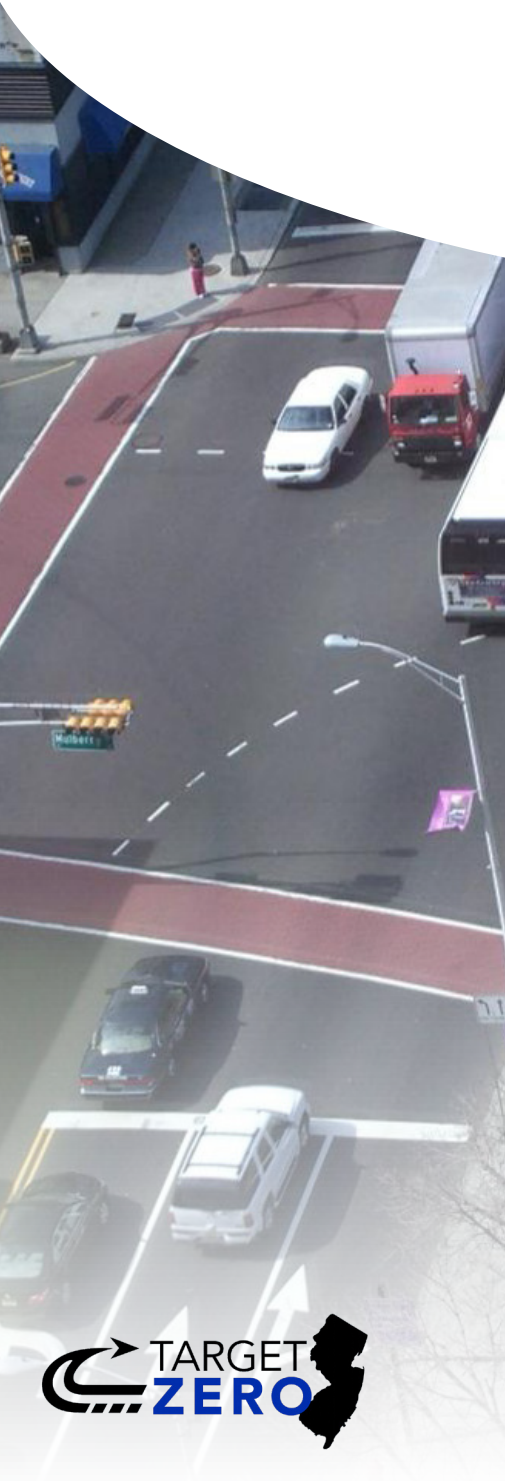
NEW JERSEY
TARGET ZERO ACTION PLAN
2025

Eliminating Traffic Fatalities and Serious Injuries by 2040



TARGET ZERO

Prepared for the New Jersey Target Zero Commission

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Foreword

New Jersey is at a turning point. For too long, traffic crashes have taken lives, devastated families, and shaken communities across our state. And while we have made progress, the simple truth remains: one death is too many.

Under Gov. Phil Murphy, the state has seen a historic level of investment to rebuild and reimagine our entire transportation system, making safety, innovation, and smart investment the foundation of New Jersey's transportation future. The Target Zero Action Plan takes a fundamentally different approach to roadway safety – one grounded in shared responsibility, stronger cross-agency partnerships, and a commitment to designing a system that protects lives, even when people make mistakes.

The plan lays out a comprehensive, data-driven roadmap to reduce – and ultimately eliminate – traffic fatalities and serious injuries by 2040. The Target Zero Commission has adopted the Federal Highway Administration's Safe System Approach as the framework for our work. This plan translates those principles into action by providing a roadmap for creating a safer environment for all road users, while also promoting education and training to support safer travel behaviors.

Just as importantly, the Target Zero Action Plan reflects the dedication and expertise of partners from across New Jersey – policymakers, engineers, planners, advocates, law enforcement, academic institutions, and local leaders – along with the voices of the traveling public. Their input shaped not just the strategies within this plan, but the vision behind it: a New Jersey where everyone, whether walking, biking, driving, or using transit, can get where they are going safely.

