe System Approach? | US Department of Transportation](#)

⁹ [Safe Roads for All NJ - The 5Es of Safety](#)

3.2 Vision Zero

Vision Zero is a strategy to eliminate fatalities and severe injuries and improve safe, healthy, and equitable mobility.¹⁰ With the Vision Zero strategy, communities incorporate the Safe System Approach to identify one or more staff members (e.g., a Vision Zero Coordinator) to focus on implementation and administrative policies. Furthermore, when communities adopt Vision Zero, they commit to eight essential components. The following paragraphs are paraphrased from the Vision Zero Network (a non-profit entity seeking to help communities eliminate fatalities) publication of *Components of a Strong Vision Zero Commitment* adapted for applicability to the NJSEA.¹¹

Political Commitment

Top local leaders (e.g., Mayor, City Council, or City Manager) need to publicly and formally pledge to achieve a time-based Vision Zero goal for all road users. This commitment should be supported by an official policy that outlines concrete steps, a timeframe, responsible parties, and a strong focus on equity, openness, and community engagement.

Multi-Disciplinary Leadership

A Vision Zero Taskforce or Leadership Committee should be made up of senior officials from key departments such as the Office of the Mayor, Transportation, Public Health, and Police. Additional departments that may participate include Planning, Fire, Emergency Services, Public Works, District Attorney, Senior Services, Disability, and the School District. To bring the guiding principles of the Safe System Approach towards implementation, some jurisdictions have a designated position (i.e., Chief Safety Officer, Coordinator, or similar).

A Chief Safety Officer is a lead advocate for all Vision Zero efforts and can continuously monitor FSI crash incidents and responses. However, the most important role served by this position is the coordination effort with entities such as municipal engineers/planners, Hudson County Engineering, Bergen County Engineering, New Jersey Department of Transportation (NJDOT), etc. Coordination will ensure that partner agencies will continue to act on policies, fund/design/construct highly ranked countermeasures, and address High Injury Network locations cited within the original MAP4S and its subsequent annual updates. The Chief Safety Officer would also be responsible for the issuance of an annual Vision Zero report, which will feature updates on crash data, completed/upcoming projects within the District, ongoing grant submissions, and the status of action items established in the MAP4S.¹² This position is typically filled by an employee (in this case, a NJSEA employee or full-time employee (FTE) equivalent) with experience and/or interest in safety planning/engineering or crash data processing and evaluation.

Equity

NJSEA will commit to both an equitable approach to Vision Zero by establishing inclusive and representative processes, and equitable outcomes by ensuring transparency and measurable benchmarks. Beginning with an understanding of where the District's High-Injury Network intersects with communities of color, low-income communities, and other historically disadvantaged communities who are disproportionately affected by crash violence, NJSEA can start to address systemic inequities through the selection of communities for safety

¹⁰ [What is Vision Zero? | Vision Zero Network](#)

¹¹ [9 Components of a Strong Vision Zero Commitment | Vision Zero Network](#)

¹² See Vision Zero Jersey City 2024 Annual Report for example: [JC Vision Zero](#)

improvements. Vision Zero advocates are responsible for pushing roadway safety efforts beyond the conventional focus on the “E” of Enforcement. This means prioritizing forward-thinking approaches such as self-enforcing road designs and policies that promote safe behavior, thereby reducing reliance on enforcement as a primary tool.

Cooperation and Collaboration

NJSEA will encourage meaningful collaboration across appropriate public agencies and community partners for multiple parties with varying perspectives to set shared goals, coordinate, and share accountability. The accountability and collaboration will be enforced through the creation and maintenance of a dedicated Safety Task Force, led by a Chief Safety Officer (or similar), focused on overseeing Action Plan implementation and annual reporting over time.

Safe System Approach

NJSEA will implement a Safe System Approach, which acknowledges that human error is inevitable and that human bodies can only withstand a limited amount of impact from a crash. This approach focuses on designing and managing road infrastructure in ways that reduce the risk of serious mistakes and minimize the impacts of crashes to prevent serious injuries.

Data-Driven Decision Making

NJSEA will collect, assess, utilize, and share reliable data to better understand roadway safety challenges and allocate resources where they can have the most significant impact. This process will also incorporate key overlapping priorities—such as neighborhoods with high poverty levels, heavy transit use, and demographic groups that are disproportionately affected by dangerous street and land use conditions.

Community Engagement

Recognizing that data alone doesn’t capture the whole story, NJSEA will prioritize intentional community engagement. This includes encouraging community member representation on the Safety Task Force and gathering robust public input through outreach efforts, workshops, surveys, etc.

Transparency

Vision Zero planning and implementation should be transparent, include regular updates on the status of the Action Plan, track performance measures, and deliver public reports to governing and/or leadership bodies (e.g., NJSEA Board of Commissioners or municipal councils).¹³

NJSEA will adopt a Safe System Approach, recognizing that people will make mistakes, and that human bodies have limited ability to tolerate crash impacts.

¹³ [9 Components of a Strong Vision Zero Commitment | Vision Zero Network](#)

4 PEER REVIEW

Stantec completed a peer review of comparable Safety Action and Vision Zero Plans within the State of New Jersey and similar geographies to establish an understanding of current practices that influence safe vehicle behaviors, trends, and shortcomings. This section summarizes the agencies reviewed, key takeaways, and resulting best practices recommended from the peer review process.

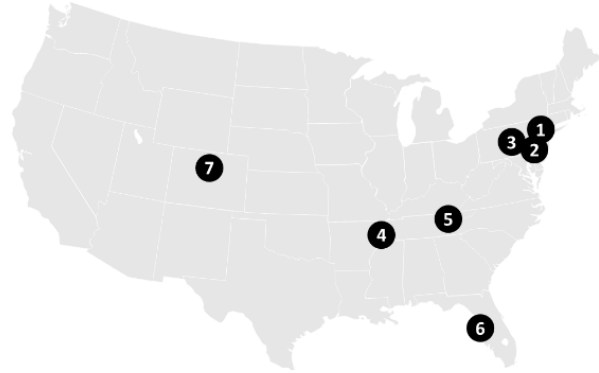


Figure 2. Peer Jurisdictions

4.1 Jurisdictional Peers

Communities across the United States have committed to becoming safer places to live, work, and play. To better understand relevant policies that NJSEA could consider as models, seven (7) peer agencies and Federal Highway Administration (FHWA) Safe Streets for All (SS4A) resources were reviewed. Several key policy takeaways emerged from the peer action plans jurisdictions mapped on Figure 2 and detailed on Table 1 on the following page.

Table 1. Peer Agencies Reviewed

Peer Docs	#1 Jersey City, NJ	#2 Middlesex County, NJ	#3 Harrisburg, PA	#4 Knoxville, TN TPO	#5 Memphis, TN MPO	#6 Hillsborough, FL MPO	#7 Denver, CO DRCOG
Document Reviewed	Vision Zero Action Plan	Action Plan to Eliminate FSI Crashes	Vision Zero HBG Action Plan	Regional Roadway Safety Action Plan	Mid-South Safety Action Plan	Safe Streets Now Vision Zero	Regional Vision Zero
Adoption Year	2019	2022	2019	2023	2023	2017	2020
Jurisdiction	City	County	City	Regional Planning	Regional Planning	Regional Planning	Regional Planning
Cover							

4.2 Key Policy Takeaways

The following key takeaways emerged from the policy review of peer jurisdictions: a focus on Complete Streets, speed reduction, encouragement of informed practices involving the land development process (also known as SMART goals), and the development of a framework to motivate and enforce the policies developed within this study. Each is expanded below.

Complete Streets Focus

The National Association of City Transportation Officials defines “Complete Streets” as roadway infrastructure that is “...designed and operated so they work for all users – pedestrians, bicyclists, motorists, connected/autonomous vehicle (CV/AV) users, electric vehicle (EV) users,

and transit riders of all ages and abilities.”¹⁴ Safer streets start with having a strong Complete Streets policy that promotes design and operation of streets for all users. As a common state of practices, transportation planners look towards Smart Growth America and the National Complete Streets Coalition’s “Elements of a Complete Streets Policy” publications as guiding documents for building a robust, local, context-specific framework.¹⁵ To supplement that policy, peer agencies lay out more specific policy guidelines for street design, parking, and access management.

Jersey City, New Jersey’s Vision Zero Action Plan highlights their goal for developing street design guidelines which incorporate Complete Streets and Vision Zero principles, including travel lane widths, pedestrian infrastructure, bicycle facilities, and traffic calming treatments.¹⁶ In addition to traditional modes of travel (such as bikes, personal vehicles, and trucks), the advent of e-bikes, e-scooters, and other non-traditional modes of travel introduce high travel speeds to vulnerable road users which increases the risk of higher kinetic energy crashes. In response to the increased risk posed by CVs/AVs and EVs, Middlesex County recommended that a Technology Task Force evaluate the safety impacts of emerging technologies.¹⁷ The Technology Task Force is a collaboration between the County, local municipalities, emergency services (EMTs and police), and Rutgers University Center for Advanced Infrastructure and Transportation focusing on the safety impacts of alternative vehicle users, such as CV/AV and EV fleets.

Access Management

Furthermore, non-traditional (or “active”) modes of travel are further prioritized by establishing access management policies that reduce driveway openings and associated ingress and egress conflict points. Reducing driveway openings for both sidewalk spaces and bike lanes reduces pedestrians, bicyclists, and other non-motorized vehicles exposure to traffic and crashes, many of which could result in fatalities or serious injuries. Access management can also be applied intersections of roadways by managing how close driveway access is to an intersection, constructing raised medians to restrict certain movements, building a roundabout, etc.¹⁸ These access management strategies were mined from the Knoxville Regional Transportation Planning Organization (TPO) Safety Action Plan and the Metro Denver Regional Vision Zero Plan which draws upon FHWA.¹⁹

Speed Reduction

Peer agencies address vehicle speeds through design policies, targeted enforcement strategies (such as in areas with an elevated occurrence of FSI crashes), and posted speed limits. For example, Jersey City has a goal to develop a traffic calming policy that incorporates a menu of treatments including speed humps, raised intersections, traffic circles (also referred to as



Figure 3. DVRPC Drive 25 Sticker

¹⁴ <https://nacto.org/wp-content/uploads/National-Complete-Streets-Coalition-No-Date.pdf>

¹⁵ [Complete Streets Policy Elements | Smart Growth America | 2017](#)

¹⁶ [Jersey City Vision Zero](#). P. 51

¹⁷ [Middlesex Vision Zero](#). P. 38

¹⁸ [Corridor Access Management | FHWA](#)

¹⁹ [Knoxville TPO](#). P. 44, 48; [Metro Denver Vision Zero](#). P. 85

neighborhood traffic circles or mini-roundabouts), or forced-turn channelization.²⁰ In the early 2000s, the Delaware Valley Regional Planning Commission (DVRPC) began a “Drive25” campaign (Figure 3) across the region that persists to this day.²¹ Today, setting speed limits in residential areas to 20 miles per hour (mph) can be paired with an education campaign such as Boulder, Colorado’s “Twenty is Plenty.”²²

Smart Growth & Development Process

For new developments, agencies can implement planning and zoning approval standards which incorporate multimodal elements and encourage more human-centered roadway design.

Knoxville TPO recommends expanding bicycle parking requirements as well as requiring new developments to consider pedestrian and bicyclist travel connections. Furthermore, building frontage requirements for developers can create a streetscape that encourages slower speeds, including ordinances for a limited number of curb cuts, sidewalk widths appropriate for the level of existing/proposed pedestrian trip generation, on-street parking, and other cues that physically and/or visually narrow the roadway, such as trees.²³

How to Motivate and Enforce Policies

The plans that have been surveyed are only valuable to the degree that they are acted upon. While several establish a task force or some equivalent management body that continuously monitors the state of FSI crashes within their jurisdiction, Jersey City makes the additional effort to issue publicly available Vision Zero Annual Reports. These reports not only monitor the status of crashes, but follow up on action items commissioned in their action plan to state their progress, whether completed, ongoing, or not yet progressed.²⁴ Furthermore, these reports offer a level of public and inter/intra-agency accountability as they give a transparent view of the lead and supporting stakeholders responsible (school districts, public works, health/human services, law department, mayor’s office, parking, etc. having agreed to) each action item, and whether or not progress had been made. This has proven to be effective since 68% of the action items set forth in the Vision Zero Action Plan have either been advanced or completed.²⁵

4.3 Best Practice Summary

The following tables summarize selected best practices that peer agencies outlined in their Vision Zero or safety action plans grouped by recurring themes, many of which stem from programs and outreach that affect **behavioral change** (Table 2) and administrative or organizational **practices that peer agencies employ** to facilitate Vision Zero implementation (Table 3). Additional agencies (non-peers) with applicable and exemplary practices are listed in the “Programs In Action” column. Strategies with several checkmarks are broadly implemented and perceived as easier to implement, while those with fewer checkmarks are perhaps locally relevant or more challenging to implement or manage.

²⁰ NJTPA Subregional Study for Jersey City Traffic Calming Toolkit

²¹ [Taming Traffic: Context-Sensitive Solutions in the DVRPC Region](#). P. 7

²² [Metro Denver Vision Zero](#). P. 80

²³ [Knoxville TPO](#). P. 44-45

²⁴ [2023 Jersey City Vision Zero Annual Report](#)

²⁵ [Jersey City Vision Zero Website](#)

Table 2. Peer Agencies' Programs and Outreach related to Behavioral Change

Program	Jersey City, NJ	Middlesex County, NJ	Harrisburg, PA	Knoxville, TN Regional TPO	Memphis, TN MPO	Hillsborough, FL MPO	Denver, CO DRCOG	Programs In Action
Roadway Ownership / Maintenance Responsibility	<some roads>	<some roads>	<some roads>	No	No	No	No	--
<i>Adopted Policy on Vision Zero / Safety for all local jurisdictions (requirement)</i>	✓	Regional Only	n/a	Regional Only	Regional Only	✓	Regional Only	Hillsborough MPO
<i>Adopted Complete Streets Policy</i>	✓	✓		✓	Complete Streets Design Manual	✓	Complete Streets Policy and Toolkit	Knoxville TPO
<i>Neighborhood Slow Streets Program</i>	✓		✓				Toolkit with design treatments	Boston, MA
<i>Families for Safer Streets Local Chapter</i>	✓					✓		New York City, NY
<i>Public Education Campaign</i>	✓	✓	✓	✓	✓	✓	✓	Wilmington, NC
<i>Vision Zero Training / Education</i>	✓	✓		✓	✓	✓	✓	Montgomery County, MD
<i>Vision Zero Website / Resource Platform</i>	✓	✓	✓	✓		✓	✓	Boston, MA
<i>TDM Program</i>	Through Hudson TMA	Through KMM.org	Through regional SPC	✓			✓	Austin, TX
<i>Engagement with Historically Disadvantaged Communities</i>				✓				Los Angeles, CA

Note: Checkmark indicates 'yes' this program is present / supported. Text description offers additional specifics or limitations.

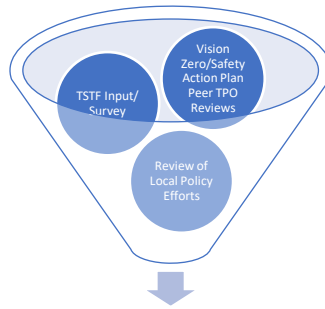
Table 3. Peer Agencies' Practices

Agency Practices	Jersey City, NJ	Middlesex County, NJ	Harrisburg, PA	Knoxville, TN Regional TPO	Memphis, TN MPO	Hillsborough, FL MPO	Denver, CO DRCOG	Programs In Action
Agency Partnerships and Collaboration	✓	✓	✓	✓	✓	✓	✓	New York City, NY
Rapid Response Team or Program (Quick Build)	✓	✓	✓	City only	✓		✓	Metropolitan Transportation Commission
Vision Zero Task Force	✓		✓	✓				Charlotte, NC
Vision Zero Coordinator or equivalent			City Engineer	✓				Arlington County, VA Durham, NC
Equity Impact Assessment (EIA)			✓		✓			Metropolitan Washington Council of Governments
Annual Reporting Requirement	✓	✓			✓			Montgomery County, MD
Regulation Changes in Road Design	✓	✓	✓	✓	✓	✓	✓	All apply
Regulation Changes in Land Use Planning	✓	✓	✓	✓	✓	✓	✓	All apply

Note: Checkmark indicates 'yes' this program is present / supported. Text description offers additional specifics or limitations.

5 NJSEA POLICY RECOMMENDATIONS

Informed by the 1) peer review, 2) input from the MAP4S Safety Task Force (**Section 7**), and 3) input from NJSEA (as informed by industry standard policy practices), fourteen (14) Vision Zero policy strategies emerged as preferred policy recommendations (Figure 4). Recommendations are not intended to represent an exhaustive list of policy options that represent *all* best practices within the industry, but rather a condensed list of programs or policies that peer agencies have employed. Furthermore, these policy strategies have been supported by the NJSEA and STF and have been refined via survey feedback and comment to suit local planning initiatives. Pairing these policies with traffic calming treatments and similar engineering countermeasures will complement these efforts and their effectiveness.



