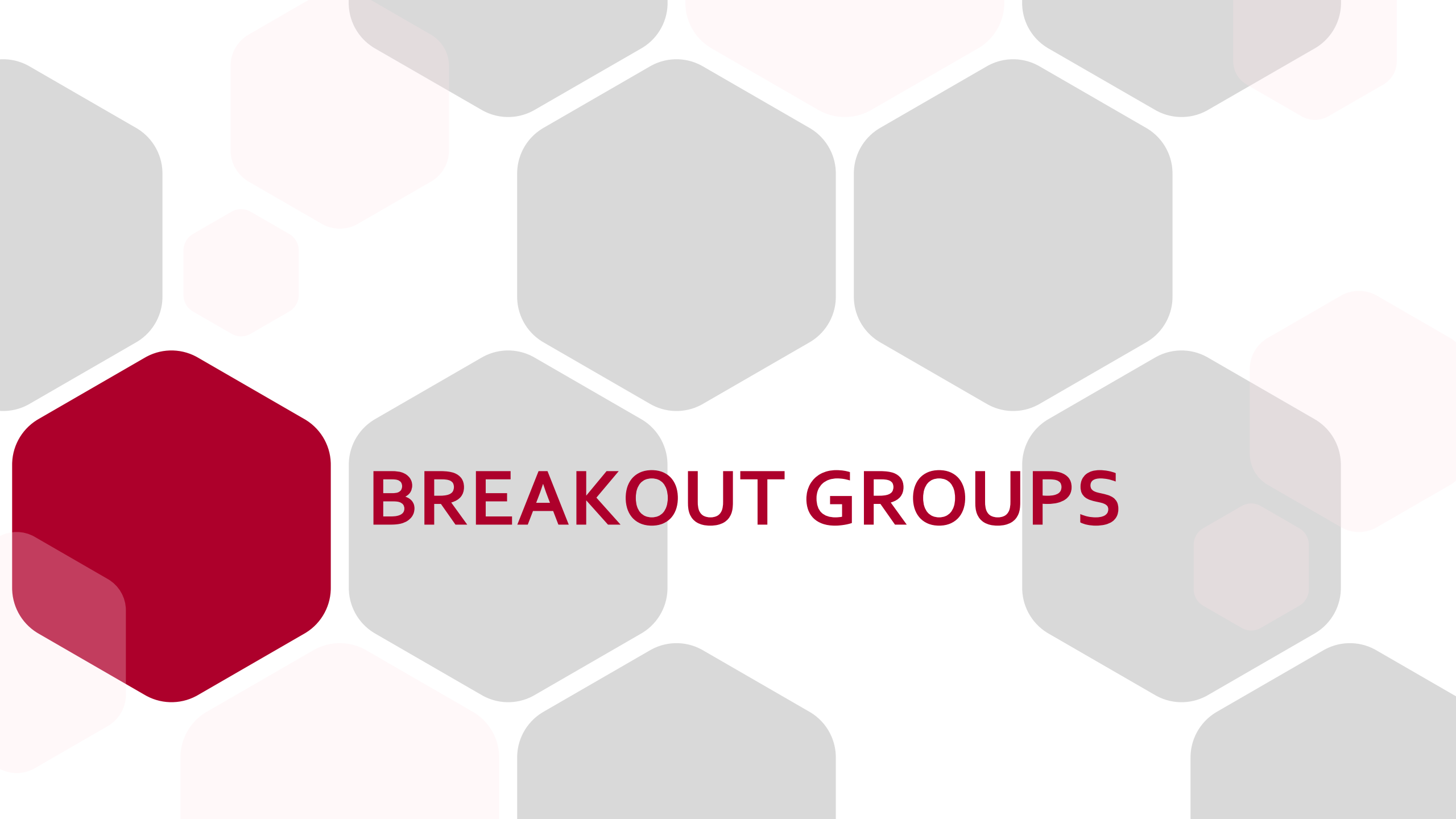




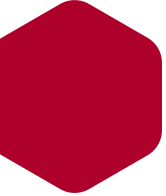
BREAKOUT GROUPS



Breakout Group Discussion Overview

Ranking of Draft Actions by Impact Handout

1. Is there anything on the draft prioritization results that you expected to be higher up or lower down the list?
2. Which actions stand out as quick wins for the Commission?
3. Looking forward one year, the Target Zero Commission will be releasing their first annual report. Which actions do you want to see the most progress on?



Is there anything on the draft prioritization results that you expected to be higher up or lower down the list?

- Vehicle safety inspection (everything is in place already)
- More actions that address alcohol, unrestrained occupants, and speeding.
 - Seatbelt outreach, seatbelt law, automated speed enforcement, BAC checks, reducing BAC, any Safer Speeds actions/speed related actions.
- Right turns on red (connection with pedestrian crashes)
- How do we regulate e-bikes and e-scooters?
 - Data needs (personal conveyance)
 - Only MV related crashes
- Lowering speed limits. In school zones and elsewhere.
- Addressing aggressive driving (running redlights, honking, cutting vehicles off)
 - Look for actions with speed reduction elements.
 - Distracted driving education
 - Look for instances of “aggressive driving”
 - Driver education actions
- ASD/IDD in road design
- Greenway network, trail system is a valuable component.
- Track unsafe behavior with phone technology (turnpike authority)
- Involve insurance industry



Is there anything on the draft prioritization results that you expected to be higher up or lower down the list?

- At least half of crashes occur during daylight—interesting to note, especially considering lighting recommendations
 - Lighting implementation will be targeted, based on HIN or high-crash locations
 - Need to look at proportion of crashes happening during the day vs. night relative to the number of total crashes during each time
- Hope is for agencies to look at recommendations and assess their capacity to address different strategies
- Difficult to say which recommendations would be more impactful when thinking about different timeframes
 - Innovative delivery of quick-build projects could be a huge, quick win
 - Zoning reform could also be very impactful but would take longer
- Observation: certain action items had a lot contained within each recommendation, which could impact how they were ranked by respondents
 - Something that should be discussed by the Commission—need to assess different components of recommendations
 - Exercise helps provide a sense of what people are interested in, which will help guide those discussions
- Some strategies (e.g., transit-friendly planning) might be easier to implement in different regions of the state vs. others (North vs. South Jersey)
- Design-oriented recommendations ranked highly, but there are other less visible strategies that are still important
- Any recommendations addressing educating pedestrians—focus on vulnerable road users—comprehensive public education campaign action



Is there anything on the draft prioritization results that you expected to be higher up or lower down the list?

● Vehicle Inspection Program

- Years away from having a critical mass of vehicles with safety features (older vehicles)
- Safety inspection programs allowed ensuring vehicle frames, tires, lights, windows, etc. are in safe condition
- That system is in place from past operations, just needs to be reactivated
- Safety inspections no longer included in inspections in NJ (emissions only), so this would require enabling legislation
- Added costs to implementation beyond legislation: contracts with providers
- What is the value proposition of this action advancing with priority vs. other actions on the list?

● Safer Vehicles

- Surprising that none of the SV actions made it into the top 10
- E.g. Speed Limiters in vehicles
- E.g. Inspections on raised chassis?
- More than half of the top 10 require legislation
 - Unclear who will take the lead on those actions
 - Need to raise the question: Given so many involve legislation, what is the Commission's view on how they will accomplish that?
 - Strong desire to have efficient implementation, we need to address!
- A lot of actions are very general; difficult to interpret at face value
 - VTC would like to make actions more recognizable and clear on sight
 - Descriptions include a lot of different things; may be beneficial to prioritize the bullets within top actions



Is there anything on the draft prioritization results that you expected to be higher up or lower down the list?

- Defining the HIN and figuring out how to use it should be advanced immediately
 - Need to happen first to enable better implementation going forward
- Delivery of Quick Build Projects
 - People will want to see quick wins; this involves getting quick builds done efficiently
 - Also a priority for Traffic Calming actions (related priorities and outcomes)
- Land Use actions – good to see those higher up on the list
 - Need to keep in mind how TZ goals interact with other state goals (environment, VMT reductions, housing)
 - E.g. reducing VMT will require putting destinations closer together
- Age-Friendly Planning – crucial to engage stakeholders and working groups that work on this
- TZ Commission members will need to help educate other organizations and agencies on the relationship between related goals



Which actions stand out as quick wins for the Commission?

- #16 HIN strategy is already happening
 - #18 Use of HIN for Screening
- #28 Crash records portal
- #48 Updates to Safe Corridors program
- #38 State TRCC already exist
 - Will have to check the overlap
- Repaving opportunities– restriping, bike path, bump outs, daylighting.
 - #1 Increase safety in funding projects
 - #6 Traffic calming action
 - #13 Quick build
 - #2 Rapid response program
- Move over law is already in place
- Prehospital blood transfusion (Office of EMS) is already underway
- Reduction in fatal and serious injury crashes over time

Which actions stand out as quick wins for the Commission?