The recommendations are intentional, actionable, and measurable. Progress will be tracked and reported publicly, ensuring transparency and accountability as we move forward. Reaching zero requires all of us – across state, regional, and local governments, and within every community – to treat safety as a shared, collective responsibility. It's time to make safety a way of life.

On behalf of the 13 members of the Target Zero Commission, I affirm our continued commitment to advancing this work, promoting Target Zero statewide, and collaborating closely with the many stakeholders who share in this goal. Together, we can build a safer, fairer, and more resilient transportation system – one that honors those we have lost, protects those who travel our roads today, and safeguards future generations of New Jerseyans.

I invite all New Jersey residents, advocates, and local leaders to engage with this plan and help shape the road ahead. Achieving zero is ambitious, but it is possible – and it is the only acceptable goal for a state that values every life.

Fran O'Connor

Commissioner, New Jersey Department of Transportation
Chair, New Jersey Target Zero Commission

Dedication

The New Jersey Target Zero Action Plan is dedicated to those who have died in traffic crashes, those who have survived with life-altering injuries, and the loved ones who carry their stories forward. We share in your loss and will endeavor to do more.

Acknowledgements

Participants in the Target Zero Working Group helped shape this Action Plan by attending meetings, submitting ideas, reviewing and prioritizing actions, and sharing their expertise in thoughtful discussions. Their time, energy, and insight contributed meaningfully to the Plan's development and to New Jersey's goal of eliminating roadway deaths and serious injuries by 2040. We are grateful for their dedication.

Target Zero Commission Member Agencies

New Jersey Department of Transportation (NJDOT)

New Jersey State Police (NJSP)

New Jersey Department of Health (NJDOH)

New Jersey Department of Community Affairs (NJDCA)

New Jersey Motor Vehicle Commission (NJMVC)

New Jersey Department of Human Services (NJDHS)

New Jersey Division of Highway Traffic Safety (NJDHTS)

New Jersey Department of Environmental Protection (NJDEP)

NJ TRANSIT (NJT)

New Jersey Turnpike Authority (NJTA)

Delaware Valley Regional Planning Commission (DVRPC)

North Jersey Transportation Planning Authority (NJTPA)

South Jersey Transportation Planning Organization (SJTPO)

1. Introduction

In January 2025, Governor Phil Murphy signed the Target Zero Commission Law (P.L.2024, c.109), establishing the New Jersey Target Zero Commission (TZC) with the goal of eliminating traffic fatalities and serious injuries on New Jersey's roads by 2040. The Commission comprises representatives from 13 state and regional agencies and is chaired by the Commissioner of Transportation. The Target Zero Commission is tasked with the responsibility "to study, examine, and review all aspects of traffic safety with a particular focus on access, equity, and mobility for all road users using the safe system approach and to advise the Governor, the Legislature, and the Department of Transportation regarding policies, programs, research, and priorities to help achieve the goal of eliminating traffic fatalities and serious injuries."

In January 2025, Governor Phil Murphy signed the Target Zero Commission Law establishing the New Jersey Target Zero Commission with the goal of eliminating traffic fatalities and serious injuries on New Jersey's roads by 2040.

Percent Increase in Number of NJ Traffic Deaths, 2023 to 2024

Data source: New Jersey State Police fatal crash statistics

The legislation also requires development of a High Injury Network (HIN) that "indicates the roadways in the State with the highest injury rates." According to the New Jersey State Police fatal crash statistics, traffic deaths and injuries have sharply increased in New Jersey. From 2023 to 2024, fatalities increased 14% and pedestrian fatalities increased 32%. Between 2021 and 2024, the state lost over 600 people each year to traffic crashes, with one-third of those being pedestrians and bicyclists.

To reach zero deaths and serious injuries on New Jersey's roadways requires attention to locations and corridors with a disproportionate share of fatal and injury crashes, known as the state and local High Injury Networks. However, reaching zero also requires adoption of a broad approach that focuses on the design and operation of roadways and the surrounding environments, as well as the behavior of road users.

The Legislature adopted the Federal Highway Administration's Safe System Approach to guide the development of the Action Plan. The Safe System Approach is an internationally recognized and successful

practice that sets an ethical stance that it is unacceptable to allow fatal and serious injuries (FSI) to occur on public roads.