Vision Zero Policy Strategies

Figure 4. Vision Zero Strategy Flowchart

The fourteen Vision Zero policies are further detailed in Table 4 and prioritized thereafter in Table 5. Central to all strategies discussed, especially what may be considered the two most important strategies, “Agency Partnerships and Collaboration” (#10) and “Annual Reporting and Evaluation” (#13), is the continuance of a permanent convening Safety Task Force (STF). Establishing a permanent STF that operates beyond the completion of the consultant-assisted efforts (2024-2025) will provide NJSEA a foundation for leadership commitment and future plan updates. Perhaps the most important item to pursue in Table 4, #10 Agency Partnerships and Collaboration, will squarely rely on the continuation of the STF to **solidify regional commitment**. To ensure the continuation of the STF, NJSEA should perform the following:

- Request that STF member jurisdictions (both municipal and other entities) sign a Memorandum of Understanding (MOU) for their commitment to Vision Zero and to meet on a regular (i.e., quarterly) basis to report on the status of the fourteen recommendations within this document.
- Issue an annual MAP4S report to document District FSI crash data, give an update on safety projects proposed under MAP4S or superseded versions, and summarize the status of each of the fourteen Vision Zero strategies proposed later in this document (along with the status of action items supporting each strategy). The status of such strategy and action item activities will also be discussed during STF meetings.
- Request signed commitments to achieve Vision Zero by a set target year and Complete Streets which are tied to State commitments.²⁶ Then, ask transit, county, and municipal jurisdictions to adopt.²⁷

²⁶ [Office of the Governor | Governor Murphy Signs Legislation Creating Target Zero Commission](#)

²⁷ Note: Preference to omit a specific target date for eliminating FSI crashes since member jurisdictions may not adopt the same target date

- Incorporate Vision Zero and recommended MAP4S policies into the everyday administrative functions of NJSEA's departments and rulemaking decisions. This strategy will influence how transportation projects are prioritized, designed, and constructed within the district.

Through collaborative, continuous, and cooperative work (the three “Cs” of transportation planning), including agency partnerships and collaboration summarized above, NJSEA should consider the other policy recommendations cited in Table 4. This table is organized in the following manner:

Strategies are grouped into **Programs and Outreach** and **Practices** similar to how the peer review best practices were organized. Furthermore, the “**Aligns with...**” column indicates which of the following of FHWA's Safe System Approaches are achieved (Roads, Users, Speeds, Vehicles, and Post-Crash Care)

Timeframe is established based on the duration of time to initiate and carry out a strategy toward coordination, implementation, deployment, or continuity as shown below by the number of clock icons:

- Near-term (one bolded icon), assuming 0-3 years
- Mid-term (two bolded icons), assuming 3-5 years
- Long-term (three bolded icons), assuming 5+ years

Safety Priority is indicated by the vertical list icons:

- High priority items (upwards arrow) assume an immediate and measurable benefit related to safety.
- Medium priority items (no arrow) assume a relatively moderate benefit for safety.
- Low priority items (down arrow) assume a marginal benefit for safety.

Alignment with the five points of the Safe System Approach is also referenced in the table.

Sources for these strategies are also cited, indicating whether the strategies were conceived from peer reviews (“Peers” in Table 4), STF discussions (“Stakeholders” in Table 4), or NJSEA suggestions (“NJSEA” in Table 4) based on industry-standard practices. Such strategies are intended to be continually updated with fresh data or engagement activities. Policies are therefore intended to be evaluated for effectiveness and perhaps revised and reprioritized as needed.

It should be noted that NJSEA may need to hire staff accordingly to keep up with the demands of the action items that underpin each Vision Zero strategy, which are further detailed in **Section 8**. It is estimated that NJSEA will need to hire one (1) full-time equivalent (FTE) or acquire a consultant service to perform services assigned to Authority. These tasks are noted in detail in all action items, from the production of action plans for rapid response to FSI crashes (Vision Zero Strategy #9 – Rapid Response Team/Quick Build) to the annual report updates required for MAP4S tracking purposes (Vision Zero Strategy #13 – Annual Reporting and Evaluation). NJSEA will have options to assign these tasks among existing staff, hire dedicated staff, establish a staff augmentation contract, or outsource to perform these various duties.

Table 4. Recommended Vision Zero Strategies

	#	Vision Zero Strategy	Timeframe	Aligns with...	Safety Priority	Source	Description/Action Items
Programs and Outreach	1	Access Management Policies	  	Safe Roads		Stakeholders	- Consolidate/revoke access - NJSEA to suggest candidate locations
	2	Public Outreach Campaign	  	Safe Users Safe Speeds		Peers Stakeholders	- NJTPA Street Smart Campaign and track efficacy - Multimedia public education campaign
	3	Vision Zero Progress Monitoring	  	Safe Users		Peers	- NJSEA-hosted website - Allows for public accountability
	4	Families for Safer Streets Local Chapter	  	Safe Users		Peers Stakeholders	- Walking/biking buses - School district coordination
	5	Targeted Enforcement for Speeding	  	Safe Users Safe Speeds		Peers Stakeholders	- Tracking with speed data collection efforts - Radar speed message signs
	6	Slow Streets Program	  	Safe Speeds		Peers Stakeholders	Systemic speed limit reductions
	7	Engagement with Historically Disadvantaged Areas	  	Safe Users		Peers Stakeholders	- Disadvantaged Communities Working Group - Grant assistance for disadvantaged areas
	8	Roadway and Vehicle Safety Overlay	  	Safe Roads Safe Speeds Safe Vehicles		NJSEA Stakeholders	- Work with NJDOT to designate zones - Crash data monitoring by NJSEA - Safe vehicle technology deployment
Policies	9	Rapid Response Team / Quick Build	  	Safe Users Safe Roads		Peers Stakeholders	- Establish Rapid Response Team - Expedite action plans addressing FSI crashes - Encouragement of demonstration projects
	10	Agency Partnerships and Collaboration	  	Safe Users Post-Crash Care		Peers Stakeholders	- Coordination with public/private and NJDOT/SHSP - Get buy-in with MOU and financial incentives
	11	Healthcare Coordination	  	Post-Crash Care		NJSEA	- Accurate fatality/serious injury reporting - Update EMT fleet for faster response
	12	Demographic Impact Assessment (DIA)	  	Safe Users		Peers	NJSEA to evaluate planned or constructed projects for adverse impacts
	13	Annual Reporting and Evaluation	  	Safe Users Safe Roads		Peers Stakeholders	- 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
	14	Municipal Complete Streets Policies	  	All		NJSEA	Policies for 100% of subregional agencies

6 CONCLUSION AND NEXT STEPS

Recommended strategies may be implemented in accordance with their relative priority, as suggested in Table 5, or as staff capacity or funding becomes available. Please note that recommendations from Table 4 are carried into Table 5, reordered based on priority.

Table 5. Suggested Vision Zero Strategy Prioritization

#	Vision Zero Strategy	Timeframe	Priority	Lead Agencies	Supporting Agencies
10	<i>Agency Partnerships and Collaboration</i>	  		NJSEA	COC, Various Businesses, STF, NJDOT, Muni./City.
13	<i>Annual Reporting and Evaluation</i>	  		NJSEA	STF
3	<i>Vision Zero Progress Monitoring</i>	  		NJSEA	EZ Ride, STF
2	<i>Public Outreach Campaign</i>	  		NJTPA, TMA's	School Dist., Muni. Police, NJSEA, NJBWC, STF
7	<i>Engagement with Historically Disadvantaged Areas</i>	  		NJSEA	Applicable municipalities, NJDOT, STF, EZ Ride
11	<i>Healthcare Coordination</i>	  		Community Health Orgs.	NJSEA, police, EMT, EMS
9	<i>Rapid Response Team / Quick Build</i>	  		Muni. /City. Engineering	NJSEA, STF, PDs
1	<i>Access Management Policies</i>	  		Counties, Municipalities	NJSEA
14	<i>Municipal Complete Streets Policies</i>	  		Bergen/Muni. Planners	NJSEA
4	<i>Families for Safer Streets Local Chapter</i>	  		FSSNJ, School Dist.	NJSEA, PDs, TMA's, NJDOE
6	<i>Slow Streets Program</i>	  		Muni. /City. Engineering	NJSEA, EZ Ride
5	<i>Targeted Enforcement for Speeding</i>	  		Muni./County PDs	Muni./County DPW, EZ Ride
12	<i>Demographic Impact Assessment (DIA)</i>	  		NJSEA	STF
8	<i>Roadway and Vehicle Safety Overlay</i>	  		NJDOT, NJSP	NJSEA, STF

COC: Meadowlands Chamber of Commerce

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

DPW: Department of Public Works

EMT/EMS: Emergency Medical Technicians/Services

FSSNJ: Families for Safe Streets New Jersey -

<https://nikhilbadlanifoundation.org/about-2/>

NJBWC: New Jersey Bike Walk Commission

NJDOE: New Jersey Department of Education

NJDOT: New Jersey Department of Transportation

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

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

NJTPA: New Jersey Transportation Planning Authority -

<https://www.njtpa.org/About-NJTPA/Who-We-Are/The-NJTPA.aspx>

PD: Police Department

TMA's: Transportation Management Associations, two of which are

EZ Ride and Hudson TMA

VZNJA: Vision Zero New Jersey Alliance -

<https://www.visionzero4nj.org/members>

In Spring of 2025, STF agencies were given an early chance to review and comment on these priorities via a strategy survey. This survey was distributed to the stakeholder group asking about to what degree the agency can assist, if the target year set by the strategy was realistic, and (if not) what concerns the agency had about implementation, such as staff, funds, ability, coordination, and recurrence of activity. An example agency response to this survey is shown below in Figure 5. To see all agency responses, see **Section 9**. An additional comment field was also provided by agencies, where many provided helpful responses. All received agency comments were used to amend **Section 8** in an effort to issue fourteen Vision Zero strategies that would fix the context of agency practices, while not being burdensome to the assigned agencies.

Vision Zero Strategy #9 - Rapid Response Team/Quick Build					Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).						
Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
							Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Frequency		
1	Create a Rapid Response Team to convene after every severe (FSI) crash to discuss crash conditions, contributing factors, and possible improvement strategies and perform a field visit	NJSEA, STF, Municipalities, Counties	2026	As Needed, After FSI Crashes	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	Somewhat	Yes	☐ Lack of Resources (staff/funds)	☐ Ability to Hit Target	☐ Coordination & Frequency	We currently have a Rapid Response process. Happy to share about our process to the extent it's helpful. We would like to be involved in crash response if there is a crash in Jersey City, regardless of roadway jurisdiction.
2	Produce action plans for addressing the FSI crashes on District roadways.	NJSEA, STF, Municipal/County planners, engineers, police	2026	As Needed, After FSI Crashes	Prepare brief action plan summarizing conditions, contributing circumstances, and proposed short-term improvement strategies within a month for every FSI crash	Somewhat	Yes	☐ Lack of Resources (staff/funds)	☐ Ability to Hit Target	☐ Coordination & Frequency	In Jersey City, we do this as part of our Rapid Response. Again, happy to participate regardless of roadway jurisdiction for crashes in Jersey City area.
3	Encourage District municipalities and Hudson/Bergen counties to implement demonstration projects	NJSEA, STF, Municipalities, and Counties	2027	Yearly	At least two quick-build or demonstration safety projects should be built annually by each municipality, counties tie to Bergen Local and Hudson VZ Safety Action Plan. Each project's effectiveness of addressing safety countermeasures to then assessed	Somewhat	Yes	☐ Lack of Resources (staff/funds)	☐ Ability to Hit Target	☐ Coordination & Frequency	Likely won't be a focus for Jersey City portion of NJSEA area in the short term, but could be a potentially useful tool as new employers come online and/or Essex-Hudson and Hackensack River Greenways advance, bringing more people on foot and bike to those areas. We are certainly open to demonstration projects and use them in our City.

Figure 5. Vision Zero Strategy Survey

Safety Action Plan Adoption Procedure

Upon drafting the MAP4S final report ("Safety Action Plan Draft"), the Safety Action Plan Draft will be presented to public to obtain comments. After consideration of public comments, the Safety Action Plan Draft will be presented to the NJSEA Board of Commissioners for adoption.

7 STAKEHOLDER MEETING INPUT ON POLICIES

Policy Introduction – Summary Notes - SRT#4 Meeting Summary

Project: NJSEA Safety Action Plan
 Date/Time: December 12, 2024 / 10 am – 12 pm
 Location: In-person attendees and virtual presenters
 Attendees: Attendees – sign in sheet

Agenda:

- Community Outreach Update
- Countermeasures Discussion
- **Policy Introduction** - just getting started, need STF input and direction
- Next steps

SUMMARY of Meeting Discussion

The 5 Es of Safety include:

- Engineering - physical infrastructure and countermeasures
- **Enforcement - includes policy strategies**
- **Education - includes programmatic policies**
- Emergency Response
- Equity

Community Outreach Update referenced the following policy-related topics:

- Complete Streets policy is desired
- Inclusion of vulnerable road users / disadvantaged communities into project prioritization

Countermeasures referenced the following policy-related topics:

- Promotional materials (campaigns) using billboards, safety slogans, or brochures
- Walking school bus events (SRTS)
- Funding for tactical urbanism / demonstration projects / quick build opportunities
- Access management policy - consolidating driveway access points
- Targeted enforcement for speeding / aggressive driving locations

Discussion of safety countermeasures (Engineering) within **local jurisdictions** - among STF members:

- Systemic improvements / repaving projects / bicycle lanes added with road diets
- Temporary / quick build opportunities with SS4A funding

- Leading Pedestrian Interval (LPI) signal phase
- Curb extensions for speed management
- Median islands to reduce pedestrian crossing distances
- No Turn on Red signage
- RRFBs for pedestrian crossing locations
- Roundabout demonstration and test-drive with EMS / Fire trucks
- Mountable curb design for EMS vehicles

Are there specific countermeasures that you are NOT comfortable implementing?

- Bus bulb-outs (floating bus stops) - mixed results or preference; tradeoff
- RRFBs on multi-lane roadways; would prefer PHBs for 3+ lanes
- Speed tables where there are high commercial trucks – prefer road diets

Have your communities led educational campaign / events with effective results?

- **Walk to School with a Cop** - 9 schools participating in National Walk to School Day
 - Safety discussion with children
 - Police badge (stickers) as handouts for children
- Sign boards for enforcement / campaigns
- Emphasis on children to instill safe habits for future behavior change – Paradigm shift
- Partnerships for quick build projects + materials + something “visible” for the public

Which of the 5 Es may be MOST IMPACTFUL to advance safer streets, and why?

- **Enforcement** section - changing behaviors; having more leverage along County/Local roads
- **Engineering** - self-enforcing treatments like traffic calming

What programs / policies / initiatives would NJSEA consider?

- Complete Streets and/or Access Management policies
- Speed reduction commitment / Traffic calming – speed limit signs are not enough
- Targeted enforcement near schools zones
- TDM or Transit-priority policy, particularly within certain subdistricts/small areas
- Partnerships for educational or enforcement
- 3Cs of transportation planning: **Continuous**, Collaborative, Cooperative
 - STF = this is the group for sustained safety emphasis = evaluation
- Special Zoning district for additional safety countermeasures / street design manual
 - Suggest a Safety Overlay District (Pedestrian Zones or TDM priority zones)

Are there existing partnerships for NJSEA to leverage?

- NJDOT / USDOT
- Police - walk with a Cop events
- others?

How shall we **evaluate success** of programs and **monitor** progress over time? (other than annual funding)

- Annual reporting - is this in place, or desired for the future?
 - Metrics should include data + participation trends (#s)
 - Enforcement trends (tickets or speed feedback data / trends)?
- Collecting data: before/after crash summary? Measure of implementation success over time
- Participation: Involvement in tactile urbanism events, or walk to school event(s)

How to best solidify regional commitment being a mandate to local jurisdictions?

- Signed MOUs for commitment to use the Safety Toolbox
- Vision Zero commitment and adoption by member jurisdictions – unlikely that they will adopt the same target date for eliminating fatal or severe injury crashes along public roads. This target date may need to be left out of the signed commitment.
- Incorporating Vision Zero / SSA policy into the everyday function of all agencies for a Paradigm (behavior) Shift in how we do business, and what projects we prioritize in the region.

Review of Next Steps:

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

Meeting adjourned time: 11:58 am.

8 VISION ZERO STRATEGY SHEETS

Vision Zero Strategy #1 - Access Management Policies

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	Work with roadway jurisdictions (state, counties, municipalities) and property owners to consolidate or revoke ingress/egress points on roadways with posted speed limits at or above 35 mph	NJSEA, County and Municipal Engineering Departments	2026	Yearly	NJSEA, counties and municipalities to seek to work with property owners to consolidate or revoke at least 3 ingress/egress points per year per agency, triggers to initiate these discussions with property owners include roadway improvement projects (such as resurfacing) or developer applications
2	NJSEA, based on its analysis, to suggest candidate locations to municipalities and counties based on factors such as number of crash, spacing, and/or corner clearance data	NJSEA	2026	As Needed/Yearly	Evaluate pre- vs. post-implementation crash data to document downward crash trend at these locations

Vision Zero Strategy #2 - Public Outreach Campaign

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	Leverage NJTPA's Street Smart campaign material where safety projects, countermeasures, or quick-build/demonstration projects are being installed/implemented.	NJTPA, EZ Ride, Municipalities, TMAs, School Districts, Municipal Police Departments	2030	Yearly	Implement campaign/signing at 3 locations, expand program based on reception, EZ Ride has offered to lead one Street Smart campaign per year, while Jersey City has extended an open invitation to collaborate on one such campaign
2	Develop a multimedia public education campaign focused on roadway safety and public health impacts associated with fatal and serious injury (FSI) crashes.	NJSEA, STF, EZ Ride, Hudson TMA, NJBWC	2026	Yearly	Development and update communications and education materials for a social media and advertising (possible billboard) campaign, Jersey City indicated opportunities to collaborate on a PSA that will soon be underway thanks to SS4A funding
3	Track effectiveness of Street Smart campaign	NJSEA, STF	2027	Yearly	Evaluate pre- vs. post-implementation crash data or leading safety indicator data (speeds, yielding %, red light running, conflict/near miss analysis, etc.) to document downward crash trend at HIN Street Smart locations, Jersey City has offered to share on similar data collection methods used/to be used

Vision Zero Strategy #3 - Vision Zero Progress Monitoring

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	Use map4s.com and njsea.com to host FSI crash map, MAP4S document, and linked resources for STF team's use	NJSEA	2026	Yearly with STF, Monthly Internally	Generate traffic of at least 100 unique hits to signify significant traffic from stakeholders and public for project information and transparency, EZ Ride and Jersey City proposes to promote this website on social media/Vision Zero pages, website is to keep track of municipalities that have adapted a Complete Streets policy
2	Hold STF team accountable to assigned responsibilities and timelines	NJSEA, STF	2026	Yearly with STF, Monthly Internally	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 progressed/is on schedule

Vision Zero Strategy #4 - Families for Safer Streets Local Chapter

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	Establish a new local Meadowlands chapter for Families for Safe Streets (FSS)	NJSEA, municipalities, NJFSS	2026	One Time	Establish a local Meadowlands chapter, participate at three events promoting FSS campaigns/signage, and expand based on program reception, EZ Ride has suggested involving municipalities for success
2	Establish a walking or biking bus in municipalities with overrepresentation of crashes involving those under 18	School Districts, EZ Ride, Hudson TMA	2026	Yearly	Schedule two walk and/or bike bus events per year in the District with communities identified using crash age data
3	Coordinate with school districts to make traffic safety training mandatory in elementary schools	NJSEA, NJDOE, NJDOT, School Districts, EZ Ride, Hudson TMA, Law Enforcement	2026	Yearly	Evaluate pre- vs. post-implementation crash data near schools and pre- vs. post-crash education surveys to document downward crash trend and health crisis awareness, to work with NJDOE (Department of Education) and local Board of Educations (BOEs) to add Bike/Ped education to Phys. Ed. courses, EZ Ride has also offered to work with school districts to establish Safe Routes to School (SRTS) policies in concert with NJDOT

Vision Zero Strategy #5 - Targeted Enforcement for Speeding

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	Using an On-shelf application tool to compile and analyze vehicles operating speeds within the District	Municipalities, Counties, EZ Ride	2026	Yearly	Select at least five major roadways within the District identified as aggressive driving locations to annually collect speed data, EZ Ride has offered to help with the speed studies
2	Establish radar speed message sign in high speed corridors or close to school zones to enforce a 15mph zone	Police, Municipalities, Counties	2027	Yearly	Establish 5 radar message signs per year in high speed corridors or close to school zones

Vision Zero Strategy #6 - Slow Streets Program

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	Encourage systemic speed limit reductions within the District	NJSEA, County/Municipal Engineering, EZ Ride	2026	As needed	Investigate feasibility of reducing 25 mph posted speed limits to 20 mph on District roadways, particularly close to schools, EZ Ride to work with NJSEA to achieve this goal by planning demonstration projects at locations suffering from speeding, Jersey City will be doing similar work as part of an imminent SS4A study and has offered to lend assistance with sharing their lessons learned in trying to systemically reduce speeds

Vision Zero Strategy #7 - Engagement with Historically Disadvantaged Areas

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	Create a District Disadvantaged Communities Working Group comprised of interested STF members and/or local advocates to focus outreach efforts on vulnerable communities and lead Equity Impact Assessments (EIAs) for all safety improvement projects	NJSEA, NJDOT, STF, Municipal representatives, Local advocates, EZ Ride	2027	Yearly	Provide educational resources on traffic safety, created by Disadvantaged Communities Working Group, to at least one community in need of assistance per year, EZ Ride proposes its help to coordinate with NJDOT to get SRTS assistance in these communities since the SRTS program prioritizes disadvantaged communities
2	Partner with municipalities in which disadvantaged communities are located to apply for funding to construct safety countermeasures	NJSEA, Disadvantaged Communities Working Group, local stakeholders	2029	Yearly	Select and partner with one disadvantaged community per year (Moonachie, North Bergen, South Hackensack, etc.) to apply for one grant for roadway safety improvements

Vision Zero Strategy #8 - Roadway and Vehicle Safety Overlay

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	Petition NJDOT to designate HIN roads under state jurisdiction as Safe Corridors	NJSEA, NJDOT, and New Jersey State Police (NJSP)	2026	Yearly	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
2	Continue monitoring FSI crash data on all roadways in the District (State, counties, and locals) to add/remove Safe Corridor overlays as needed	NJSEA	2027	Yearly	Annually refresh HIN mapping for roadways in the District to see how roadway limits for the HIN change year-by-year
3	Encourage municipal fleet “safe vehicle” improvements, including vehicles w/ crash avoidance tech, speed limiters, and LBD-monitoring	NJSEA, STF	2026	Reevaluate Goal After 2030	50% of fleet with “safe vehicle” technologies by 2030

Vision Zero Strategy #9 - Rapid Response Team/Quick Build

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	Create a Rapid Response Team to convene after every severe (FSI) crash to discuss crash conditions, contributing factors, and possible improvement strategies and perform a field visit	NJSEA, STF, Municipalities, Counties	2026	As Needed, After FSI Crashes	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, Jersey City and Secaucus is employing something similar and is happy to share early results
2	Produce action plans for addressing the FSI crashes on District roadways	NJSEA, STF, Municipal/County planners, engineers, police	2026	As Needed, After FSI Crashes	Prepare brief action plan summarizing conditions, contributing circumstances, and proposed short-term improvement strategies within a month for every FSI crash, many municipalities are already employing such strategies
3	Encourage District municipalities and Hudson/Bergen counties to implement demonstration projects	NJSEA, STF, Municipalities, and Counties	2027	Yearly	At least two quick-build or demonstration safety projects should be built annually by each municipality and/or developer seeing a significant increase in pedestrian/bicycle trip generation, counties tie to Bergen Local and Hudson VZ Safety Action Plan. Each project's effectiveness of addressing safety countermeasures is then assessed

Vision Zero Strategy #10 - Agency Partnerships and Collaborations

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	Coordinate with major district employers to sign Vision Zero commitment and distribute program educational material to employees	NJSEA, District Employers, Meadowlands Chamber of Commerce, Hudson TMA, EZ Ride	2026	As needed	Seek talks with 10 major employers within the District, broaden influence by working with the Meadowlands Chamber of Commerce to establish large and small business contacts and publish article within Meadowlands Magazine
2	Pursue establishing a Vision Zero MOU with state, counties, and District municipalities	NJSEA, NJDOT, Counties, Municipalities	2026	Once	Establish 2 MOUs per year with all subregional and partnering agencies to all agree upon the commitment to safer transportation by the Targeted year
3	Include representative from NJDOT Bureau of Safety on MAP4S STF and work collaboratively with NJDOT to advance safety improvements on state highways in the Meadowlands District.	NJSEA, NJDOT	2026	Once	Add at least one representative from NJDOT to STF as an active, participating member.
4	Advocate for NJSEA inclusion on the NJDOT Strategic Highway Safety Plan (SHSP) Steering Committee.	NJSEA	2026	Once	Establish NJSEA representation on SHSP Steering Committee within two years of MAP4S adoption.
5	Leverage possible financial incentives to encourage Vision Zero support.	NJSEA, District Employers, EZ Ride, Hudson TMA	2027	As needed	Engage in discussions with up to five District employers beginning in 2027 to determine if programs that track employee speeds to monitor fuel usage advance Vision Zero in the Meadowlands.

Vision Zero Strategy #11 - Healthcare Coordination

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	Coordinate with police departments to determine if any reported injury crashes are updated by healthcare providers as fatalities within 30 days of incident. The Fatality Analysis Reporting System (FARS) associates a fatality with a crash if the fatality occurs within 30 days of the crash.	NJSEA, NJSP, County Sheriffs, Municipal Police Departments, Community Health Organizations	2026	As Needed, After FSI Crashes	NJSEA should seek to establish channels to ensure data is available and compiled after 30 days of all FSI crashes
2	Coordinate with municipal and private EMS services to understand the mechanism of fleet dispatch and related crash response needs	NJSEA, Municipal EMS, Private EMT	2027	As needed, Yearly	Track and analyze the trend of response time to FSI crashes, Jersey City has offered to collaborate on this initiative, Secaucus PD currently does this with their Traffic Unit

Vision Zero Strategy #12 - Demographic Impact Assessment (DIA)

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	In each disadvantaged community (Moonachie, North Bergen, South Hackensack, etc.) where safety projects are to be implemented, perform an assessment to ensure that such populations would not be negatively impacted	NJSEA, STF (Disadvantaged Communities Working Group)	2027	As needed	Specific negative impacts (if any) such as right-of-way, noise, GHG emissions, access restrictions, or other adverse impacts identified in each project assessment prior to project implementation.

Vision Zero Strategy #13 - Annual Reporting and Evaluation

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	Establish a permanent STF and convene on a regular basis to report on the progress of action items, adding a level of accountability	NJSEA, STF	2026	Quarterly	Four meetings per year, incentivize meetings with collaborative activities
2	Prepare annual report summarizing plan progress, plan performance measures/metrics, and the number of grants applied to, awarded, and monetary amounts received for roadway safety improvements.	NJSEA, STF	2027	Yearly	Annual issuance of Vision Zero report to be publicly-displayed on NJSEA website
3	Check in quarterly with one agency (Bergen County, Hudson County, Jersey City, or other municipality) with active safety action plans for lessons learned	NJSEA, related STF members	2026	Quarterly	Quarterly check-ins with application of lessons learned or best practices that have been effective in improving safety in neighboring jurisdictions.
4	Evaluate NJSEA resources to hire an additional staff or on-call consultant to support/administer plan implementation.	NJSEA	2025/2026	Once/As Needed	Hire a new FTE staff, or obtain consultant services
5	Incorporate MAP4S strategies, Vision Zero principles, and the Safe System Approach into current NJSEA processes.	NJSEA	2026	As Needed	Incorporate safety principles into NJSEA planning efforts (MDTP, Master Plan updates) and land use management processes (plan review, etc.)
6	Maintain/update list of safety countermeasures based on current best practices, new research, and relevance to the Meadowlands District.	NJSEA	2027	Yearly	Review and update list of safety countermeasures once per year
7	Maintain/update SAT with new data and information.	NJSEA, STF/SAT users	2026	As Needed	Update SAT as project status changes or new crash data becomes available

Vision Zero Strategy #14 - Municipal Complete Streets Policies

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success
1	Encourage Bergen County and municipalities write a Complete Streets policy (Rutherford, Jersey City, Hudson County, and Secaucus excluded, policies already written)	NJSEA, STF, Municipalities, Bergen County	2026	As needed	100% of jurisdictions having a policy by Target Year

9 – SAFETY TASK FORCE SURVEY RESULTS FOR POLICY STRATEGIES EZ Ride

MAP4S (Meadowlands Action Plan for Safety) Survey on Fourteen (14) Vision Zero Policy Strategies

Purpose:

The Project Team has developed a series of fourteen (14) Vision Zero Policy Strategies to assist the New Jersey Sports and Exposition Authority (NJSEA) with reducing fatal and serious injury crashes occurring within the Meadowlands District. Each strategy has discrete actions which will require interagency coordination and therefore require input from the parties assigned to each action. This survey asks you, as a member of the Safety Task Force (STF), to share perspectives about the extent to which your agency/jurisdiction can implement these actions and whether you have concerns regarding the feasibility of carrying out each action.

Introduction:

Following this "Instructions" worksheet/tab, there are 14 worksheets, one tab for each of the proposed Vision Zero Strategies. Within each tab are action items that require input if assigned to your agency or jurisdiction. NJSEA would like to know whether the assigned parties 1) have the ability to carry out the assigned action item(s) and 2) feel that the timeline, scope, and measurable goal of the proposed action item(s) are feasible. Through input collected by simple dropdown lists with multiple choice answers, we hope to establish consensus on the proposed action items. Furthermore, there are open-ended comment cells at the end of each action item row for you to write (optional) feedback on each of the action items, perhaps noting similar, concurrent Vision Zero-type efforts of which the MAP4S project team should be aware.

Action items proposed are based on the five areas of the FHWA's Safe System Approach.



Directions:

This survey asks you to evaluate and give your agency's perspective on each action item for which your agency may have a role. Look to Column D on each tab to see if your agency is listed as a "Responsible Party." Many action items may not be applicable to your agency. If applicable, please answer the questions (shown in yellow cells) using the dropdown menus in each cell. **It is estimated that the survey will take about 15 minutes to complete.**

The proposed action items are included in the following 14 Vision Zero Strategy worksheets. Specific action items for each strategy are listed in Column C of each tab with the following additional information:

- Responsible Parties (Column D)
- Start Year (Column E)
- Recurrence (Column F)
- Measurable Target Defining Program Success (Column G)

The remaining columns require your input to answer the following questions:

1. To what extent can your agency assist with implementing this strategy?
 - Not at all (survey ends for this particular action item)
 - Somewhat
 - To a significant extent
- 2a. Do you feel that this strategy can be reasonably initiated by the Start Year mentioned?
 - Yes
 - No
- 2b. If no, what are your concerns about implementation?
 - Lack of resources (staff/funds)
 - Ability to hit target
 - Coordination and resources

Final Directions:

To enter your input, click the dropdown in the yellow shaded cells and select a response. Additional comments on each action item may be typed by scrolling to the right and locating Column O, shaded in gray.

Vision Zero Strategy #1 - Access Management Policies

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items	Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)	
							Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence		
1	Work with roadway jurisdictions (state, counties, municipalities) and property owners to consolidate or revoke ingress/egress points on roadways with posted speed limits at or above 35 mph	NJSEA, County and Municipal Engineering Departments	2026	Yearly	NJSEA, counties and municipalities to seek to work with property owners to consolidate or revoke at least 3 ingress/egress points per year per agency	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	NJSEA, based on its analysis, to suggest candidate locations to municipalities and counties based on factors such as number of crash, spacing, and/or corner clearance data	NJSEA	2026	As Needed/Yearly	Evaluate pre- vs. post-implementation crash data to document downward crash trend at these locations	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #2 - Public Outreach Campaign

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Leverage NJTPA's Street Smart campaign material where safety projects, countermeasures, or quick-build/demonstration projects are being installed/implemented.	NJTPA, Municipalities, TMA's, School Districts, Municipal Police Departments	2027	Yearly	Implement campaign/signing at 3 locations, expand program based on reception	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	EZ Ride can lead one Street Smart campaign per year in the NJSEA area.
2	Develop a multimedia public education campaign focused on roadway safety and public health impacts associated with fatal and serious injury (FSI) crashes.	NJSEA, STF, EZ Ride, Hudson TMA, NJBWC	2026	Yearly	Development and update communications and education materials for a social media and advertising (possible billboard) campaign	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	
3	Track effectiveness of Street Smart campaign	NJSEA, STF	2027	Yearly	Evaluate pre- vs. post-implementation crash data to document downward crash trend at HIN Street Smart locations	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #3 - Vision Zero Progress Monitor

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Use map4s.com and njsea.com to host FBI crash map, MAP4S document, and linked resources for STF team's use	NJSEA	2026	Yearly with STF, Monthly Internally	Generate traffic of at least 100 unique hits to signify significant traffic from stakeholders and public for project information and transparency	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	1. EZ Role can promote the websites on social media 2. Suggest the site list the municipalities and counties that have adopted Complete & Green Streets Policy
2	Hold STF team accountable to assigned responsibilities and timelines	NJSEA, STF	2026	Yearly with STF, Monthly Internally	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 progressedis on schedule	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #4 - Families for Safer Streets Local Chap

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Establish a new local Meadowlands chapter for Families for Safe Streets (FSS)	NJSEA	2027	One Time	Establish a local Meadowlands chapter, participate at three events promoting FSS campaigns/signage, and expand based on program reception	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	1. The Meadowlands FSS Chapter needs a local champion 2. The targets for the FSS Chapter should not be the same as the public outreach campaign (Strategy 2) 3. A Municipal Chapter is more likely to succeed - buy in from the local community 4. The time frame of 2027 is late - why not make this a goal for 2025 or 2026?
2	Establish a walking or biking bus in municipalities with overrepresentation of crashes involving those under 18*	School Districts, EZ Ride, Hudson TMA	2026	Yearly	Schedule two walk and/or bike bus events per year in the District with communities identified using crash age data	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	1. VTC is not staffed to start a regional or local Walk to School Bus or a Bike Bus.
3	Coordinate with school districts to make traffic safety training mandatory in elementary schools	NJSEA, School Districts, EZ Ride, Hudson TMA, Law Enforcement	2026	Yearly	Evaluate pre- vs. post-implementation crash data near elementary school locations to document downward crash trend	Not at all	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	1. New Jersey school curriculum is adopted and enforced by the NJDOE. 2. The Table can help the school district to adopt a SRTS District Policy and advocate for the Board of Education (BOE) to add Bike-Ped education as part of the PE/ Health curriculum.

*A walking or biking bus is a group of students who walk or bike as a group to school guided by an adult.

Vision Zero Strategy #5 - Targeted Enforcement for Speeding

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Using an Onshelf application tool to compile and analyze vehicles operating speeds within the District	NJSEA, Municipalities, Counties	2026	Yearly	Select at least five major roadways within the District identified as aggressive driving locations to annually collect speed data	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	1. EZ Ride suggests a Meadowlands District wide ordinance to reduce school zone speed limits to 15 or 20 mph. In the Netherlands, school zone speed limits are 9 mph. 2. EZ Ride could conduct Speed Studies and provide data to identify aggressive driving locations.
2	Establish radar speed message sign in high speed corridors or close to school zones	Police, Municipalities, Counties	2027	Yearly	Establish 5 radar message signs per year in high speed corridors or close to school zones	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

EZ Ride suggests an ordinance to reduce school zone speed limits in the Meadowlands District to 15 or 20 mph. In the Netherlands, school zone speed limits are 9 mph.

Vision Zero Strategy #6 - Slow Streets Program

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Encourage systemic speed limit reductions within the District	NJSEA, County/Municipal Engineering	2026	As needed	Investigate feasibility of reducing 25 mph posted speed limits to 20 mph on District roadways, particularly close to schools.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	1. While not an area of responsibility for the TMA, EZ Ride could assist with low-cost demonstration projects to support this strategy.

Vision Zero Strategy #7 - Engagement with Disadvantaged Communities

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Create a District Disadvantaged Communities Working Group comprised of interested STF members and/or local advocates to focus outreach efforts on vulnerable communities and lead Equity Impact Assessments (EIAs) for all safety improvement projects	NJSEA, STF, Municipal representatives, Local advocates	2026	Yearly	Provide educational resources on traffic safety, created by Disadvantaged Communities Working Group, to at least one community in need of assistance per year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	1. The SRTS program prioritizes work in overburdened communities and the TMA could help.
2	Partner with municipalities in which disadvantaged communities are located to apply for funding to construct safety countermeasures	NJSEA, Disadvantaged Communities Working Group, local stakeholders	2028	Yearly	Select and partner with one disadvantaged community per year (Moonachie, North Bergen, South Hackensack, etc.) to apply for one grant for roadway safety improvements	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #8 - Roadway and Vehicle Safety Overlay

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Petition NJDOT to designate HIN roads under state jurisdiction as Safe Corridors	NJSEA, NJDOT, and New Jersey State Police (NJSP)	2026	Yearly	Install signs and augment NJSP enforcement efforts on segments of Routes 168Y, 3, 7, 17, 46, 126, and 496 to double fines for speeding and other violations	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Continue monitoring FSI crash data on NJDOT roadways in the District to add/remove Safe Corridor overlays as needed	NJSEA	2027	Yearly	Annually refresh HIN mapping for roadways under NJDOT jurisdiction to see how roadway limits for the HIN change year-by-year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Encourage municipal fleet "safe vehicle" improvements, including vehicles w/ crash avoidance tech, speed limiters, and LBD-monitoring	NJSEA, STF	2026	Reevaluate Goal After 2030	50% of fleet with "safe vehicle" technologies by 2030	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #9 - Rapid Response Team/Quick Build

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Create a Rapid Response Team to convene after every severe (FSI) crash to discuss crash conditions, contributing factors, and possible improvement strategies and perform a field visit	NJSEA, STF, Municipalities, Counties	2026	As Needed, After FSI Crashes	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	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Produce action plans for addressing the FSI crashes on District roadways.	NJSEA, STF, Municipal/County planners, engineers, police	2026	As Needed, After FSI Crashes	Prepare brief action plan summarizing conditions, contributing circumstances, and proposed short-term improvement strategies within a month for every FSI crash	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Encourage District municipalities and Hudson/Bergen counties to implement demonstration projects	NJSEA, STF, Municipalities, and Counties	2027	Yearly	At least two quick-build or demonstration safety projects should be built annually by each municipality, counties tie to Bergen Local and Hudson VZ Safety Action Plan. Each project's effectiveness of addressing safety countermeasures is then assessed	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #10 - Agency Partnerships and Collaborations

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Coordinate with major district employers to sign Vision Zero commitment and distribute program educational material to employees	NJSEA, District Employers	2026	As needed	Seek talks with 10 major employers within the District	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	1. The Meadowlands Chamber could help market the concept and the materials to their membership - large and small companies. 2. The Chamber could also assist with an article in the Meadowlands Magazine to raise awareness about Vision Zero in the business community. 3. Could be implemented sooner - 2025?
2	Pursue establishing a Vision Zero MOU with state, counties, and District municipalities	NJSEA, NJDOT, Counties, Municipalities	2026	Once	Establish 2 MOUs per year with all subregional and partnering agencies to all agree upon the commitment to safer transportation by the Targeted year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Include representative from NJDOT Bureau of Safety on MAP4S STP and work collaboratively with NJDOT to advance safety improvements on state highways in the Meadowlands District.	NJSEA, NJDOT	2026	Once	Add at least one representative from NJDOT to STP as an active, participating member.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
4	Advocate for NJSEA inclusion on the NJDOT Strategic Highway Safety Plan (SHSP) Steering Committee.	NJSEA	2026	Once	Establish NJSEA representation on SHSP Steering Committee within two years of MAP4S adoption.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
5	Leverage possible financial incentives to encourage Vision Zero support.	NJSEA, District Employers, EZ Ride, Hudson TMA	2027	As needed	Engage in discussions with up to five District employers beginning in 2027 to determine if programs that track employee speeds to monitor fuel usage advance Vision Zero in the Meadowlands.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	1. Could we explore implementing demonstration projects to reduce speeding in specific targeted areas instead of the suggested targets?

Vision Zero Strategy #11 - Healthcare Coordination

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

[illegible]

Vision Zero Strategy #12 - Demographic Impact Assessment (DIA)

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	In each disadvantaged community (Moonachie, North Bergen, South Hackensack, etc.) where safety projects are to be implemented, perform an assessment to ensure that such populations would not be negatively impacted	NJSEA, STF (Disadvantaged Communities Working Group)	2027	As needed	Specific negative impacts (if any) such as right-of-way, noise, GHG emissions, access restrictions, or other adverse impacts identified in each project assessment prior to project implementation.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #13 - Annual Reporting and Evaluation

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

	Action Items	Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Establish a permanent STF and convene on a regular basis to report on the progress of action items, adding a level of accountability	NJSEA, STF	2026	Quarterly	Four meetings per year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Prepare annual report summarizing plan progress, plan performance measures/metrics, and the number of grants applied to, awarded, and monetary amounts received for roadway safety improvements.	NJSEA, STF	2027	Yearly	Annual issuance of Vision Zero report to be publicly-displayed on NJSEA website	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Check in quarterly with Bergen County, Hudson County, Jersey City, and other municipalities with active safety action plan for lessons learned on their Action Plans	NJSEA, related STF members	2026	Quarterly	Quarterly check-ins with application of lessons learned or best practices that have been effective in improving safety in neighboring jurisdictions.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
4	Add NJSEA staff to support/administer plan implementation.	NJSEA	2025/2026	Once/As Needed	Hire at least 2 new FTE staff	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
5	Incorporate MAP4S strategies, Vision Zero principles, and the Safe System Approach into current NJSEA processes.	NJSEA	2026	As Needed	Incorporate safety principles into NJSEA planning efforts (MDTP, Master Plan updates) and land use management processes (plan review, etc.)	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
6	Maintain/update list of safety countermeasures based on current best practices, new research, and relevance to the Meadowlands District.	NJSEA	2027	Yearly	Review and update list of safety countermeasures once per year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
7	Maintain/update SAT with new data and information.	NJSEA, STF/SAT users	2026	As Needed	Update SAT as project status changes or new crash data becomes available	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #14 - Municipal Complete Streets Policies

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Encourage Bergen county and municipalities write a Complete Streets policy (Rutherford, Jersey City, Hudson County, and Secaucus excluded, policies already written)	NJSEA, STF, Municipalities, Bergen County	2026	As needed	100% of jurisdictions having a policy by Target Year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	1. Existing complete streets policies should be periodically revised to take into consideration new construction and redevelopment and the needs of pedestrians, cyclists and other vulnerable road users. (For example, Hudson County's policy was created in 2012 and needs updating). 2. Suggest that each community appoint an advisory committee to set the CGS behonmarks and report on annual progress. 3. EZ Ride could be a resource for technical assistance and adoption of CGS policies. 4. A listing of all Municipal CGS policies is available at: : https://njbikeped.org/nj-complete-streets-policy-compilation/

Jersey City

MAP4S (Meadowlands Action Plan for Safety) Survey on Fourteen (14) Vision Zero Policy Strategies

Purpose:

The Project Team has developed a series of fourteen (14) Vision Zero Policy Strategies to assist the New Jersey Sports and Exposition Authority (NJSEA) with reducing fatal and serious injury crashes occurring within the Meadowlands District. Each strategy has discrete actions which will require interagency coordination and therefore require input from the parties assigned to each action. This survey asks you, as a member of the Safety Task Force (STF), to share perspectives about the extent to which your agency/jurisdiction can implement these actions and whether you have concerns regarding the feasibility of carrying out each action.

Introduction:

Following this "Instructions" worksheet/tab, there are 14 worksheets, one tab for each of the proposed Vision Zero Strategies. Within each tab are action items that require input if assigned to your agency or jurisdiction. NJSEA would like to know whether the assigned parties 1) have the ability to carry out the assigned action item(s) and 2) feel that the timeline, scope, and measurable goal of the proposed action item(s) are feasible. Through input collected by simple dropdown lists with multiple choice answers, we hope to establish consensus on the proposed action items. Furthermore, there are open-ended comment cells at the end of each action item row for you to write (optional) feedback on each of the action items, perhaps noting similar, concurrent Vision Zero-type efforts of which the MAP4S project team should be aware.

Action items proposed are based on the five areas of the FHWA's Safe System Approach.



Directions:

This survey asks you to evaluate and give your agency's perspective on each action item for which your agency may have a role. Look to Column D on each tab to see if your agency is listed as a "Responsible Party." Many action items may not be applicable to your agency. If applicable, please answer the questions (shown in yellow cells) using the dropdown menus in each cell. **It is estimated that the survey will take about 15 minutes to complete.**

The proposed action items are included in the following 14 Vision Zero Strategy worksheets. Specific action items for each strategy are listed in Column C of each tab with the following additional information:

- Responsible Parties (Column D)
- Start Year (Column E)
- Recurrence (Column F)
- Measurable Target Defining Program Success (Column G)

The remaining columns require your input to answer the following questions:

1. To what extent can your agency assist with implementing this strategy?
 - Not at all (survey ends for this particular action item)
 - Somewhat
 - To a significant extent
- 2a. Do you feel that this strategy can be reasonably initiated by the Start Year mentioned?
 - Yes
 - No
- 2b. If no, what are your concerns about implementation?
 - Lack of resources (staff/funds)
 - Ability to hit target
 - Coordination and resources

Final Directions:

To enter your input, click the dropdown in the yellow shaded cells and select a response. Additional comments on each action item may be typed by scrolling to the right and locating Column O, shaded in gray.

Vision Zero Strategy #1 - Access Management Policies

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items	Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)	
							Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence		
1	Work with roadway jurisdictions (state, counties, municipalities) and property owners to consolidate or revoke ingress/egress points on roadways with posted speed limits at or above 35 mph	NJSEA, County and Municipal Engineering Departments	2026	Yearly	NJSEA, counties and municipalities to seek to work with property owners to consolidate or revoke at least 3 ingress/egress points per year per agency	Somewhat	Yes	Select an Option	Select an Option	Select an Option	While Jersey City does not have local roads with speed limits above 35 mph, we would happily support NJSEA in your efforts through letters of support or concurrence. I am not sure the process for consolidating or revoking access points outside of a new site plan application, but we would be interested in your success and potentially implementing on some of our corridors in problematic locations.
2	NJSEA, based on its analysis, to suggest candidate locations to municipalities and counties based on factors such as number of crash, spacing, and/or corner clearance data	NJSEA	2026	As Needed/Yearly	Evaluate pre- vs. post-implementation crash data to document downward crash trend at these locations	Somewhat	Yes	Select an Option	Select an Option	Select an Option	Happy to collaborate to the extent helpful

Vision Zero Strategy #2 - Public Outreach Campaign

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Leverage NJTPA's Street Smart campaign material where safety projects, countermeasures, or quick-build/demonstration projects are being installed/implemented.	NJTPA, Municipalities, TMA's, School Districts, Municipal Police Departments	2027	Yearly	Implement campaign/signing at 3 locations, expand program based on reception	Somewhat	Yes	Select an Option	Select an Option	Select an Option	Hudson County has implemented Street Smart campaign on roads in Jersey City; we will likely incorporate into our own PSA campaign planned for 2025/6. Happy to support/collaborate at gateways to NJSEA area or expand its reach into the rest of Jersey City
2	Develop a multimedia public education campaign focused on roadway safety and public health impacts associated with fatal and serious injury (FSI) crashes.	NJSEA, STF, EZ Ride, Hudson TMA, NJBWC	2026	Yearly	Development and update communications and education materials for a social media and advertising (possible billboard) campaign	Somewhat	Yes	Select an Option	Select an Option	Select an Option	Jersey City and Hoboken received SS4A funding to conduct a multichannel, comprehensive PSA campaign in 2025/6, so there may be collaboration opportunities
3	Track effectiveness of Street Smart campaign	NJSEA, STF	2027	Yearly	Evaluate pre- vs. post-implementation crash data to document downward crash trend at HIN Street Smart locations	Somewhat	Yes	Select an Option	Select an Option	Select an Option	May want to consider additional measures beyond crash data, as there is a lag and it can take years to get a good sample at any specific location or even corridor, depending how frequent severe crashes occur. Could measure things related to the target of the campaign (pre/post speeds, yielding behavior, red light running, etc) and/or public perception surveys. We're happy to share what we end up collecting with our campaign if helpful.

Vision Zero Strategy #3 - Vision Zero Progress Monitor

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Use map4s.com and njsea.com to host FBI crash map, MAP4S document, and linked resources for STF team's use	NJSEA	2026	Yearly with STF, Monthly Internally	Generate traffic of at least 100 unique hits to signify significant traffic from stakeholders and public for project information and transparency	Somewhat	Yes	Select an Option	Select an Option	Select an Option	Jersey City can link to your page from our Vision Zero page
2	Hold STF team accountable to assigned responsibilities and timelines	NJSEA, STF	2026	Yearly with STF, Monthly Internally	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 progressedis on schedule	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #4 - Families for Safer Streets Local Chap

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Establish a new local Meadowlands chapter for Families for Safe Streets (FSS)	NJSEA	2027	One Time	Establish a local Meadowlands chapter, participate at three events promoting FSS campaigns/signage, and expand based on program reception	Somewhat	No	No	Yes	Yes	I recently spoke with the NJ statewide FSS chapter leaders about the idea of starting a local chapter in Jersey City, which was also an action in our plan. They felt it was NOT a good use of resources to try to organize this from top down. If there is already an organized group of families impacted who want to take this on, then they think it makes more sense. They suggested our existing local advocacy groups can connect victims/families with the state chapter, so you may want to consider reframing this action a little bit to work with Hudson County Complete Streets and more about connecting and collaborating with the state chapter. Just my two cents of course!
2	Establish a walking or biking bus in municipalities with overrepresentation of crashes involving those under 18*	School Districts, EZ Ride, Hudson TMA	2026	Yearly	Schedule two walk and/or bike bus events per year in the District with communities identified using crash age data	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Coordinate with school districts to make traffic safety training mandatory in elementary schools	NJSEA, School Districts, EZ Ride, Hudson TMA, Law Enforcement	2026	Yearly	Evaluate pre- vs. post-implementation crash data near elementary school locations to document downward crash trend	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	I would also recommend expanding the measurables with this one to include things like pre/post safety knowledge.

*A walking or biking bus is a group of students who walk or bike as a group to school guided by an adult.

Vision Zero Strategy #5 - Targeted Enforcement for Speeding

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Using an Onshelf application tool to compile and analyze vehicles operating speeds within the District	NJSEA, Municipalities, Counties	2026	Yearly	Select at least five major roadways within the District identified as aggressive driving locations to annually collect speed data	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Establish radar speed message sign in high speed corridors or close to school zones	Police, Municipalities, Counties	2027	Yearly	Establish 5 radar message signs per year in high speed corridors or close to school zones	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #6 - Slow Streets Program

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Encourage systemic speed limit reductions within the District	NJSEA, County/Municipal Engineering	2026	As needed	Investigate feasibility of reducing 25 mph posted speed limits to 20 mph on District roadways, particularly close to schools.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	Just a note - we will be doing a similar study with our SS6A funds starting in 2025. Happy to share our experience along the way if helpful. In our case, will be citywide and additional consideration for school zones

Vision Zero Strategy #7 - Engagement with Disadvantaged Communities

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items	Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
							Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1 Create a District Disadvantaged Communities Working Group comprised of interested STF members and/or local advocates to focus outreach efforts on vulnerable communities and lead Equity Impact Assessments (EIAs) for all safety improvement projects	NJSEA, STF, Municipal representatives, Local advocates	2026	Yearly	Provide educational resources on traffic safety, created by Disadvantaged Communities Working Group, to at least one community in need of assistance per year	Somewhat	Yes	Select an Option	Select an Option	Select an Option	Happy to help facilitate outreach in our disadvantaged communities in the District (though not by population, I believe our workforce within the District shares many characteristics and is underrepresented in outreach)
2 Partner with municipalities in which disadvantaged communities are located to apply for funding to construct safety countermeasures	NJSEA, Disadvantaged Communities Working Group, local stakeholders	2028	Yearly	Select and partner with one disadvantaged community per year (Moonachie, North Bergen, South Hackensack, etc.) to apply for one grant for roadway safety improvements	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #8 - Roadway and Vehicle Safety Overlay

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Petition NJDOT to designate HIN roads under state jurisdiction as Safe Corridors	NJSEA, NJDOT, and New Jersey State Police (NJSP)	2026	Yearly	Install signs and augment NJSP enforcement efforts on segments of Routes 168Y, 3, 7, 17, 46, 126, and 496 to double fines for speeding and other violations	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Continue monitoring FSI crash data on NJDOT roadways in the District to add/remove Safe Corridor overlays as needed	NJSEA	2027	Yearly	Annually refresh HIN mapping for roadways under NJDOT jurisdiction to see how roadway limits for the HIN change year-by-year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Encourage municipal fleet "safe vehicle" improvements, including vehicles w/ crash avoidance tech, speed limiters, and LBD-monitoring	NJSEA, STF	2026	Reevaluate Goal After 2030	50% of fleet with "safe vehicle" technologies by 2030	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	I wonder if there are opportunities for economies of scale if multiple entities work together on this. In any case, we'd be interested in any educational material or case studies that may come out of your efforts on this

Vision Zero Strategy #9 - Rapid Response Team/Quick Build

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Create a Rapid Response Team to convene after every severe (FSI) crash to discuss crash conditions, contributing factors, and possible improvement strategies and perform a field visit	NJSEA, STF, Municipalities, Counties	2026	As Needed, After FSI Crashes	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	Somewhat	Yes	Select an Option	Select an Option	Select an Option	We currently have a Rapid Response process. Happy to share about our process to the extent it's helpful. We would like to be involved in crash response if there is a crash in Jersey City, regardless of roadway jurisdiction.
2	Produce action plans for addressing the FSI crashes on District roadways.	NJSEA, STF, Municipal/County planners, engineers, police	2026	As Needed, After FSI Crashes	Prepare brief action plan summarizing conditions, contributing circumstances, and proposed short-term improvement strategies within a month for every FSI crash	Somewhat	Yes	Select an Option	Select an Option	Select an Option	In Jersey City, we do this as part of our Rapid Response. Again, happy to participate regardless of roadway jurisdiction for crashes in Jersey City area.
3	Encourage District municipalities and Hudson/Bergen counties to implement demonstration projects	NJSEA, STF, Municipalities, and Counties	2027	Yearly	At least two quick-build or demonstration safety projects should be built annually by each municipality, counties tie to Bergen Local and Hudson VZ Safety Action Plan. Each project's effectiveness of addressing safety countermeasures is then assessed	Somewhat	Yes	Select an Option	Select an Option	Select an Option	Likely won't be a focus for Jersey City portion of NJSEA area in the short term, but could be a potentially useful tool as new employers come online and/or Essex-Hudson and Hackensack River Greenways advance, bringing more people on foot and bike to those areas. We are certainly open to demonstration projects and use them in our City.

Vision Zero Strategy #10 - Agency Partnerships and Collaborations

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Coordinate with major district employers to sign Vision Zero commitment and distribute program educational material to employees	NJSEA, District Employers	2026	As needed	Seek talks with 10 major employers within the District	Somewhat	Yes	Select an Option	Select an Option	Select an Option	Happy to provide additional materials to distribute or join workshops in Jersey City. Recommend Hudson TMA as a responsible party --they have programs to help encourage alternative modes that tend to be safer as well, and they may even take lead on some of the workshops as part of their annual work program.
2	Pursue establishing a Vision Zero MOU with state, counties, and District municipalities	NJSEA, NJDOT, Counties, Municipalities	2026	Once	Establish 2 MOUs per year with all subregional and partnering agencies to all agree upon the commitment to safer transportation by the Targeted year	Somewhat	Yes	Select an Option	Select an Option	Select an Option	Jersey City has a target year and is aligned with NJSEA's commitment
3	Include representative from NJDOT Bureau of Safety on MAP4S STP and work collaboratively with NJDOT to advance safety improvements on state highways in the Meadowlands District.	NJSEA, NJDOT	2026	Once	Add at least one representative from NJDOT to STP as an active, participating member.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
4	Advocate for NJSEA inclusion on the NJDOT Strategic Highway Safety Plan (SHSP) Steering Committee.	NJSEA	2026	Once	Establish NJSEA representation on SHSP Steering Committee within two years of MAP4S adoption.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
5	Leverage possible financial incentives to encourage Vision Zero support.	NJSEA, District Employers, EZ Ride, Hudson TMA	2027	As needed	Engage in discussions with up to five District employers beginning in 2027 to determine if programs that track employee speeds to monitor fuel usage advance Vision Zero in the Meadowlands.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #11 - Healthcare Coordination

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

[illegible]

Vision Zero Strategy #12 - Demographic Impact Assessment (DIA)

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	In each disadvantaged community (Moonachie, North Bergen, South Hackensack, etc.) where safety projects are to be implemented, perform an assessment to ensure that such populations would not be negatively impacted	NJSEA, STF (Disadvantaged Communities Working Group)	2027	As needed	Specific negative impacts (if any) such as right-of-way, noise, GHG emissions, access restrictions, or other adverse impacts identified in each project assessment prior to project implementation.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #13 - Annual Reporting and Evaluation

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

	Action Items	Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Establish a permanent STF and convene on a regular basis to report on the progress of action items, adding a level of accountability	NJSEA, STF	2026	Quarterly	Four meetings per year	Somewhat	Yes	Select an Option	Select an Option	Select an Option	Just noting that quarterly meetings have become challenging to coordinate since for a City like ours, we have our own, Hudson County's, and NJSEA, as well as sit on Hoboken's and monthly state-level VZ Network, so we may not be able to keep engaged in all meetings at all levels. We have also noticed declining attendance in our own Task Force quarterly meetings now that we have been doing this since 2019. I recommend thinking through creative ways to keep folks engaged and finding value in the sessions.
2	Prepare annual report summarizing plan progress, plan performance measures/metrics, and the number of grants applied to, awarded, and monetary amounts received for roadway safety improvements.	NJSEA, STF	2027	Yearly	Annual issuance of Vision Zero report to be publicly-displayed on NJSEA website	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Check in quarterly with Bergen County, Hudson County, Jersey City, and other municipalities with active safety action plan for lessons learned on their Action Plans	NJSEA, related STF members	2026	Quarterly	Quarterly check-ins with application of lessons learned or best practices that have been effective in improving safety in neighboring jurisdictions.	Somewhat	Yes	Select an Option	Select an Option	Select an Option	See note regarding quarterly STF meetings. Our small team is engaged in quite a few meetings, including statewide meetings, so an official quarterly may be a little too much for us to commit to, but if the goal is quarterly with at least one of the entities, then I think this is more doable. Of course, happy to always share ad-hoc as needed based on a specific topic of interest
4	Add NJSEA staff to support/administer plan implementation.	NJSEA	2025/2026	Once/As Needed	Hire at least 2 new FTE staff	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
5	Incorporate MAPAS strategies, Vision Zero principles, and the Safe System Approach into current NJSEA processes.	NJSEA	2026	As Needed	Incorporate safety principles into NJSEA planning efforts (MDTP, Master Plan updates) and land use management processes (plan review, etc.)	Somewhat	Yes	Select an Option	Select an Option	Select an Option	This is another item that Jersey City would have interest in for sites developed within Jersey City. We also have some lessons learned to share from changes we made to our "Traffic Impact Study" requirements. We're looking to strengthen and formalize more of the elements of Vision Zero into our site review process in the future
6	Maintain/update list of safety countermeasures based on current best practices, new research, and relevance to the Meadowlands District.	NJSEA	2027	Yearly	Review and update list of safety countermeasures once per year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
7	Maintain/update SAT with new data and information.	NJSEA, STF/SAT users	2026	As Needed	Update SAT as project status changes or new crash data becomes available	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #14 - Municipal Complete Streets Policies

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Encourage Bergen county and municipalities write a Complete Streets policy (Rutherford, Jersey City, Hudson County, and Secaucus excluded, policies already written)	NJSEA, STF, Municipalities, Bergen County	2026	As needed	100% of jurisdictions having a policy by Target Year	Somewhat	Yes	Select an Option	Select an Option	Select an Option	Note - Jersey City's Complete Streets policy is a resolution passed in 2011 and is weak/outdated. We would like to pass by ordinance something closer to the state's model Complete and Green Streets ordinance, so you can feel free to not exclude us from this action.

Secaucus

MAP4S (Meadowlands Action Plan for Safety) Survey on Fourteen (14) Vision Zero Policy Strategies

Purpose:

The Project Team has developed a series of fourteen (14) Vision Zero Policy Strategies to assist the New Jersey Sports and Exposition Authority (NJSEA) with reducing fatal and serious injury crashes occurring within the Meadowlands District. Each strategy has discrete actions which will require interagency coordination and therefore require input from the parties assigned to each action. This survey asks you, as a member of the Safety Task Force (STF), to share perspectives about the extent to which your agency/jurisdiction can implement these actions and whether you have concerns regarding the feasibility of carrying out each action.

Introduction:

Following this "Instructions" worksheet/tab, there are 14 worksheets, one tab for each of the proposed Vision Zero Strategies. Within each tab are action items that require input if assigned to your agency or jurisdiction. NJSEA would like to know whether the assigned parties 1) have the ability to carry out the assigned action item(s) and 2) feel that the timeline, scope, and measurable goal of the proposed action item(s) are feasible. Through input collected by simple dropdown lists with multiple choice answers, we hope to establish consensus on the proposed action items. Furthermore, there are open-ended comment cells at the end of each action item row for you to write (optional) feedback on each of the action items, perhaps noting similar, concurrent Vision Zero-type efforts of which the MAP4S project team should be aware.

Action items proposed are based on the five areas of the FHWA's Safe System Approach.



Directions:

This survey asks you to evaluate and give your agency's perspective on each action item for which your agency may have a role. Look to Column D on each tab to see if your agency is listed as a "Responsible Party." Many action items may not be applicable to your agency. If applicable, please answer the questions (shown in yellow cells) using the dropdown menus in each cell. **It is estimated that the survey will take about 15 minutes to complete.**

The proposed action items are included in the following 14 Vision Zero Strategy worksheets. Specific action items for each strategy are listed in Column C of each tab with the following additional information:

- Responsible Parties (Column D)
- Start Year (Column E)
- Recurrence (Column F)
- Measurable Target Defining Program Success (Column G)

The remaining columns require your input to answer the following questions:

1. To what extent can your agency assist with implementing this strategy?
 - Not at all (survey ends for this particular action item)
 - Somewhat
 - To a significant extent
- 2a. Do you feel that this strategy can be reasonably initiated by the Start Year mentioned?
 - Yes
 - No
- 2b. If no, what are your concerns about implementation?
 - Lack of resources (staff/funds)
 - Ability to hit target
 - Coordination and resources

Final Directions:

To enter your input, click the dropdown in the yellow shaded cells and select a response. Additional comments on each action item may be typed by scrolling to the right and locating Column O, shaded in gray.

Vision Zero Strategy #1 - Access Management Policies

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Work with roadway jurisdictions (state, counties, municipalities) and property owners to consolidate or revoke ingress/egress points on roadways with posted speed limits at or above 35 mph	NJSEA, County and Municipal Engineering Departments	2026	Yearly	NJSEA, counties and municipalities to seek to work with property owners to consolidate or revoke at least 3 ingress/egress points per year per agency	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	
2	NJSEA, based on its analysis, to suggest candidate locations to municipalities and counties based on factors such as number of crash, spacing, and/or corner clearance data	NJSEA	2026	As Needed/Yearly	Evaluate pre- vs. post-implementation crash data to document downward crash trend at these locations	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #2 - Public Outreach Campaign

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Leverage NJTPA's Street Smart campaign material where safety projects, countermeasures, or quick-build/demonstration projects are being installed/implemented.	NJTPA, Municipalities, TMAs, School Districts, Municipal Police Departments	2027	Yearly	Implement campaign/signing at 3 locations, expand program based on reception	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	
2	Develop a multimedia public education campaign focused on roadway safety and public health impacts associated with fatal and serious injury (FSI) crashes.	NJSEA, STF, EZ Ride, Hudson TMA, NJBWC	2026	Yearly	Development and update communications and education materials for a social media and advertising (possible billboard) campaign	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Track effectiveness of Street Smart campaign	NJSEA, STF	2027	Yearly	Evaluate pre- vs. post-implementation crash data to document downward crash trend at HIN Street Smart locations	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #3 - Vision Zero Progress Monitor

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Use map4s.com and njsea.com to host FBI crash map, MAP4S document, and linked resources for STF team's use	NJSEA	2026	Yearly with STF, Monthly Internally	Generate traffic of at least 100 unique hits to signify significant traffic from stakeholders and public for project information and transparency	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Hold STF team accountable to assigned responsibilities and timelines	NJSEA, STF	2026	Yearly with STF, Monthly Internally	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 progressed is on schedule	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #4 - Families for Safer Streets Local Chap

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Establish a new local Meadowlands chapter for Families for Safe Streets (FSS)	NJSEA	2027	One Time	Establish a local Meadowlands chapter, participate at three events promoting FSS campaigns/signage, and expand based on program reception	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Establish a walking or biking bus in municipalities with overrepresentation of crashes involving those under 18*	School Districts, EZ Ride, Hudson TMA	2026	Yearly	Schedule two walk and/or bike bus events per year in the District with communities identified using crash age data	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	
3	Coordinate with school districts to make traffic safety training mandatory in elementary schools	NJSEA, School Districts, EZ Ride, Hudson TMA, Law Enforcement	2026	Yearly	Evaluate pre- vs. post-implementation crash data near elementary school locations to document downward crash trend	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	

*A walking or biking bus is a group of students who walk or bike as a group to school guided by an adult.

Vision Zero Strategy #5 - Targeted Enforcement for Speeding

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Using an Onshelf application tool to compile and analyze vehicles operating speeds within the District	NJSEA, Municipalities, Counties	2026	Yearly	Select at least five major roadways within the District identified as aggressive driving locations to annually collect speed data	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	
2	Establish radar speed message sign in high speed corridors or close to school zones	Police, Municipalities, Counties	2027	Yearly	Establish 5 radar message signs per year in high speed corridors or close to school zones	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #6 - Slow Streets Program

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Encourage systemic speed limit reductions within the District	NJSEA, County/Municipal Engineering	2026	As needed	Investigate feasibility of reducing 25 mph posted speed limits to 20 mph on District roadways, particularly close to schools.	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #7 - Engagement with Disadvantaged Communities

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items	Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
							Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1 Create a District Disadvantaged Communities Working Group comprised of interested STF members and/or local advocates to focus outreach efforts on vulnerable communities and lead Equity Impact Assessments (EIAs) for all safety improvement projects	NJSEA, STF, Municipal representatives, Local advocates	2026	Yearly	Provide educational resources on traffic safety, created by Disadvantaged Communities Working Group, to at least one community in need of assistance per year	Somewhat	No	No	Yes	Yes	We have a mixed population where a majority of road users are not necessarily residents making it difficult to target based on equity
2 Partner with municipalities in which disadvantaged communities are located to apply for funding to construct safety countermeasures	NJSEA, Disadvantaged Communities Working Group, local stakeholders	2028	Yearly	Select and partner with one disadvantaged community per year (Moonachie, North Bergen, South Hackensack, etc.) to apply for one grant for roadway safety improvements	Somewhat	No	No	Yes	Yes	Identification of disadvantaged communities need to be made.

Vision Zero Strategy #8 - Roadway and Vehicle Safety Overlay

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Petition NJDOT to designate HIN roads under state jurisdiction as Safe Corridors	NJSEA, NJDOT, and New Jersey State Police (NJSP)	2026	Yearly	Install signs and augment NJSP enforcement efforts on segments of Routes 1&97, 3, 7, 17, 46, 126, and 496 to double fines for speeding and other violations	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Continue monitoring FSI crash data on NJDOT roadways in the District to add/remove Safe Corridor overlays as needed	NJSEA	2027	Yearly	Annually refresh HIN mapping for roadways under NJDOT jurisdiction to see how roadway limits for the HIN change year-by-year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Encourage municipal fleet "safe vehicle" improvements, including vehicles w/ crash avoidance tech, speed limiters, and LBD-monitoring	NJSEA, STF	2026	Reevaluate Goal After 2030	50% of fleet with "safe vehicle" technologies by 2030	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #9 - Rapid Response Team/Quick Build

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Create a Rapid Response Team to convene after every severe (FSI) crash to discuss crash conditions, contributing factors, and possible improvement strategies and perform a field visit	NJSEA, STF, Municipalities, Counties	2026	As Needed, After FSI Crashes	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	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	Currently, All severe crashes are reviewed by the Fatal Crash Team and Traffic Bureau to determine the cause
2	Produce action plans for addressing the FSI crashes on District roadways.	NJSEA, STF, Municipal/County planners, engineers, police	2026	As Needed, After FSI Crashes	Prepare brief action plan summarizing conditions, contributing circumstances, and proposed short-term improvement strategies within a month for every FSI crash	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	Periodic review of HIN Crash locations are made to implement crash reduction mitigation strategies
3	Encourage District municipalities and Hudson/Bergen counties to implement demonstration projects	NJSEA, STF, Municipalities, and Counties	2027	Yearly	At least two quick-build or demonstration safety projects should be built annually by each municipality, counties tie to Bergen Local and Hudson VZ Safety Action Plan. Each project's effectiveness of addressing safety countermeasures is then assessed	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #10 - Agency Partnerships and Collaborations

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Coordinate with major district employers to sign Vision Zero commitment and distribute program educational material to employees	NJSEA, District Employers	2026	As needed	Seek talks with 10 major employers within the District	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Pursue establishing a Vision Zero MOU with state, counties, and District municipalities	NJSEA, NJDOT, Counties, Municipalities	2026	Once	Establish 2 MOUs per year with all subregional and partnering agencies to all agree upon the commitment to safer transportation by the Targeted year	To a significant extent	Yes	Select an Option	Select an Option	Select an Option	
3	Include representative from NJDOT Bureau of Safety on MAP4S STP and work collaboratively with NJDOT to advance safety improvements on state highways in the Meadowlands District.	NJSEA, NJDOT	2026	Once	Add at least one representative from NJDOT to STP as an active, participating member.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
4	Advocate for NJSEA inclusion on the NJDOT Strategic Highway Safety Plan (SHSP) Steering Committee.	NJSEA	2026	Once	Establish NJSEA representation on SHSP Steering Committee within two years of MAP4S adoption.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
5	Leverage possible financial incentives to encourage Vision Zero support.	NJSEA, District Employers, EZ Ride, Hudson TMA	2027	As needed	Engage in discussions with up to five District employers beginning in 2027 to determine if programs that track employee speeds to monitor fuel usage advance Vision Zero in the Meadowlands.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #11 - Healthcare Coordination

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

[illegible]

Vision Zero Strategy #12 - Demographic Impact Assessment (DIA)

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	In each disadvantaged community (Moonachie, North Bergen, South Hackensack, etc.) where safety projects are to be implemented, perform an assessment to ensure that such populations would not be negatively impacted	NJSEA, STF (Disadvantaged Communities Working Group)	2027	As needed	Specific negative impacts (if any) such as right-of-way, noise, GHG emissions, access restrictions, or other adverse impacts identified in each project assessment prior to project implementation.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #13 - Annual Reporting and Evaluation

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

	Action Items	Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Establish a permanent STF and convene on a regular basis to report on the progress of action items, adding a level of accountability	NJSEA, STF	2026	Quarterly	Four meetings per year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Prepare annual report summarizing plan progress, plan performance measures/metrics, and the number of grants applied to, awarded, and monetary amounts received for roadway safety improvements.	NJSEA, STF	2027	Yearly	Annual issuance of Vision Zero report to be publicly-displayed on NJSEA website	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Check in quarterly with Bergen County, Hudson County, Jersey City, and other municipalities with active safety action plan for lessons learned on their Action Plans	NJSEA, related STF members	2026	Quarterly	Quarterly check-ins with application of lessons learned or best practices that have been effective in improving safety in neighboring jurisdictions.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
4	Add NJSEA staff to support/administer plan implementation.	NJSEA	2025/2026	Once/As Needed	Hire at least 2 new FTE staff	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
5	Incorporate MAP4S strategies, Vision Zero principles, and the Safe System Approach into current NJSEA processes.	NJSEA	2026	As Needed	Incorporate safety principles into NJSEA planning efforts (MDTP, Master Plan updates) and land use management processes (plan review, etc.)	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
6	Maintain/update list of safety countermeasures based on current best practices, new research, and relevance to the Meadowlands District.	NJSEA	2027	Yearly	Review and update list of safety countermeasures once per year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
7	Maintain/update SAT with new data and information.	NJSEA, STF/SAT users	2026	As Needed	Update SAT as project status changes or new crash data becomes available	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #14 - Municipal Complete Streets Policies

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Encourage Bergen county and municipalities write a Complete Streets policy (Rutherford, Jersey City, Hudson County, and Secaucus excluded, policies already written)	NJSEA, STF, Municipalities, Bergen County	2026	As needed	100% of jurisdictions having a policy by Target Year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

MAP4S (Meadowlands Action Plan for Safety) Survey on Fourteen (14) Vision Zero Policy Strategies

Purpose:

The Project Team has developed a series of fourteen (14) Vision Zero Policy Strategies to assist the New Jersey Sports and Exposition Authority (NJSEA) with reducing fatal and serious injury crashes occurring within the Meadowlands District. Each strategy has discrete actions which will require interagency coordination and therefore require input from the parties assigned to each action. This survey asks you, as a member of the Safety Task Force (STF), to share perspectives about the extent to which your agency/jurisdiction can implement these actions and whether you have concerns regarding the feasibility of carrying out each action.

Introduction:

Following this "Instructions" worksheet/tab, there are 14 worksheets, one tab for each of the proposed Vision Zero Strategies. Within each tab are action items that require input if assigned to your agency or jurisdiction. NJSEA would like to know whether the assigned parties 1) have the ability to carry out the assigned action item(s) and 2) feel that the timeline, scope, and measurable goal of the proposed action item(s) are feasible. Through input collected by simple dropdown lists with multiple choice answers, we hope to establish consensus on the proposed action items. Furthermore, there are open-ended comment cells at the end of each action item row for you to write (optional) feedback on each of the action items, perhaps noting similar, concurrent Vision Zero-type efforts of which the MAP4S project team should be aware.

Action items proposed are based on the five areas of the FHWA's Safe System Approach.



Directions:

This survey asks you to evaluate and give your agency's perspective on each action item for which your agency may have a role. Look to Column D on each tab to see if your agency is listed as a "Responsible Party." Many action items may not be applicable to your agency. If applicable, please answer the questions (shown in yellow cells) using the dropdown menus in each cell. **It is estimated that the survey will take about 15 minutes to complete.**

The proposed action items are included in the following 14 Vision Zero Strategy worksheets. Specific action items for

- Responsible Parties (Column D)
- Start Year (Column E)
- Recurrence (Column F)
- Measurable Target Defining Program Success (Column G)

The remaining columns require your input to answer the following questions:

1. To what extent can your agency assist with implementing this strategy?

Not at all (survey ends for this particular action item)

Somewhat

To a significant extent

2a. Do you feel that this strategy can be reasonably initiated by the Start Year mentioned?

Yes

No

2b. If no, what are your concerns about implementation?

Lack of resources (staff/funds)

Ability to hit target

Coordination and resources

Final Directions:

To enter your input, click the dropdown in the yellow shaded cells and select a response. Additional comments on each

Vision Zero Strategy #1 - Access Management Policies

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Work with roadway jurisdictions (state, counties, municipalities) and property owners to consolidate or revoke ingress/egress points on roadways with posted speed limits at or above 35 mph	NJSEA, County and Municipal Engineering Departments	2026	Yearly	NJSEA, counties and municipalities to seek to work with property owners to consolidate or revoke at least 3 ingress/egress points per year per agency	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	NJSEA, based on its analysis, to suggest candidate locations to municipalities and counties based on factors such as number of crash, spacing, and/or corner clearance data	NJSEA	2026	As Needed/Yearly	Evaluate pre- vs. post-implementation crash data to document downward crash trend at these locations	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #2 - Public Outreach Campaign

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Leverage NJTPA's Street Smart campaign material where safety projects, countermeasures, or quick-build/demonstration projects are being installed/implemented.	NJTPA, Municipalities, TMA's, School Districts, Municipal Police Departments	2027	Yearly	Implement campaign/signing at 3 locations, expand program based on reception	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Develop a multimedia public education campaign focused on roadway safety and public health impacts associated with fatal and serious injury (FSI) crashes.	NJSEA, STF, EZ Ride, Hudson TMA, NJBWC	2026	Yearly	Development and update communications and education materials for a social media and advertising (possible billboard) campaign	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Track effectiveness of Street Smart campaign	NJSEA, STF	2027	Yearly	Evaluate pre- vs. post-implementation crash data to document downward crash trend at HIN Street Smart locations	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #3 - Vision Zero Progress Monitor

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Use map4s.com and njsea.com to host FSI crash map, MAP4S document, and linked resources for STF team's use	NJSEA	2026	Yearly with STF, Monthly Internally	Generate traffic of at least 100 unique hits to signify significant traffic from stakeholders and public for project information and transparency	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Hold STF team accountable to assigned responsibilities and timelines	NJSEA, STF	2026	Yearly with STF, Monthly Internally	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 progressed/is on schedule	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #4 - Families for Safer Streets Local Chapter

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Establish a new local Meadowlands chapter for Families for Safe Streets (FSS)	NJSEA	2027	One Time	Establish a local Meadowlands chapter, participate at three events promoting FSS campaigns/signage, and expand based on program reception	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Establish a walking or biking bus in municipalities with overrepresentation of crashes involving those under 18*	School Districts, EZ Ride, Hudson TMA	2026	Yearly	Schedule two walk and/or bike bus events per year in the District with communities identified using crash age data	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Coordinate with school districts to make traffic safety training mandatory in elementary schools	NJSEA, School Districts, EZ Ride, Hudson TMA, Law Enforcement	2026	Yearly	Evaluate pre- vs. post-implementation crash data near elementary school locations to document downward crash trend	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

*A walking or biking bus is a group of students who walk or bike as a group to school guided by an adult.

Vision Zero Strategy #5 - Targeted Enforcement for Speeding

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Using an Onshelf application tool to compile and analyze vehicles operating speeds within the District	NJSEA, Municipalities, Counties	2026	Yearly	Select at least five major roadways within the District identified as aggressive driving locations to annually collect speed data	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Establish radar speed message sign in high speed corridors or close to school zones	Police, Municipalities, Counties	2027	Yearly	Establish 5 radar message signs per year in high speed corridors or close to school zones	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #6 - Slow Streets Program

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Encourage systemic speed limit reductions within the District	NJSEA, County/Municipal Engineering	2026	As needed	Investigate feasibility of reducing 25 mph posted speed limits to 20 mph on District roadways, particularly close to schools.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #7 - Engagement with Disadvantaged Communities

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Create a District Disadvantaged Communities Working Group comprised of interested STF members and/or local advocates to focus outreach efforts on vulnerable communities and lead Equity Impact Assessments (EIAs) for all safety improvement projects	NJSEA, STF, Municipal representatives, Local advocates	2026	Yearly	Provide educational resources on traffic safety, created by Disadvantaged Communities Working Group, to at least one community in need of assistance per year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Partner with municipalities in which disadvantaged communities are located to apply for funding to construct safety countermeasures	NJSEA, Disadvantaged Communities Working Group, local stakeholders	2028	Yearly	Select and partner with one disadvantaged community per year (Moonachie, North Bergen, South Hackensack, etc.) to apply for one grant for roadway safety improvements	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #8 - Roadway and Vehicle Safety Overlay

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Petition NJDOT to designate HIN roads under state jurisdiction as Safe Corridors	NJSEA, NJDOT, and New Jersey State Police (NJSP)	2026	Yearly	Install signs and augment NJSP enforcement efforts on segments of Routes 189T, 3, 7, 17, 46, 120, and 495 to double fines for speeding and other violations	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Continue monitoring FBI crash data on NJDOT roadways in the District to add/remove Safe Corridor overlays as needed	NJSEA	2027	Yearly	Annually refresh HIN mapping for roadways under NJDOT jurisdiction to see how roadway limits for the HIN change year-by-year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Encourage municipal fleet "safe vehicle" improvements, including vehicles w/ crash avoidance tech, speed limiters, and LBD-monitoring	NJSEA, STF	2026	Reevaluate Goal After 2030	50% of fleet with "safe vehicle" technologies by 2030	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #9 - Rapid Response Team/Quick Build

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Create a Rapid Response Team to convene after every severe (FSI) crash to discuss crash conditions, contributing factors, and possible improvement strategies and perform a field visit	NJSEA, STF, Municipalities, Counties	2026	As Needed, After FSI Crashes	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	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Produce action plans for addressing the FSI crashes on District roadways.	NJSEA, STF, Municipal/County planners, engineers, police	2026	As Needed, After FSI Crashes	Prepare brief action plan summarizing conditions, contributing circumstances, and proposed short-term improvement strategies within a month for every FSI crash	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Encourage District municipalities and Hudson/Bergen counties to implement demonstration projects	NJSEA, STF, Municipalities, and Counties	2027	Yearly	At least two quick-build or demonstration safety projects should be built annually by each municipality, counties tie to Bergen Local and Hudson VZ Safety Action Plan. Each project's effectiveness of addressing safety countermeasures is then assessed	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #10 - Agency Partnerships and Collaborations

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Coordinate with major district employers to sign Vision Zero commitment and distribute program educational material to employees	NJSEA, District Employers	2026	As needed	Seek talks with 10 major employers within the District	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Pursue establishing a Vision Zero MOU with state, counties, and District municipalities	NJSEA, NJDOT, Counties, Municipalities	2026	Once	Establish 2 MOUs per year with all subregional and partnering agencies to all agree upon the commitment to safer transportation by the Targeted year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Include representative from NJDOT Bureau of Safety on MAP4S STF and work collaboratively with NJDOT to advance safety improvements on state highways in the Meadowlands District.	NJSEA, NJDOT	2026	Once	Add at least one representative from NJDOT to STF as an active, participating member.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
4	Advocate for NJSEA inclusion on the NJDOT Strategic Highway Safety Plan (SHSP) Steering Committee.	NJSEA	2026	Once	Establish NJSEA representation on SHSP Steering Committee within two years of MAP4S adoption.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
5	Leverage possible financial incentives to encourage Vision Zero support.	NJSEA, District Employers, EZ Ride, Hudson TMA	2027	As needed	Engage in discussions with up to five District employers beginning in 2027 to determine if programs that track employee speeds to monitor fuel usage advance Vision Zero in the Meadowlands.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #11 - Healthcare Coordination

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

[illegible]

Vision Zero Strategy #12 - Demographic Impact Assessment (DIA)

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	In each disadvantaged community (Moonachie, North Bergen, South Hackensack, etc.) where safety projects are to be implemented, perform an assessment to ensure that such populations would not be negatively impacted	NJSEA, STF (Disadvantaged Communities Working Group)	2027	As needed	Specific negative impacts (if any) such as right-of-way, noise, GHG emissions, access restrictions, or other adverse impacts identified in each project assessment prior to project implementation.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #13 - Annual Reporting and Evaluation

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Establish a permanent STF and convene on a regular basis to report on the progress of action items, adding a level of accountability	NJSEA, STF	2026	Quarterly	Four meetings per year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Prepare annual report summarizing plan progress, plan performance measures/metrics, and the number of grants applied to, awarded, and monetary amounts received for roadway safety improvements.	NJSEA, STF	2027	Yearly	Annual issuance of Vision Zero report to be publicly-displayed on NJSEA website	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Check in quarterly with Bergen County, Hudson County, Jersey City, and other municipalities with active safety action plan for lessons learned on their Action Plans	NJSEA, related STF members	2026	Quarterly	Quarterly check-ins with application of lessons learned or best practices that have been effective in improving safety in neighboring jurisdictions.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
4	Add NJSEA staff to support/administer plan implementation.	NJSEA	2025/2026	Once/As Needed	Hire at least 2 new FTE staff	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
5	Incorporate MAP4S strategies, Vision Zero principles, and the Safe System Approach into current NJSEA processes.	NJSEA	2026	As Needed	Incorporate safety principles into NJSEA planning efforts (MDTP, Master Plan updates) and land use management processes (plan review, etc.)	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
6	Maintain/update list of safety countermeasures based on current best practices, new research, and relevance to the Meadowlands District.	NJSEA	2027	Yearly	Review and update list of safety countermeasures once per year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
7	Maintain/update SAT with new data and information.	NJSEA, STF/SAT users	2026	As Needed	Update SAT as project status changes or new crash data becomes available	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #14 - Municipal Complete Streets Policies

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Encourage Bergen county and municipalities write a Complete Streets policy (Rutherford, Jersey City, Hudson County, and Secaucus excluded, policies already written)	NJSEA, STF, Municipalities, Bergen County	2026	As needed	100% of jurisdictions having a policy by Target Year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Bike North Bergen

MAP4S (Meadowlands Action Plan for Safety) Survey on Fourteen (14) Vision Zero Policy Strategies

Purpose:

The Project Team has developed a series of fourteen (14) Vision Zero Policy Strategies to assist the New Jersey Sports and Exposition Authority (NJSEA) with reducing fatal and serious injury crashes occurring within the Meadowlands District. Each strategy has discrete actions which will require interagency coordination and therefore require input from the parties assigned to each action. This survey asks you, as a member of the Safety Task Force (STF), to share perspectives about the extent to which your agency/jurisdiction can implement these actions and whether you have concerns regarding the feasibility of carrying out each action.

Introduction:

Following this "Instructions" worksheet/tab, there are 14 worksheets, one tab for each of the proposed Vision Zero Strategies. Within each tab are action items that require input if assigned to your agency or jurisdiction. NJSEA would like to know whether the assigned parties 1) have the ability to carry out the assigned action item(s) and 2) feel that the timeline, scope, and measurable goal of the proposed action item(s) are feasible. Through input collected by simple dropdown lists with multiple choice answers, we hope to establish consensus on the proposed action items. Furthermore, there are open-ended comment cells at the end of each action item row for you to write (optional) feedback on each of the action items, perhaps noting similar, concurrent Vision Zero-type efforts of which the MAP4S project team should be aware.

Action items proposed are based on the five areas of the FHWA's Safe System Approach.



Directions:

This survey asks you to evaluate and give your agency's perspective on each action item for which your agency may have a role. Look to Column D on each tab to see if your agency is listed as a "Responsible Party." Many action items may not be applicable to your agency. If applicable, please answer the questions (shown in yellow cells) using the dropdown menus in each cell. **It is estimated that the survey will take about 15 minutes to complete.**

The proposed action items are included in the following 14 Vision Zero Strategy worksheets. Specific action items for each strategy are listed in Column C of each tab with the following additional information:

- Responsible Parties (Column D)
- Start Year (Column E)
- Recurrence (Column F)
- Measurable Target Defining Program Success (Column G)

The remaining columns require your input to answer the following questions:

1. To what extent can your agency assist with implementing this strategy?
Not at all (survey ends for this particular action item)
Somewhat
To a significant extent
- 2a. Do you feel that this strategy can be reasonably initiated by the Start Year mentioned?
Yes
No
- 2b. If no, what are your concerns about implementation?
Lack of resources (staff/funds)
Ability to hit target
Coordination and resources

Final Directions:

To enter your input, click the dropdown in the yellow shaded cells and select a response. Additional comments on each action item may be typed by scrolling to the right and locating Column O, shaded in gray.

Vision Zero Strategy #1 - Access Management Policies

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Work with roadway jurisdictions (state, counties, municipalities) and property owners to consolidate or revoke ingress/egress points on roadways with posted speed limits at or above 35 mph	NJSEA, County and Municipal Engineering Departments	2026	Yearly	NJSEA, counties and municipalities to seek to work with property owners to consolidate or revoke at least 3 ingress/egress points per year per agency	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	NJSEA, based on its analysis, to suggest candidate locations to municipalities and counties based on factors such as number of crash, spacing, and/or corner clearance data	NJSEA	2026	As Needed/Yearly	Evaluate pre- vs. post-implementation crash data to document downward crash trend at these locations	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #2 - Public Outreach Campaign

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Leverage NJTPA's Street Smart campaign material where safety projects, countermeasures, or quick-build/demonstration projects are being installed/implemented.	NJTPA, Municipalities, TMAs, School Districts, Municipal Police Departments	2027	Yearly	Implement campaign/signing at 3 locations, expand program based on reception	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Develop a multimedia public education campaign focused on roadway safety and public health impacts associated with fatal and serious injury (FSI) crashes.	NJSEA, STF, EZ Ride, Hudson TMA, NJBWC	2026	Yearly	Development and update communications and education materials for a social media and advertising (possible billboard) campaign	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Track effectiveness of Street Smart campaign	NJSEA, STF	2027	Yearly	Evaluate pre- vs. post-implementation crash data to document downward crash trend at HIN Street Smart locations	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #3 - Vision Zero Progress Monitor

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Use map4s.com and njsea.com to host FBI crash map, MAP4S document, and linked resources for STF team's use	NJSEA	2026	Yearly with STF, Monthly Internally	Generate traffic of at least 100 unique hits to signify significant traffic from stakeholders and public for project information and transparency	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Hold STF team accountable to assigned responsibilities and timelines	NJSEA, STF	2026	Yearly with STF, Monthly Internally	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 progressed is on schedule	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #4 - Families for Safer Streets Local Chap

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Establish a new local Meadowlands chapter for Families for Safe Streets (FSS)	NJSEA	2027	One Time	Establish a local Meadowlands chapter, participate at three events promoting FSS campaigns/signage, and expand based on program reception	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Establish a walking or biking bus in municipalities with overrepresentation of crashes involving those under 18*	School Districts, EZ Ride, Hudson TMA	2026	Yearly	Schedule two walk and/or bike bus events per year in the District with communities identified using crash age data	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Coordinate with school districts to make traffic safety training mandatory in elementary schools	NJSEA, School Districts, EZ Ride, Hudson TMA, Law Enforcement	2026	Yearly	Evaluate pre- vs. post-implementation crash data near elementary school locations to document downward crash trend	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

*A walking or biking bus is a group of students who walk or bike as a group to school guided by an adult.

Vision Zero Strategy #5 - Targeted Enforcement for Speeding

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Using an Onshelf application tool to compile and analyze vehicles operating speeds within the District	NJSEA, Municipalities, Counties	2026	Yearly	Select at least five major roadways within the District identified as aggressive driving locations to annually collect speed data	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Establish radar speed message sign in high speed corridors or close to school zones	Police, Municipalities, Counties	2027	Yearly	Establish 5 radar message signs per year in high speed corridors or close to school zones	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #6 - Slow Streets Program

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Encourage systemic speed limit reductions within the District	NJSEA, County/Municipal Engineering	2026	As needed	Investigate feasibility of reducing 25 mph posted speed limits to 20 mph on District roadways, particularly close to schools.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #7 - Engagement with Disadvantaged Communities

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Create a District Disadvantaged Communities Working Group comprised of interested STF members and/or local advocates to focus outreach efforts on vulnerable communities and lead Equity Impact Assessments (EIAs) for all safety improvement projects	NJSEA, STF, Municipal representatives, Local advocates	2026	Yearly	Provide educational resources on traffic safety, created by Disadvantaged Communities Working Group, to at least one community in need of assistance per year	Somewhat	Yes	Select an Option	Select an Option	Select an Option	
2	Partner with municipalities in which disadvantaged communities are located to apply for funding to construct safety countermeasures	NJSEA, Disadvantaged Communities Working Group, local stakeholders	2028	Yearly	Select and partner with one disadvantaged community per year (Moonachie, North Bergen, South Hackensack, etc.) to apply for one grant for roadway safety improvements	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #8 - Roadway and Vehicle Safety Overlay

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Petition NJDOT to designate HIN roads under state jurisdiction as Safe Corridors	NJSEA, NJDOT, and New Jersey State Police (NJSP)	2026	Yearly	Install signs and augment NJSP enforcement efforts on segments of Routes 168Y, 3, 7, 17, 46, 126, and 496 to double fines for speeding and other violations	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Continue monitoring FSI crash data on NJDOT roadways in the District to add/remove Safe Corridor overlays as needed	NJSEA	2027	Yearly	Annually refresh HIN mapping for roadways under NJDOT jurisdiction to see how roadway limits for the HIN change year-by-year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Encourage municipal fleet "safe vehicle" improvements, including vehicles w/ crash avoidance tech, speed limiters, and LBD-monitoring	NJSEA, STF	2026	Reevaluate Goal After 2030	50% of fleet with "safe vehicle" technologies by 2030	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #9 - Rapid Response Team/Quick Build

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Create a Rapid Response Team to convene after every severe (FSI) crash to discuss crash conditions, contributing factors, and possible improvement strategies and perform a field visit	NJSEA, STF, Municipalities, Counties	2026	As Needed, After FSI Crashes	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	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Produce action plans for addressing the FSI crashes on District roadways.	NJSEA, STF, Municipal/County planners, engineers, police	2026	As Needed, After FSI Crashes	Prepare brief action plan summarizing conditions, contributing circumstances, and proposed short-term improvement strategies within a month for every FSI crash	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Encourage District municipalities and Hudson/Bergen counties to implement demonstration projects	NJSEA, STF, Municipalities, and Counties	2027	Yearly	At least two quick-build or demonstration safety projects should be built annually by each municipality, counties tie to Bergen Local and Hudson VZ Safety Action Plan. Each project's effectiveness of addressing safety countermeasures is then assessed	Somewhat	Yes	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #10 - Agency Partnerships and Collaborations

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Coordinate with major district employers to sign Vision Zero commitment and distribute program educational material to employees	NJSEA, District Employers	2026	As needed	Seek talks with 16 major employers within the District	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Pursue establishing a Vision Zero MOU with state, counties, and District municipalities	NJSEA, NJDOT, Counties, Municipalities	2026	Once	Establish 2 MOUs per year with all subregional and partnering agencies to all agree upon the commitment to safer transportation by the Targeted year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Include representative from NJDOT Bureau of Safety on MAP4S STP and work collaboratively with NJDOT to advance safety improvements on state highways in the Meadowlands District.	NJSEA, NJDOT	2026	Once	Add at least one representative from NJDOT to STP as an active, participating member.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
4	Advocate for NJSEA inclusion on the NJDOT Strategic Highway Safety Plan (SHSP) Steering Committee.	NJSEA	2026	Once	Establish NJSEA representation on SHSP Steering Committee within two years of MAP4S adoption.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
5	Leverage possible financial incentives to encourage Vision Zero support.	NJSEA, District Employers, EZ Ride, Hudson TMA	2027	As needed	Engage in discussions with up to five District employers beginning in 2027 to determine if programs that track employee speeds to monitor fuel usage advance Vision Zero in the Meadowlands.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #11 - Healthcare Coordination

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

[illegible]

Vision Zero Strategy #12 - Demographic Impact Assessment (DIA)

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	In each disadvantaged community (Moonachie, North Bergen, South Hackensack, etc.) where safety projects are to be implemented, perform an assessment to ensure that such populations would not be negatively impacted	NJSEA, STF (Disadvantaged Communities Working Group)	2027	As needed	Specific negative impacts (if any) such as right-of-way, noise, GHG emissions, access restrictions, or other adverse impacts identified in each project assessment prior to project implementation.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #13 - Annual Reporting and Evaluation

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

	Action Items	Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Establish a permanent STF and convene on a regular basis to report on the progress of action items, adding a level of accountability	NJSEA, STF	2026	Quarterly	Four meetings per year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
2	Prepare annual report summarizing plan progress, plan performance measures/metrics, and the number of grants applied to, awarded, and monetary amounts received for roadway safety improvements.	NJSEA, STF	2027	Yearly	Annual issuance of Vision Zero report to be publicly-displayed on NJSEA website	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
3	Check in quarterly with Bergen County, Hudson County, Jersey City, and other municipalities with active safety action plan for lessons learned on their Action Plans	NJSEA, related STF members	2026	Quarterly	Quarterly check-ins with application of lessons learned or best practices that have been effective in improving safety in neighboring jurisdictions.	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
4	Add NJSEA staff to support/administer plan implementation.	NJSEA	2025/2026	Once/As Needed	Hire at least 2 new FTE staff	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
5	Incorporate MAP4S strategies, Vision Zero principles, and the Safe System Approach into current NJSEA processes.	NJSEA	2026	As Needed	Incorporate safety principles into NJSEA planning efforts (MDTP, Master Plan updates) and land use management processes (plan review, etc.)	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
6	Maintain/update list of safety countermeasures based on current best practices, new research, and relevance to the Meadowlands District.	NJSEA	2027	Yearly	Review and update list of safety countermeasures once per year	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	
7	Maintain/update SAT with new data and information.	NJSEA, STF/SAT users	2026	As Needed	Update SAT as project status changes or new crash data becomes available	Make Selection From Dropdown	Make Selection From Dropdown	Select an Option	Select an Option	Select an Option	

Vision Zero Strategy #14 - Municipal Complete Streets Policies

Please fill out the fields below if your agency has been assigned a role in the "Responsible Parties" column (Column D).

Action Items		Responsible Parties	Start Year	Recurrence	Measurable Target Defining Program Success	1. To what extent can your agency assist with implementing this strategy?	2a. Do you feel that this strategy can be reasonably initiated by your agency by the Start Year mentioned?	2b. If no, what are your concerns about implementation? (Select all that apply)			Additional Comments (optional)
								Lack of Resources (staff/funds)	Ability to Hit Target	Coordination & Recurrence	
1	Encourage Bergen county and municipalities write a Complete Streets policy (Rutherford, Jersey City, Hudson County, and Secaucus excluded, policies already written)	NJSEA, STF, Municipalities, Bergen County	2026	As needed	100% of jurisdictions having a policy by Target Year	Somewhat	Yes	Select an Option	Select an Option	Select an Option	We should encourage municipalities to pass a Vision Zero policy too.

SAFE STREETS FOR ALL



MEADOWLANDS ACTION PLAN FOR SAFETY
(MAP4S)

MEADOWLANDS ACTION PLAN FOR SAFETY (MAP4S)

APPENDIX E: SAFETY ASSESSMENT TOOL (SAT)

June 2025



1.0 Safety Assessment Tool (SAT) Introduction

The objective of the Meadowlands Action Plan for Safety (MAP4S) project is “to develop the first Safety Action Plan for the Meadowlands District and help constituent municipalities understand their safety needs, prioritize proposed safety projects for implementation, and develop a blueprint with Vision Zero principles.”

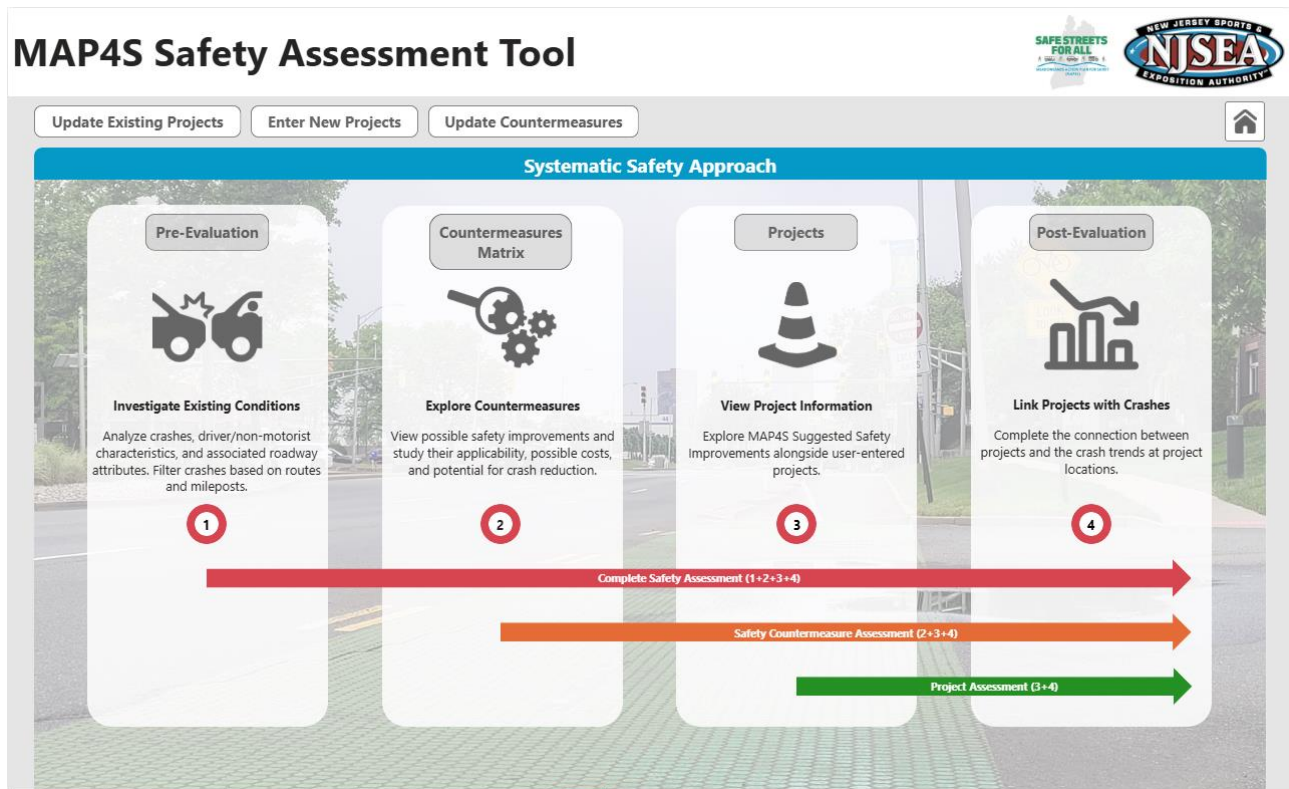
One aspect of supporting implementation of the Plan is the development and delivery of a Safety Assessment Tool (SAT), which leverages safety and planning data alongside modern visualization techniques to facilitate effective, user-friendly, data-driven safety analysis. The tool will provide a means of filtering crash and safety countermeasure data for the region and tracking implementation actions from the Plan.

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 working to see the safety outcomes of implemented and constructed safety projects.

2.0 Overview

The Overview page serves as a landing page for the SAT. From there, users can access the four main pages of the Tool, as well as links to the three data entry spreadsheets. Brief descriptions of the individual pages help guide the users to the appropriate starting point in their analysis. For example, a municipal engineer seeking to conduct a complete safety assessment may want to progress through the full analyses step-by-step by performing crash analysis (**Pre-evaluation Page**), reviewing the safety countermeasures clearinghouse (**Countermeasure Matrix**), viewing or inputting safety projects (**Projects**), and entering pre-deployment data/images to facilitate future post-deployment evaluation (**Post-Evaluation Page**). A stakeholder, who already knows location(s) in need of safety improvement(s), may want to skip the Pre-Evaluation page and use the subsequent three pages for the safety countermeasure assessment. Figure 2.1 depicts these different stages of the safety evaluation process.

Figure 2.1 SAT Overview page



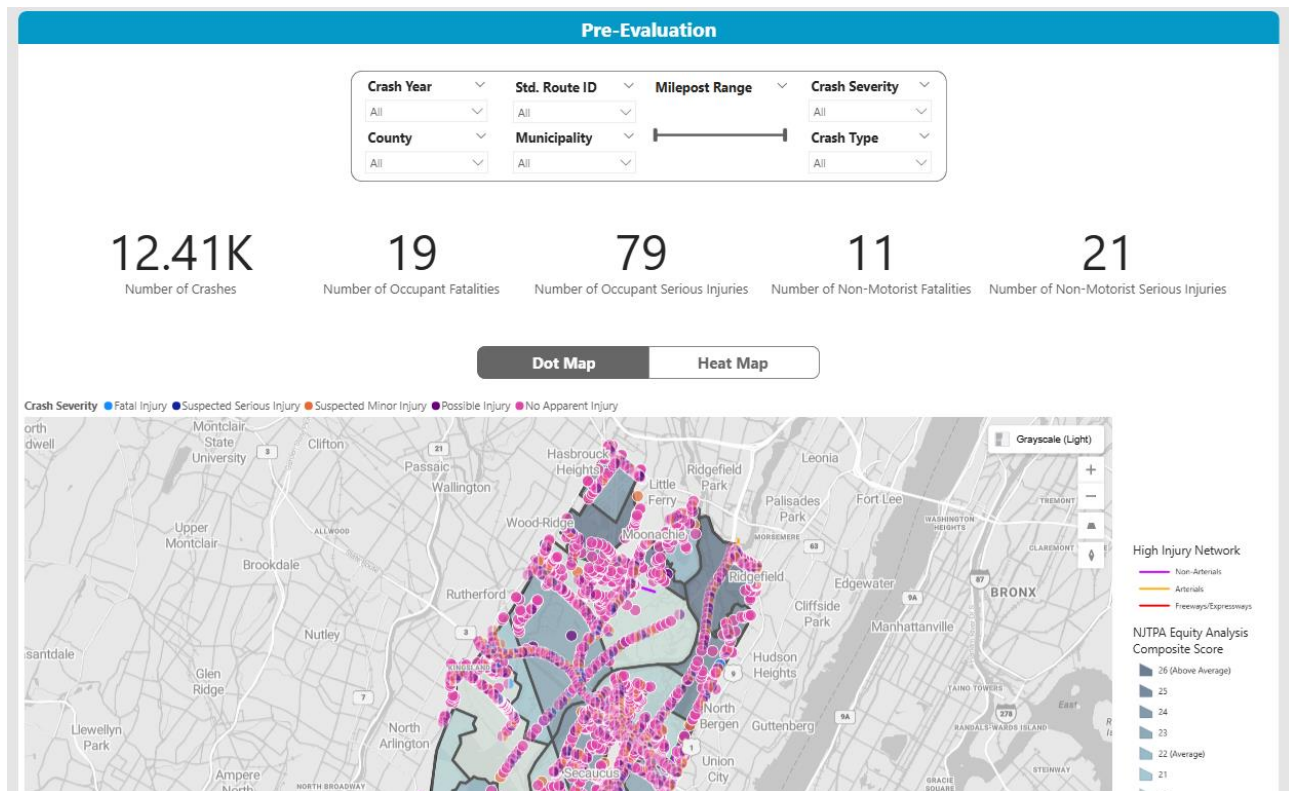
3.0 Pre-Evaluation

The objective of the Pre-Evaluation page is to allow users to gain an understanding of crash conditions in their area of interest. The Pre-Evaluation page, partially displayed in Figure 3.1, is split roughly into four sections: 1) an introductory text box with crash filters, 2) a crash map and summary, 3) a crash tree diagram, and 4) a crash trends module. The map, crash tree diagram, and crash trends graph are interactive. Users can make selections by clicking on data visualizations, which filter data and graphs, and change the displayed data in the page consequently.

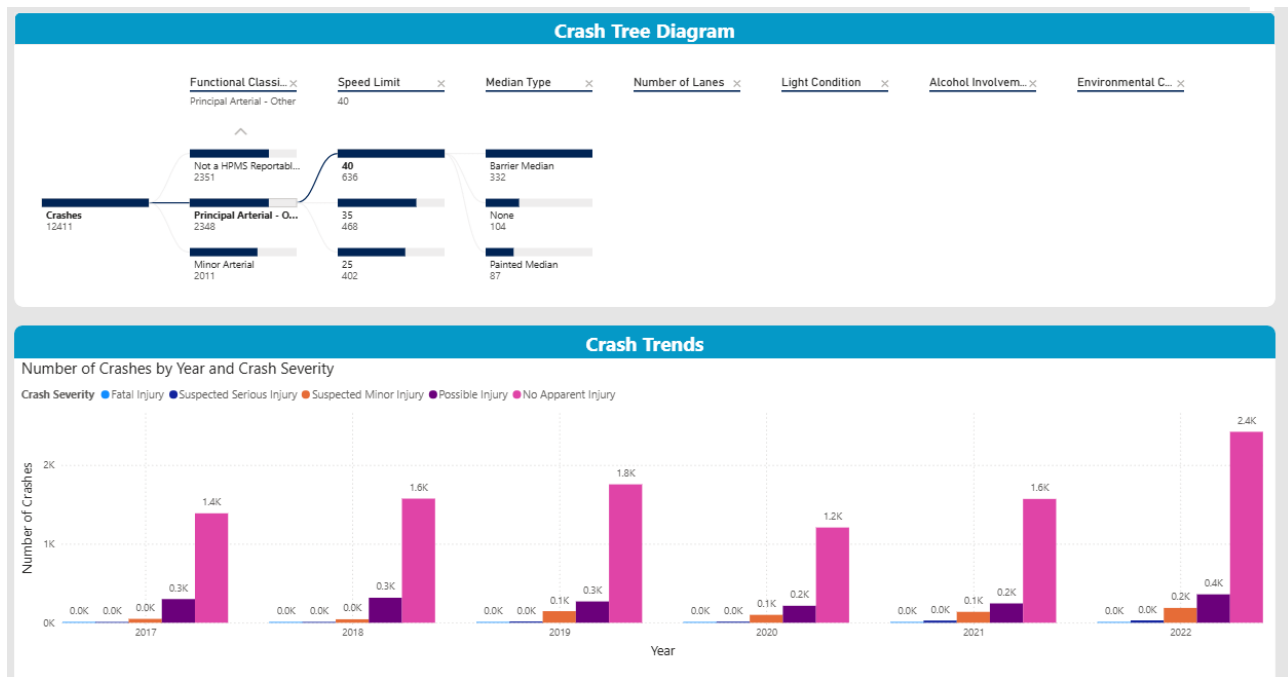
The crash filters are generated using the existing fields in crash data obtained through Safety Voyager. Users may filter crashes by crash year, county, municipality, Standard Route ID (SRI) of the roadway on which the crash occurred, milepost range along the SRI where the crash occurred, crash severity, and crash type.

Below that, the crash map appears with summary call-out boxes. The call-out boxes display the number of crashes, number of occupant fatalities, number of occupant serious injuries, number of non-motorist fatalities, and number of non-motorist serious injuries that have occurred based on the users' selection in the filters, map, trends graph, and/or crash tree diagram.

Figure 3.1 SAT Pre-Evaluation Page – Dot map filter selection



The map seen below the call-out boxes can be set to display a heat map of crashes, or a dot map of specific crash locations. The heat map may be preferred when there is a large number of crashes selected, while the bubble map may be ideal for fewer crash selections, such as in smaller municipalities or selections made deep down the crash tree (Figure 3.1 and 3.2)

Figure 3.2 SAT Pre-Evaluation crash tree diagram and trends

A crash tree diagram is a data visualization tool that uses a hierarchical “tree” structure to break down crash data into more specific categories, helping identify patterns, risk factors, and key characteristics of crashes for safety analysis and improvement. The crash tree diagram allows users to interact with the branches, selecting and drilling down into the crash data based on specific crash and roadway characteristics. Branches may be reconfigured, i.e., moved forward and backward, or eliminated based on user needs. Clicking on a specific branch will select that branch’s crashes in the other visualizations on this page.

The crash trends section displays several charts meant to give users insight into the crash severities and demographic characteristics of persons (i.e., drivers, passengers, bicyclists, pedestrians) involved in crashes. The leading visualization is a column chart showing numbers of crashes based on crash severity by year on the x-axis. Below that are pie charts breaking down the age groups of drivers and non-motorists involved in crashes, as well as similar visualizations for gender and restraint use. A line chart showing the proportion of crashes by severity provides users with an added dimension for analyzing crashes.

4.0 Countermeasures Matrix

The Countermeasures Matrix page serves as a reference for SAT users who would like to view potential safety improvements and study their applicability, possible costs, and potential for crash reduction. Countermeasures may be filtered by their applicability to the 4 E’s: Education, Emergency Response, Enforcement, and Engineering. Another option is filtering by Location (intersections, segments, etc.).

The countermeasures are shown in a table, where the countermeasure name and description are accompanied by the crash types for which it applies, its potential for reducing crashes, as well as some high-level cost estimates. Additional fields indicating applicability to specific safety goals also help users learn more about countermeasure options.

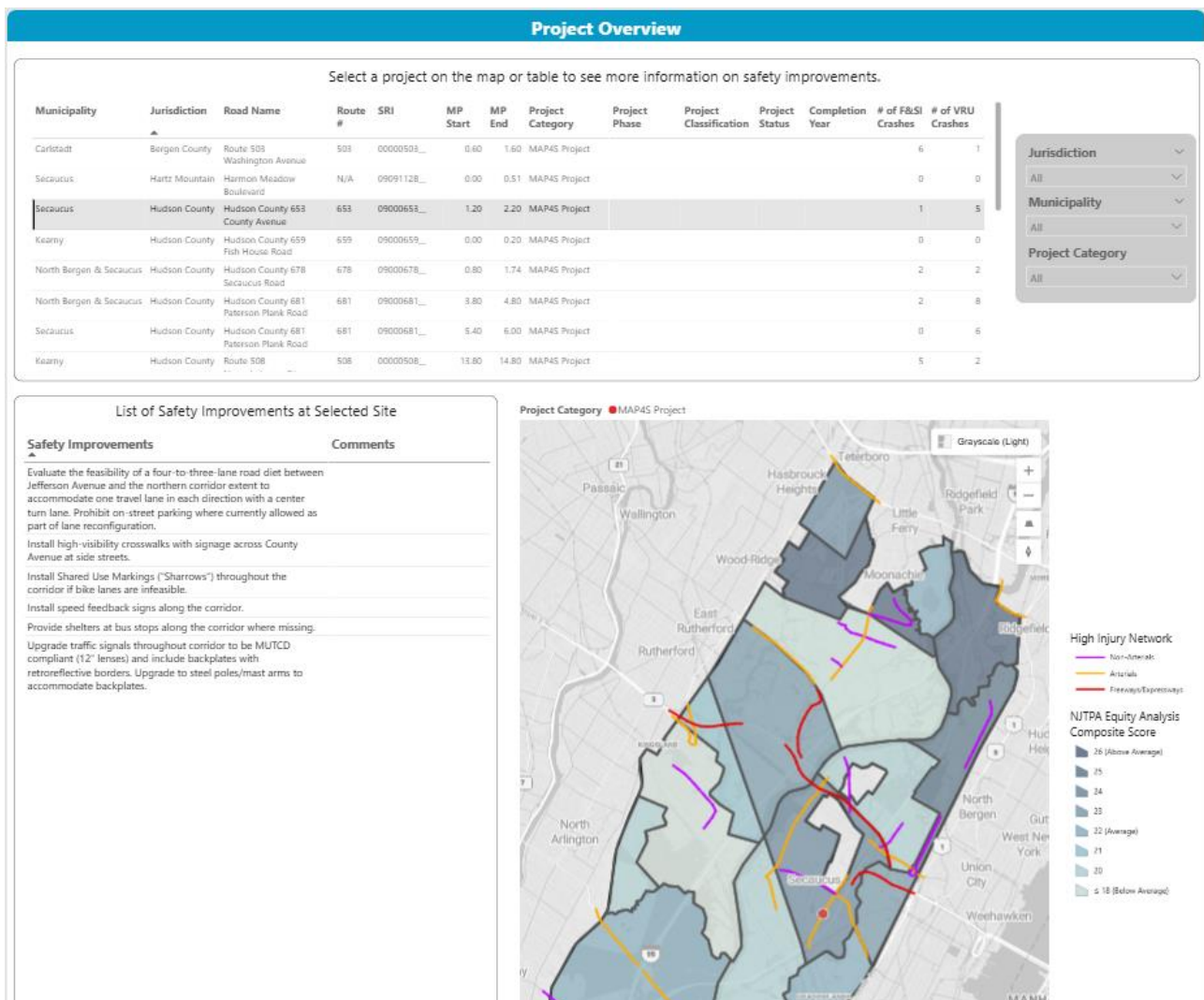
If a user decides to implement an improvement not found in the countermeasures matrix, they have the option of adding countermeasures to the page using the Update Countermeasures spreadsheet, which is discussed in section 7.3.

5.0 Projects

The Projects page shows a table of safety improvement projects which are planned or underway along intersections and/or segments within the Meadowlands District (the District) boundaries. The table also merges this information with user-provided data on projects being developed by municipalities as well as Bergen and/or Hudson Counties. The numbers of crashes occurring at project sites are calculated using the SAT's crash dataset and displayed in the table as well.

A map shows locations of projects overlayed on the MAP4S High Injury Network (HIN) and the NJTPA Demographic Analysis Score for the District. User selection of an individual project in the map or table activates an additional table to the left of the map, which displays information about the specific improvements being planned or constructed at the selected site (Figure 5.1).

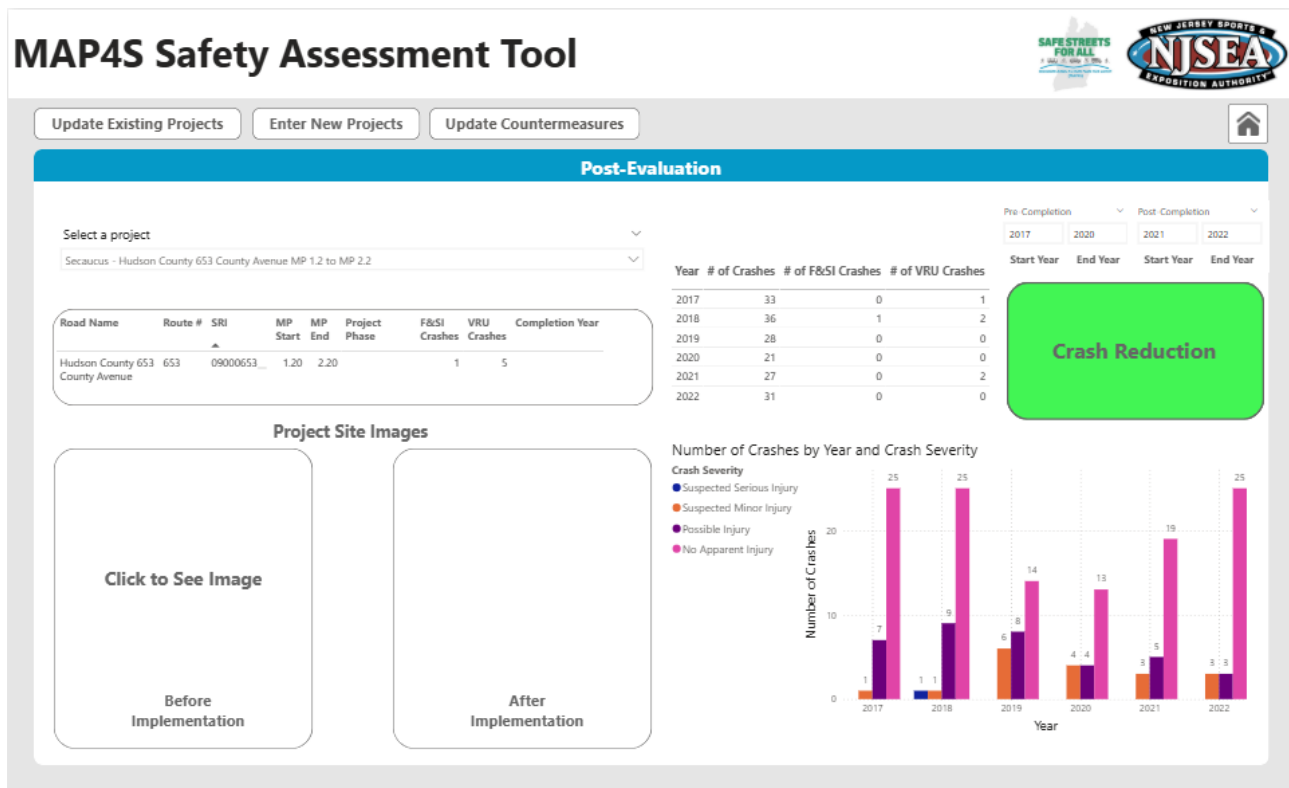
Figure 5.1 SAT Projects page with a project selected



6.0 Post-Evaluation

The Post-Evaluation page is designed to track impacts of an implemented project by comparing crash frequency and severity data and site images before and after implementation. After a project is selected from the drop-down project list, the yearly crash total table is updated to reflect that selection. Depending on the Pre-Completion and Post-Completion year ranges, the tool displays whether crashes were reduced, increased, or unchanged between the two time periods. These time periods are interactive, and users can adjust them to meet their analysis needs (Figure 6.1).

Figure 6.1 SAT Post-Evaluation page with a project selected



If users provide links to a project site's before- and after- images as part of the data entry process the Post-Evaluation page illustrates these images. This allows users to visually see what has changed in the physical infrastructure at site locations after improvements have been implemented. As with all pages of the SAT, printing this page from the user's web browser should produce error-free visualizations, with the caveat that the printout will only display what is shown onscreen.

7.0 Data Entry

Users can provide NJSEA with required project data to be entered in Microsoft Excel sheets in the SAT. Users can request updates in three spreadsheets, which are accessible via buttons at the top of the SAT landing page. These spreadsheets are as follows:

- Existing Projects

- New Projects
- New Safety Countermeasures

Each are described in the following sections.

7.1 Existing Projects

The Updating Existing Projects spreadsheet has worksheets for Bergen County, Hudson County, and municipal projects recommended through the MAP4S process. Stakeholders have the opportunity to fill in several fields with updates related to project planning and implementation. These fields are:

- Project Phase
 - Pre-planning, Planning/Engineering, Construction
- Project Classification
 - Education, Emergency Response, Enforcement, Engineering
- Project Status
 - Proposed, In Progress, Completed
- Completion Year
- Before Image URL
 - A URL for a publicly hosted image, Google Maps link, etc. for visualizing the site conditions prior to the safety improvement implementation
- After Image URL
 - A URL for a publicly hosted image, Google Maps link, etc. for visualizing the site conditions after the safety improvement implementation

7.2 New Projects

Users can send a request to NJSEA to enter their own projects into the SAT by providing all project fields/elements described in the “New Projects” spreadsheet. This spreadsheet is organized into several categories: general information, project contact information, project location information, and safety improvement information.

General Information

- Project Name
- Project Phase

- Pre-planning, Planning/Engineering, Construction
- Project Classification
 - Education, Emergency Response, Enforcement, Engineering
- Project Status
 - In Progress, Not Completed, Completed
- Completion Year
- Before Image URL
 - A URL for a publicly hosted image, Google Maps link, etc. for visualizing the site conditions prior to the safety improvement implementation
- After Image URL
 - A URL for a publicly hosted image, Google Maps link, etc. for visualizing the site conditions after the safety improvement implementation

Project Contact Information

- Organization
- Name
- Email
- Phone

Project Location

- Location Description
- Route #
- SRI
 - Restricted to SRIs in the District
- MP Start
 - Starting milepost of the project
- MP End
 - Ending milepost of the project

- Street Number
 - Street number of the project location (can be approximate)
- Street
 - Street name of the project location (restricted to only street names in the District)
- Municipality
 - Restricted to only municipalities in the District

Safety Improvement Information

- Improvement #1 - #5 (up to five per location)
 - Restricted to improvements in the original Countermeasures Matrix and “Other”
- Comments
 - A field for elaborating on the improvements or going into specifics on the “Other” entered in the Improvement field

7.3 New Safety Countermeasures

If users want to add new proven safety countermeasures which are not reflected in the matrix of safety countermeasures, they can report these countermeasures to NJSEA to be included in the table. Users shall provide NJSEA with necessary fields illustrated in the “Countermeasure table”.