



BREAKOUT GROUPS



Breakout Group Discussion

Breakout group member introductions

1. Do you have any unanswered questions from the main session?
2. What are the big ideas that you think the Target Zero Action Plan should capture?
3. Are there any questions or topics we should plan to explore in future meetings?

Do you have any unanswered questions from the main session?

- How to ensure that traffic safety initiatives are substantial and not just performative?
 - ◊ Goal is to develop actionable items, especially for short term via prioritization.
 - ◊ Group controls outcome.
 - ◊ At Dep of Health, surveillance will help measure how numbers decline.
- Is there a lack of representation from emergency responders in this group? Fire departments etc. sometimes push back against traffic calming. Group could help build support. Public works also should be involved.
 - ◊ Please send us names of people you think should be at future meetings. July meeting is safer vehicles + post crash care.

Do you have any unanswered questions from the main session?

- ◆ Input form: some state employees might have difficulty answering due to their positions—clarify anonymity in description
- ◆ Include judges and prosecutors in the conversation—eliminate plea agreements for certain violations—need penalties to change behavior

Do you have any unanswered questions from the main session?

- Slides will be available!

Post-meeting discussion

- Governance of the Commission?
 - With 13 members, there is a risk of decision paralysis
- Evaluation of implementations
 - If we have an action item, what would the evaluation strategy be?
- Will there be data provided?
 - One of the legislative requirements is data
 - Testing data? From an MVC perspective, we need to see

What are the big ideas that you think the Target Zero Action Plan should capture?

- Green streets, providing traffic safety benefits with environmental initiatives.
- Ensure that populations overburdened with pollution are targeted.
- Partners and funding.
 - More funding to safety projects.
- Quick-build/rapid response to crashes
 - Successful in JC, should be expanded statewide.
- Address need for more public transit as a way to reduce crashes.
- Plan should specify percent decrease in crashes.
- Automated enforcement.
- Training for engineering firms that provide services to municipalities.
- Update to residential site improvement standards.
- Sell economic benefits of safety improvements to business orgs.
- Tie in reduction of VMT.
- Address Title 39 items that may limit traffic calming (speed bump AADT).
- Driver license renewal education.
- Reducing speeds.

What are the big ideas that you think the Target Zero Action Plan should capture?

- Need to look at automated enforcement as a strategy—piloting in school zones, work zones, higher-speed interstates
- Automated enforcement also keeps law enforcement officers safe
- Publish high-injury network map as soon as possible—prioritize safety improvements along HIN
- Need changes in laws that currently hold us back
 - Look into Washington laws that incorporate land use and transportation (e.g.)
- Messaging--need to advance the concept that zero is the only acceptable number of deaths/serious injuries, from a moral/ethical standpoint
- Need paid advertising to get the word out—culture change is paramount
 - Education on how interventions work to benefit safety (e.g., roundabouts, automated enforcement, etc.)
- Complementing HIN, we need systemic and systematic analysis and approach for preventing crashes
- Get everyone to follow NJDOT Complete Streets Design Guide
 - Sometimes more money is needed
- Ped/bike access should always be added during major bridge reconstruction projects

What are the big ideas that you think the Target Zero Action Plan should capture?

- The interdisciplinary nature is valuable
 - ◊ Capture the opportunity to work together between agencies on safety
- A better understanding of the role of land use and modal options
 - ◊ How can we make clearer that safer options makes everyone safer?
- Actionable items!!!
 - ◊ Commission needs to provide specific actions, or else nothing will get done
 - ◊ Research and studies is not what we are looking for; we need a list of actual actionable tasks and then act on them
 - ◊ Follow up on land use: *We need to do X on land use*
- While the plan may explore high-level connections between different concepts, we need to provide guidance and a responsible agency or group listed.
 - ◊ How can state guidance from this TZAP guide county and local decisions
- Include legislative recommendations for issues that need enabling legislation or policy
 - ◊ Only limitation in enabling legislation is “no red light cameras”; everything else is fair game
 - ◊ Speed work zone cameras in PA have a direct impact on driver behavior
 - ◊ See also: DE, NYC, SRTS-NJ report
 - ◊ We can provide the recommendations and the research support; how can the legislature *not* act on it then?

What are the big ideas that you think the Target Zero Action Plan should capture?