This Action Plan adopted by the TZC is organized under the Safe System Approach headings of Safer People, Safer Roads, Safer Speeds, Safer Vehicles, and Post-Crash Care. The Action Plan also recommends actions under the headings of Safer Land Use and Coordinated Implementation. The latter includes actions related to policy, investment, data, and project delivery, as well as collaboration between entities. While each action can stand on its own, the TZC members recognize that the cumulative impact of all the recommendations is greater than the sum of its parts and collectively represent meaningfully steps on the journey towards realizing the goal of zero fatalities and serious injuries in New Jersey.

The USDOT's Safe System Approach.

2. Addressing Fatal and Serious Injury Crashes

Our public roads are meant to serve all of us, enabling us to access education, jobs, services, food, health care, goods, recreation and other essentials of our lives. Everyone should arrive safely at their destination every time. All public roads should provide all road users safety when traveling along or across these roads. The cost of meeting our mobility needs should not be paid for in human lives.

The Target Zero Action Plan provides a roadmap for creating a safer environment for all road users, while also supporting safer travel behaviors. The plan engages all safety partners (policymakers, state and regional agencies, planners, engineers, government officials at all levels, advocates, law enforcement, as well as the traveling public) to work on achieving the goal of zero roadway deaths and serious injuries by 2040. Within all state agencies and partners, road safety must be a priority for staff, consultants, and others working on their behalf. In transportation agencies, these individuals should prioritize road safety not only in their personal travel but also in the planning, scoping, design, construction, operation, maintenance, and evaluation of roadway projects and programs.

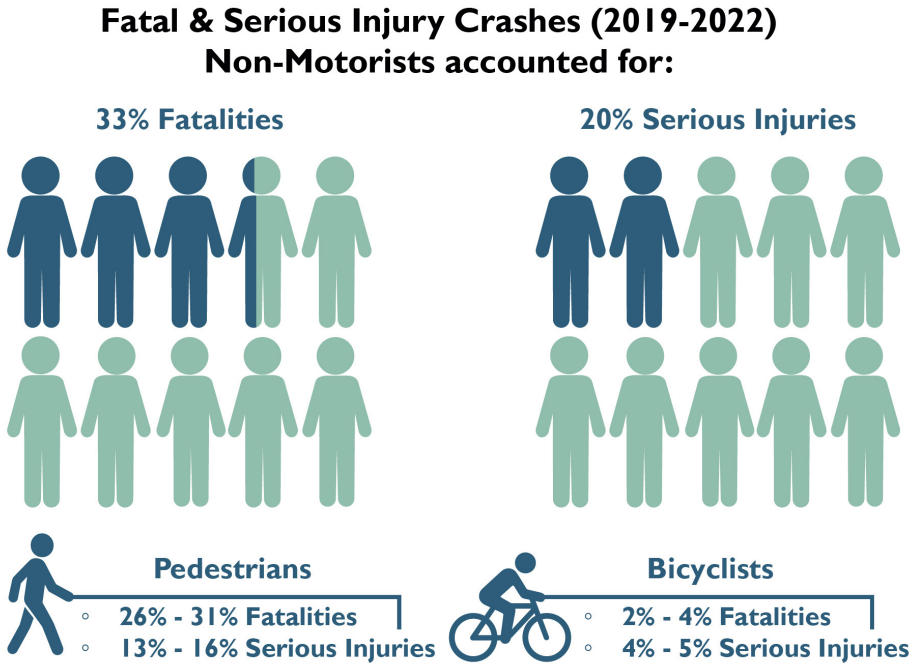
Education for the broader public should promote a traffic safety culture in which all road users actively participate in creating safer streets for themselves and others and recognize that traffic deaths are not inevitable; instead, collective action and informed choices can make traffic deaths preventable.

2.a. Victims of Fatal and Serious Injury Crashes

The cost of traffic deaths and serious injuries is personal, societal, and economic. Every person who dies means a life unfulfilled and leaves behind grieving loved ones. From 2019 to 2023, the number of crashes and fatalities increased dramatically. Serious injuries increased as well in the period between 2019 and 2022.

For the period between 2019 and 2022, non-motorists accounted for 33% of roadway fatalities and 20% of serious injuries. In each of these four years, between 26% and 31% of those killed and 13% to 16% of all those seriously injured were people walking. In each of the four years, between 2% and 4% of those killed and 4% to 5% of all those seriously injured were riding bicycles (SHSP 2025, p. 59). The number of fatal and serious injuries has continued to increase over the past several years. In 2023, 32% of roadway fatalities were pedestrians and cyclists, in 2024 36% were ped/bike, in 2025 so far 31% are ped/bike.

These deaths and serious injuries are unacceptable.



Data source: New Jersey Strategic Highway Safety Plan 2025

2.b. New Jersey Target Zero Commission

The Target Zero Commission is focused on integrating the principles and objectives of the Safe System Approach into the Commission's work and into policy and practice recommendations at its 13 member organizations and throughout the State. The development of the New Jersey Target Zero Action Plan has been a collaborative effort, and its success relies on continued coordination and partnership among agencies, organizations, jurisdictions, and professionals.

As required by the enabling legislation, the Target Zero Commission comprises representatives of 13 state agencies: NJ Department of Transportation; NJ State Police; NJ Department of Health; NJ Department of Community Affairs; NJ Motor Vehicle Commission; NJ Department of Human Services; NJ Division of Highway Traffic Safety; NJ Department of Environmental Protection, Office of Environmental Justice; NJ Transit Corporation; NJ Turnpike Authority; and the three Metropolitan Planning Organizations (MPOs) for New Jersey: Delaware Valley Regional Planning Commission, North Jersey Transportation Planning Authority, and South Jersey Transportation Planning Organization.

The Target Zero Commission Law requires that the Commission, through this Action Plan, "review all aspects of traffic safety with a particular focus on access, equity, and mobility for all road users using the safe system approach." According to the NJDEP Office of

Environmental Justice, overburdened communities are specifically defined by the New Jersey Environmental Justice Law (NJSA 13:1D-157). In transportation safety, access and mobility are two related yet distinct concepts. Access refers to the ability of individuals to reach essential destinations. Mobility refers to the ease with which individuals can reach essential destinations. These destinations can include jobs, schools, grocery stores, healthcare, and other services.

Per the Target Zero Commission Law, the Commission will meet "no less than twice per year" and hold "at least two (2) annual public hearings to report progress." Every year, the Commission will also release an annual report that will include the findings and activities of the Commission, including a review of the implementation of this Action Plan and the action items therein.

The Target Zero legislation calls for the Commission to:

1. review any relevant, existing safety plans brought to the commission by its members, identify ways to advance target zero strategies, and develop a comprehensive and coordinated action plan to help achieve the goal of eliminating traffic fatalities and serious injuries on all public roadways in the State by 2040 through engineering, education, and enforcement systems that analyze physical transportation designs with a focus on the equitable treatment of all transportation users; provided that the action plan shall not include implementation of traffic control signal monitoring system technology to determine whether a traffic control signal violation occurred and to issue a summons or assess any penalties for such violation;

2. identify short-term and long-term data-driven strategies with measurable goals and target dates to reduce traffic fatalities and serious injuries with the goal of eliminating all traffic fatalities and serious injuries by 2040; provided that the strategies shall not include implementation of traffic control signal monitoring system technology to determine whether a traffic control signal violation occurred and to issue a summons or assess any penalties for such violation;

3. develop and adopt the action plan pursuant to paragraph (1) of this subsection, which action plan shall include implementation of the strategies identified pursuant to paragraph (2) of this subsection no later than the first day of the 12th month following the effective date of P.L.2024, c.109 (C.27:5F-44 et seq.), except that before adopting the action plan, the commission shall host a public hearing to receive public feedback concerning the proposed action plan, which proposed action plan shall be published on the commission's Internet website no less than 72 hours before the public hearing;

4. promote effective and transparent collection of traffic safety data and dissemination of such data via a publicly accessible data portal that includes, but is not limited to, the most dangerous intersections in the State, traffic crash data with information on non-fatal injuries and demographic data, and a high-injury network that indicates the roadways, in the State, with the highest injury rates;

5. encourage the elimination of road hazards by advancing active transportation and mass transit as safe and viable forms of transportation throughout the State for persons of all ages and abilities;

6. provide recommendations for changes to State, county, and municipal law to achieve the goal of eliminating all traffic fatalities and serious injuries by 2040; provided that the recommendations shall not include implementation of traffic control signal monitoring system technology to determine whether a traffic control signal violation occurred and to issue a summons or assess any penalties for such violation;

7. review any relevant, existing safety plans brought to the commission by its members and develop the action plan to implement and promote the safe system approach, target zero strategies, and evidence-based safety countermeasures to help achieve the goal of eliminating traffic fatalities and severe injuries among all road users by 2040; provided that the action plan shall not include implementation of traffic control signal monitoring system technology to determine whether a traffic control signal violation occurred and to issue a summons or assess any penalties for such violation;

8. create and maintain an interactive Internet website to provide information about the commission, including: the membership of the commission; the commission's plans, progress reports, meeting notices, agendas, and minutes; educational materials about target zero; a link to the safety portal required pursuant to paragraph (4) of this subsection; and any other information the commission deems necessary;

9. serve as an advisor to the Department of Transportation and other State agencies with regard to roadway planning and transportation infrastructure planning;

10. provide advice and assistance to county and municipal governments regarding the data resources available to them to develop their own target zero plans; and

11. report annually to the Governor and, pursuant to section 2 of P.L.1991, c.164 (C.52:14-19.1), to the Legislature on the findings and activities of the commission, including the number of road traffic fatalities and serious injuries and the review of the implementation of the action plans. The commission shall submit the report before the third Sunday in November of each year, which is World Day of Remembrance for Road Traffic Victims.

2.c. Process and Engagement

Target Zero Commission Working Group

In addition, the Target Zero Commission formed a Working Group that comprised the Commission member or their designee from each agency, representatives of other state, county, and local agencies, as well as representatives of advocacy organizations and other interested parties. The Working Group, coordinated by the Alan M. Voorhees Transportation Center at Rutgers University, met each month from April through September 2025.

The role of the Target Zero Commission Working Group was to:

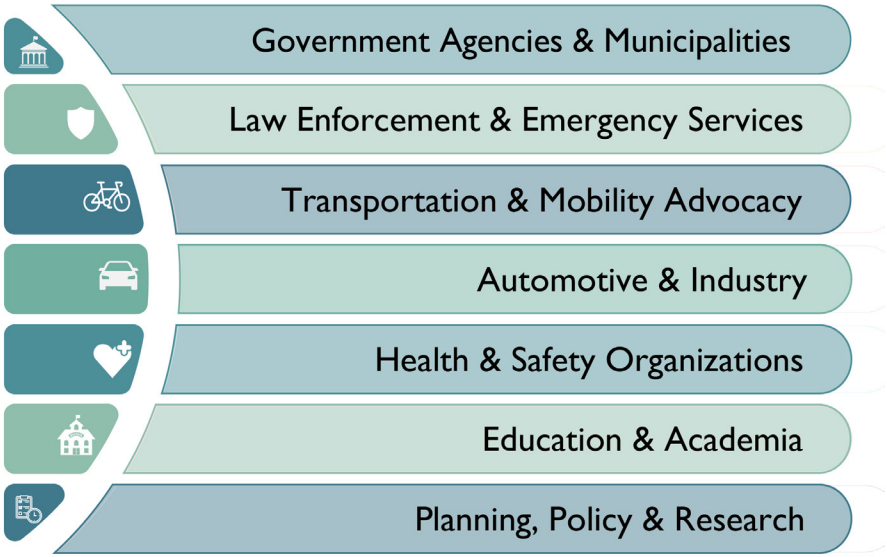
- Collect and review existing programs.
- Collect, generate, and prioritize recommendations for new programs or changes to programs to help eliminate fatalities and serious injuries on NJ roads.
- Guide and inform the development of the Target Zero Action Plan
- Report to the Target Zero Commission.
- Actively contribute to Working Group meetings.
- Support development of draft actions.

Public Input

Opportunities for public input into the development of the Target Zero Commission Action Plan were offered through multiple channels, including public comment periods, both in person and via email, during Commission meetings, attendance at monthly virtual Working Group meetings, direct feedback on draft Working Group deliverables, and participation in online questionnaires. During Working Group meetings, attendees were encouraged to share input through breakout sessions and chat discussions.

The Target Zero Working Group Input Form provided a means for interested individuals to propose action items. These ideas were gathered through a link shared broadly and were recorded in Qualtrics, a survey software tool, through Rutgers University. The input form asked for ideas for actionable items that were not tied to specific geographic locations; good examples of implementation or where implementation has been successful; how implementation was successful; resources supporting the action; agencies that should be involved in the adoption of the idea; and any other considerations. The number of ideas an individual could provide was not limited. The input form was available from May to August. Ideas were also accepted via the Working Group's email.

Working Group Pariticipants



To assist in prioritization of the action items, the general public was invited to provide feedback on draft actions', potential safety impacts, and expected timeframe for delivery. The questionnaires were available on Qualtrics through Rutgers University. The prioritization exercise is further described in the introduction to Section 3. Action Tables - Safe System Approach as a Framework.

A dedicated email address was established for Target Zero Working Group communication. The NJ Target Zero Commission Working Group webpage provided information that included a link to the Input Form, links to draft actions and prioritization questionnaires, a calendar of meetings, as well as agendas, presentation slides, and meeting notes from all meetings.

2.d. What is Target Zero?

Target Zero shares with other approaches—Toward Zero Deaths, Vision Zero, Driving Towards Zero Deaths, and the Safe System Approach—the goal of reducing and ultimately eliminating roadway deaths and serious injuries. The Target Zero philosophy holds that it is unacceptable to view traffic deaths and serious injuries as the inevitable price of mobility. Across New Jersey, some municipalities and counties have adopted Vision Zero Plans or Comprehensive Safety Action Plans (also called Local Safety Action Plans or Local Road Safety Plans) to guide work toward reaching zero deaths and serious injuries on their roadways. These plans share the Target Zero philosophy.

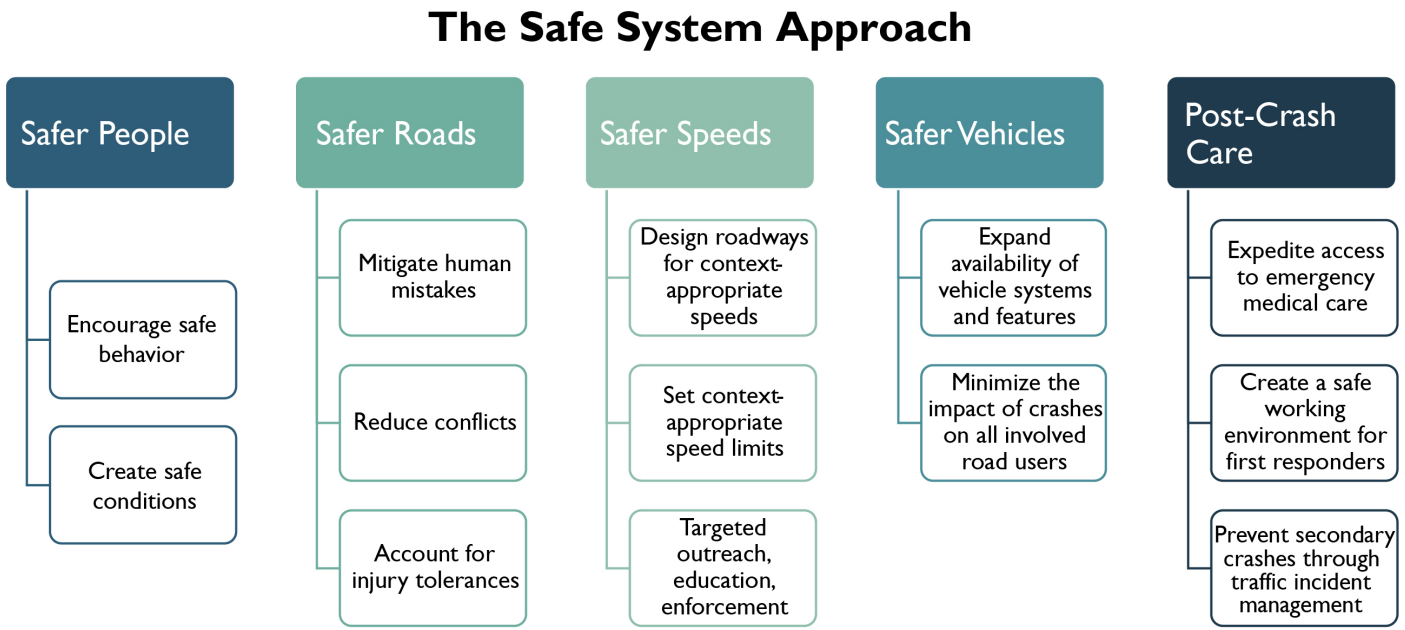
As traffic fatalities have continued to increase in the State, the passage of the Target Zero Commission Law embodies a commitment to traffic safety and the urgency of achieving the goal of eliminating roadway deaths and serious injuries by 2040. The Commission fosters interorganizational collaboration, allowing for leaders in transportation,

safety, land use, public health, and related fields to meet and discuss priorities and strategies that can be implemented to reach this goal.

The Target Zero legislation calls for the collection of traffic safety data and establishment of a publicly accessible data portal that makes that data available to researchers, advocates, and policymakers. The legislation states that "data would include, and is not limited to, "the most dangerous intersections in the State, traffic crash data with information on non-fatal injuries and demographic data, as well as a high injury network (HIN) that indicates all roadways in the State with the highest injury rates."

2.e. The Safe System Approach

Reacting to locations and corridors where crashes have occurred is only part of the necessary approach to get to zero deaths and serious injuries. Reaching the Target Zero goal requires the adoption of a broad approach that is proactive and considers all aspects of the Safe System Approach. Promoted by the Federal Highway Administration (FHWA), the Safe System Approach is an internationally recognized and effective framework that emphasizes the need to prevent fatal and serious injuries on public roads through proactive, system-wide safety strategies.



Core objectives of the Safe System Approach.

The Safe System Approach is, by its nature and structure, systemic. Systemic approaches look beyond individual crashes or isolated hazards to instead reduce risk across the entire transportation system. This Action Plan takes a systemic approach to safety, providing a holistic perspective that examines roads, vehicles, user behaviors, and policies. The action items included therein represent opportunities for collaboration, coordination, and cooperation across agencies and recommendations for changes to policies and programs at member agencies to focus on risk reduction for all road users.

The principles of FHWA's Safe System Approach are:

- Death and serious injuries are unacceptable
- Humans make mistakes
- Humans are vulnerable
- Responsibility is shared
- Safety is proactive
- Redundancy is crucial

The goal of adopting the Safe System Approach is to reach zero roadway fatalities and serious injuries. The approach refocuses transportation system design and operation on anticipating human errors and reducing impact forces to minimize crash severity and save lives. The Safe System Approach takes into account the safety of all road users, and makes particular note of the need "to facilitate safe travel by the most vulnerable." FHWA describes employing the Safe System Approach to address the nation's pedestrian safety crisis those road users outside of motor vehicles because "it relies on multiple overlapping protections to keep people safe."

The five objectives of the Safe System Approach are:

Safer People

The success of Target Zero actions depends in part on members of the public who understand Target Zero and the role they have in ensuring the safety of other road users. Tools for promoting Safer People include training programs, education campaigns, encouragement initiatives, enhanced enforcement, and laws that cultivate a culture of traffic safety. Additionally, a safe system creates conditions that enable people to make safer behavioral choices. Roads should be designed with consideration for how the provided geometry and countermeasures impact the behavior of all road users.

Safer Roads

Design of roadway environments should mitigate human mistakes, minimize and modify conflict points, account for injury tolerances, and encourage safer behaviors on the part of all road users. Infrastructure that supports safe travel using all modes, i.e. walking, rolling, biking, riding, driving, and transit, should be designed and built to separate users (e.g., medians, bicycle lanes), manage speeds, and reduce crash impacts at locations where road users are most likely to come into conflict. Redundancy is critical in offering layers of protection to prevent crashes from occurring and to mitigate harm when they do occur.

Safer Speeds

Speeding increases the likelihood and severity of crashes, and FHWA identifies it as a "well-documented and understood factor in death and injury, especially among people outside of a vehicle." