



# **BREAKOUT GROUPS**



# Breakout Group Discussion

Breakout group member introductions

1. Are there other aspects of the Safer Roads submitted action items that should be addressed?
2. Are there other aspects of the Safer Speeds submitted action items that should be addressed?
3. What other effective strategies should be considered for Safer Roads?
4. What other effective strategies should be considered for Safer Speeds?



## Current Safer Roads Action List

1. Ban Right Turns on Red
2. Bicycle Signals and Improvements
3. Bus Stop Safety Improvements
4. Complete and Green Streets Guide Compliance
5. Coordination between Local, County, and State Plans
6. Expedited Safety Operations Enhancements
7. Integrate ASD/IDD into Universal Design
8. Intersection Improvements
  - ⬡ Roundabouts
  - ⬡ Bike Lanes
  - ⬡ Pedestrian Refuge Islands
  - ⬡ Corner Radius
9. Pedestrian Signal Improvements
10. Regional Approach to Multi-Jurisdictional Corridors
11. Safe Corridor Program
12. Street Lighting Improvements
13. Statewide Greenway Network
14. Stadium & Event Pedestrian Plans
15. Streamlined Approval and Installation of Regulatory Signs
16. Unified HIN Strategy for State, County, Local Roads



## Current Safer Speeds Action List

1. Automated Speed Enforcement
2. Implement Variable Speed Limits
3. Lower Speed Limit for Enforcement
4. Speed Limiter Legislation
5. Statutory Speed Limits
6. Traffic Calming
  - ◊ Speed Humps, Bumps, Tables
  - ◊ Road Diets, Lane Narrowing
  - ◊ Curb Extensions, Neckdowns, Bumpouts
  - ◊ Chicanes

## Are there other aspects of the Safer Roads submitted action items that should be addressed?

- ◆ ADA compliance
  - ◇ Where sidewalk ends, crosswalks etc.
- ◆ Road/lane width
- ◆ When a speed limit is changed under 25 by ordinance, can it be enforced or is there a statutory limit?
- ◆ Look at highway barriers (guardrails) for history of collision to see where interventions are needed
- ◆ What to do, if anything, about robot delivery vehicles which use sidewalks?
  - ◇ Can the data they collect be used for maintenance issues (ADA)?
  - ◇ Do they cause collisions with pedestrians?
- ◆ Concerns about delivery vehicles in bike lanes - ebikes, scooters etc
- ◆ More safe passing signs

## Are there other aspects of the Safer Roads submitted action items that should be addressed?

### ● Toll Roads

- See NJSP Fatal Crash Report (239 as of today)
- Also disaggregate by county
- 14 on NJ Turnpike, 6 on GS Parkway
- Will this plan address toll roads? Higher volumes and higher speeds.
- Neckdowns and other traffic calming practices often not realistic?

### ● Roundabouts

- Traffic calming impact
- Compels all drivers reduce speed to 20mph when approaching the intersection

### ● Post-road work road conditions

- Hazardous to bicyclists
- Complete streets checklist for when roadwork is finished?
- Seems reasonable to expect roads to be returned to a usable condition after work is complete
- See Essex County – Complete Streets checklist has separate checklists for each phase, including post-construction

### ● General note: specific treatments may need to be bundled into broader actions

- Making it a habit that specific treatments becoming regular components of safety projects

### ● Data collection and assessment

- Keep a record of different countermeasures
- More consistent and unified approach to data collection to support systemic analysis

## Are there other aspects of the Safer Roads submitted action items that should be addressed?

- ◆ Address lane widths and roadway geometry
- ◆ Point to recent recommendations to update RSIS
- ◆ Greenways—gap analysis plan identifying highest priority gaps, including pedestrian lighting gaps
- ◆ Unified HIN will be different at state level than other levels
  - ◇ Need to coordinate with wider statewide strategies
  - ◇ Important to think about the methodology we use
  - ◇ Focus the work that all agencies do on the HIN
- ◆ Larger category focusing on pavement structure and design
  - ◇ High-friction surface treatments
- ◆ Improving Local Aid process, such as increasing the amount of folks inspecting on the local level
- ◆ Strong asset management system at county and municipal levels
- ◆ Intersection improvements, including vegetation management and improved sightlines
- ◆ Better enforcement of existing roadway safety laws (Safe Passing Law, Stop and Stay Stopped, Move Over Law)
- ◆ Better reporting system where public can report issues
  - ◇ More awareness about existing reporting options:  
<https://www.njdotproblemreporting.com/>

# What other effective strategies should be considered for Safer Roads?

- Interstate interchanges are insufficient in how they address pedestrians
  - Sidewalks lead up to and follow the interchange often
  - How do we address high-conflict locations where road class changes?
- Conflict zones – Access Management
  - Need to revise and refine the access management policy to reduce conflicts, especially where speeds are high.
  - Priority issue for arterials with lot of businesses, services, etc.
  - Highway occupancy permit process allows this, very difficult to retrofit
  - Influenced by the road classification standards (updated every 10 years)
  - Opportunity when tenancy changes on a site?
- Consider overlay of HIN to address roadway classifications, which in turn has impacts on downstream policy and process, i.e. access permits
- Statewide bollard program
  - For state and county roads where it is necessary
  - Systemic action
- Complete Streets
  - Makes roads safer for all road users and has been proven to reduce speeds
  - Green streets: also a safety issue, drainage and addressing how they impact bike lanes
- Increased funding for road safety audits
- Centerline Hardening
  - E.g. armadillos and bollards
  - Closes left-hand turns to a smaller radius
  - Low-cost, high-impact