- Prioritization in terms of time frame
 - Prioritize getting short-term recommendations started immediately
- Also need to consider fiscal and resource costs, especially considering federal, state, local sources
 - Can the action plan consider recommending increasing or changing funding sources
- We need to be realistic about what it takes to bring recommendation to action
 - There are examples from other states to improve resource allocation and management
 - Some other states do more to support the project selection and prioritization at county and local levels
- More on red light caveat: does not touch other types of automated enforcement or applications of technology
- We have good examples of things that *are working*
 - Examples: Quick-build, demonstrations, not waiting for big-dollar implementation grants, instead focusing on low-cost, high-impact
- Education campaigns, focus on “SAFETY>SPEED”
- We have to look at project delivery and improving that process
 - Every admin promises this; sometimes this is removing NEPA, others it is streamlining the administrative process
 - We need to find a way to make these things faster
 - A lot of projects are very small but still take very long
- Monmouth County/Asbury Park – speaking hyperlocal
 - Passed VZ ordinance
 - Makes example that local-county-state collaboration and coordination
 - Land use is also valuable discussion at the local level; also law enforcement

What are the big ideas that you think the Target Zero Action Plan should capture?

- ◆ Local differences
 - ◇ Some localities have a lot of local engagement yet meet resistance from above
 - ◇ Others have NJDOT safety projects, but they face local opposition

Are there any questions or topics we should plan to explore in future meetings?

- Communication between agencies and local/county governments
- Reaching out to business community.
- Addressing myths (congestion unsafe)

Are there any questions or topics we should plan to explore in future meetings?

- Reaching a clearer understanding/agreement of what the data means (e.g., HINs)
- Statutory speed limits for different types of roads
- Identifying opportunities for low-cost safety improvements in routine work (e.g., painted bike lanes during repaving)
- Messaging through communities that have already gone through the Vision Zero plan development process
- Safe System Approach education at the local level—need to educate local politicians—often where things break down
- Identify opportunities to involve youth in Target Zero efforts
 - Marketing, advancing culture shift
 - Survey, focus groups, VZ ambassador program, etc.
 - West Orange and Burlington City have youth advisory programs, YMCAs
- Standardized communication of Target Zero efforts will be most effective
- Crashes involving youth not wearing seatbelts has been an issue

Are there any questions or topics we should plan to explore in future meetings?

- Safer Vehicles and Safer People – vehicle itself focus
 - Anything related to state statutes that can incentivize or regulate new regulations into vehicles?
 - Anything related to Division of Insurance/Dept. of Banking
 - Change insurance ratemaking?
 - These things have to be addressed at the state level; county and local have no control over this
- What can the state do to make vehicles safer?
 - Beyond promote adoption of vehicles with safer features?
 - As safer vehicles come onto the market, there is evidence that they have led to improvements
 - We have to be realistic to actionable items
- Chassis-raising or aftermarket adjustments: what are the statutes and what is within state law?
 - Requires a new inspection? Is this enforced?
 - Direct action: change X law, enforce X law more
 - Has direct impacts on bike/pedestrian safety because of sightlines
- Additionally, state agency fleets are a good place to start within the purview of the state agencies
- Who is compiling the data and who is generating the high-injury network?
 - Is it only state roads, or is it all roads? A combination thereof?
- Implementation: what can we do to ensure implementation will proceed under the next administration
- Active transportation – cultural shift and safety
 - Are we looking at infrastructure for safe biking and walking? Improving availability of safe infrastructure
- DHS – looking at persons who are disabled

Are there any questions or topics we should plan to explore in future meetings?

- NJ TRANSIT – support speed cameras; examples on Staten Island (characteristically similar to NJ), can we learn more about the effectiveness on SI? Applications to use that funding stream for active transportation
 - TOD is a good cross-section of many of the topics we have discussed
 - May want to consider supporting TOD and safeguarding those programs
- Need to look at incorporating the state action plan at the local and county level
 - Important to consider how local implementation looks in rural versus urban areas. Some areas do not have internal planning and engineering capacity
- Speed limiter legislation – taking any lessons learned from NY work on this?

Who should be included in meetings to ensure each topic is well represented?

- State Office of Planning Advocacy – need to involve more agencies who work on local land use
- NJ TRANSIT Office of Bus Safety; NJ TRANSIT
- Other health departments
- Department of Education – need to have better school outreach to bring about the culture of safety
- Department of Banking and Insurance
 - How can we make insurance agencies more responsible for their policyholders?
 - Can we legislate putting a part insurance premiums into a fund for traffic calming?
- Renewal exams?
- Safety curriculum K12