- Daylighting intersections
 - Could be implemented as a countywide rollout
 - Targeting county roads—most bang for the buck
 - Curb extensions
 - Hardening centerlines—bollards on double yellow lines
- Innovative delivery of quick-build projects
- Increasing safety in funded projects
- Target Zero Rapid Response Program
 - Would look really good to the public that we are taking this seriously
- Top 2 on the ranked list are reactive strategies—should think about more proactive approaches
- Start in school zones—most politically palatable
 - Speed studies as part of a more comprehensive view of reducing speed in school zones
 - Speed enforcement (this will take longer)
- Updating RSIS is needed to address many of these recommendations
- Special event designated driver program
 - TMAs could help coordinate this
 - Programs like this could also be enabling? Maybe?
 - Important to make it easy for people to follow the law

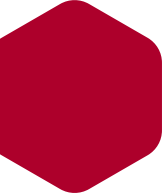


Which actions stand out as quick wins for the Commission?

- Recommendations need to first be adopted by the Commission
 - ◻ Commission then needs to convene to determine how to implement actions
 - ◻ Commission is not empowered to do anything other than forward recommendations back onto Governor/agencies
- Need to think about how to approach agencies with these recommendations, since some might say they are already doing this
- Many factors: time, cost, complexity, etc.

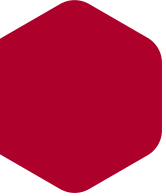
Which actions stand out as quick wins for the Commission?

- ◆ Innovative Delivery of Quick Build Projects
- ◆ Establishing and applying the HIN
 - ◇ HIN at the state level limited in its coverage
 - ◇ County and local HINs are more detailed
 - ◇ Combine with #35 Support local and County TZ Action Plans
 - ◇ The whole point of a state HIN is to address local safety issues
 - ◇ How are we going to get resources to local projects that need them?
- ◆ Target Zero Rapid Response Program
- ◆ Vehicle Safety Inspection Program
- ◆ Lowering Speed Limits in School Zones
 - ◇ Hoboken doing this already, for example
- ◆ Daylighting should be an easy win
 - ◇ Quick build solutions
 - ◇ We have models of scaling daylighting with low-cost materials
 - ◇ Shown statistically to be effective
 - ◇ Is it possible to do a cost-benefit analysis on widespread implementation?
- ◆ Street lighting Improvements
 - ◇ Identify intersections (on HIN?)
- ◆ Revising standards (where legislation is not needed)
 - ◇ Access Management
 - ◇ Roadway Design manual
 - ◇ Residential Site Improvement Standards
- ◆ Data collection
 - ◇ Is it easy to show that we are recording better data? E.g. near misses go unrecorded
- ◆ Context-Based Speed Limit Reductions
 - ◇ Need to address 85th percentile issue!
- ◆ Restrict Red Turn on Red



Looking forward one year, the Target Zero Commission will be releasing their first annual report. Which actions do you want to see the most progress on?

- #66 Implied drug consent
- #79 Rear seat occupant as a primary offense (education and enforcement)
- Inspection process
- Increase advocacy and legislative pushes for safety (including seatbelts)
- Coordinating between agencies (example of safety infrastructure from NJDOT)
- Target Zero Rapid Response



Looking forward one year, the Target Zero Commission will be releasing their first annual report. Which actions do you want to see the most progress on?

- Daylighting
- Need to consider the complexity of certain actions
- Defining progress/success—moving actions to the “next level” even if they’re not necessarily complete
- Combination of progress on different actions, implementation, legislation, etc.
- State-funded quick-build infrastructure projects on High Injury Network identified roadways/intersections
- Only measure of success should be progress toward zero deaths/serious injuries



Looking forward one year, the Target Zero Commission will be releasing their first annual report. Which actions do you want to see the most progress on?

- Any of them!
- Target Zero Rapid Response (2)
- Unified High Injury Network Strategy (16)
- Innovative Delivery of Quick Build Projects (13)
- Intersection Improvements (4)
 - Fold in Daylighting, Quick Builds
 - Combine and coordinate between various goals in different actions!
- Traffic Calming (6)



Notes on Implementation and Accountability

- An implementation plan for the Commission
- Governing structure to facilitate accountability and implementation
- There is no existing body to coordinate between agencies besides the Governor's Office
- Establish how to do interdepartmental implementation
- Interim leadership for transition into 2026
- More engagement of all agencies (non-transportation agencies, specifically)
- How do we engage other partners?
- More fiscal support for the commission to enable more meetings, deeper meetings
- More engagement and education to unify the messaging, understanding, and culture across Commission member agencies
- To keep the Commission operational and going, there needs to be funding
- Subcommittees
 - It is very difficult to get work done with high-level only meetings
 - Ex. Statewide SPL campaign would require many departments to be involved. Who is doing that work in between meetings?
- Need ongoing technical support for the commission going forward past the Action Plan.
- Local experience: involvement of non-transportation groups appears to wane because the work is very much related to transportation