# What other effective strategies should be considered for Safer Roads?

- Strengthen Complete Streets implementation
  - Incorporation of green stormwater elements
  - Quick-build opportunities (Jersey City has a flex project toolkit)
  - Sidewalks on all state roads in urban areas
    - This is currently one of the biggest delay factors in projects—need to coordinate ROW, utilities, etc.
  - More options for horizontal deflection (such as mini-roundabouts) and trainings for county and municipal staff
  - VMT reduction goal could help drive funding allocation for projects, including bike-ped safety projects
    - Support this through legislation
- Measurable infrastructure-based benchmarks
  - We also need inventory to match this
- Evaluating project process to shorten project timelines
- Stronger partnerships with advocates on ribbon cuttings could build public support for more of these projects
- Statewide daylighting should be encouraged, particularly for state road intersections
- More standardization for lighting, particularly for pedestrian safety
- Need support for statewide programs for county- and municipal-level engineers—what does it mean to say we're prioritizing safety?
  - Can be done through LTAP or the NJSME



## Current Safer Speeds Action List

1. Automated Speed Enforcement
2. Implement Variable Speed Limits
3. Lower Speed Limit for Enforcement – action title change? Means: better enforcement of lower speed limits – how flexible should enforcement be – ticket 26 in a 25? Many times it's 9+ over before action.
  - ⬡ Are speed limits under 25 enforceable? Some say no but unclear.
4. Speed Limiter Legislation
5. Statutory Speed Limits - does the action match this title? Statutory speed limits are based on land use
6. Traffic Calming
  - ⬡ Speed Humps, Bumps, Tables
  - ⬡ Road Diets, Lane Narrowing
  - ⬡ Curb Extensions, Neckdowns, Bumpouts
  - ⬡ Chicanes

## Are there other aspects of the Safer Speeds submitted action items that should be addressed?

- ◆ Emergency responders and their thoughts on traffic calming – education and outreach on weighing the risks of traffic calming vs EMS speeds
  - ◇ EMTs can be sued for driving collisions
  - ◇ Benefits of bumps vs humps vs tables
  - ◇ How designs take emergency needs into account
  - ◇ Outreach: conferences, regional training, etc.
  - ◇ Guidelines on best practices
  - ◇ Frame as crash prevention to help with cultural changes – frame speed bumps as smoke detectors
- ◆ Speed limiters in vehicles
- ◆ Addressing local DPW concerns related to snow plows – education, outreach



## Are there other aspects of the Safer Speeds submitted action items that should be addressed?

- Automated Speed Enforcement
  - Is it permissible? Yes, the restriction only applies to Automated Red-Light Enforcement
  - License Plate bollard-based enforcement?
  - Supportive LEO verification?



## What other effective strategies should be considered for Safer Speeds?

- ◆ Under Traffic Calming
  - ◇ Medians (esp. Ped Refuge Islands at crossings)
  - ◇ Raised intersections (add to Humps, Bumps, Tables)

## What other effective strategies should be considered for Safer Speeds?

- Maintenance metrics—need to make sure facilities are maintained
- Selection of design vehicles
  - For example, we don't need a 30-ft curb radius in a place where a bus only comes once a day
- Changing who maintains sidewalks and shifting the burden away from property owners to roadway owners
- Signage for Safe Passing Law—should be encouraging all municipalities to put up signage to spread awareness
- Trail crossings as priority intersections
- Research into best practices for shared multi-county or multi-city specialized plow equipment for protected bike lanes
- Intelligent speed assistance for repeat speeding offenders
- Legislation allowing cities to lower their speed limits
  - Requirement for engineering study—should allow for more flexibility, maybe not always needed
  - Maybe only require a study for speed limits 45 mph or greater?
- Enforcement—sometimes tickets can be reduced to something without points—should look at court system and how prosecutors address tickets
- Training to local planners/engineers about speed limit setting considerations (i.e., not to only use 80th percentile)
- Vertical deflection use in more places
- Shared streets (mixed vehicles and pedestrians) on 5-10mph streets



## What other effective strategies should be considered for Safer Speeds?

- All way stops
- School streets pilot program—not allowing motor vehicles to access segment of street where school is—can help with pick-up and drop-off
- Importance of redundancy in reducing speed—implementing multiple actions together
- Curb management for taxis and deliveries

## Additional discussion points

- Rear plate enforcement
  - Are newer vehicles not including front plates and is this not being enforced?
  - Additionally, how are out of state single plate vehicles enforced?
- State Police
  - Larger number of fatal crashes including pedestrians
  - “overmarking” pedestrian infrastructure providing a false sense of security
    - Is there an application of fencing or other infrastructure to restrict unsafe crossings at mid-block on large highways
- City of Elizabeth example on Rt. 1 & 9
  - State highway but also acts as a local road through Elizabeth
  - Frequent need to cross that highway if you live Elizabeth
  - Reducing opportunities to cross not viable for residents who still need to cross and will tend to do so despite the hazard.
  - Consistent issue in Elizabeth
- Why do the trips need to be made in the first place?
  - Is a work shuttle a feasible alternative to provide better options for residents?
  - Jersey Extension – need longer time to measure and evaluate. May have diminishing returns as people become accustomed
- Traffic light signaling set up to compel drivers to “rush” to make all lights. Are all of them required?
  - Is this a negative externality of synchronized signaling?
  - Additional issue: a lot of speeding on this corridor
  - Many corridors statewide serve as regional/major arterial roads as well as needing to serve local residents (“stroads”)
- Driver confusion
  - Too many signs, too fast
  - Speed limit 25mph, when children present: adds a caveat
  - Need to make it easier for drivers to remain calm and obey
- These are issues of pedestrian safety on a road designed for high speeds. There is a conflict in the road’s use by peds and its design which does not address them. What are the solutions?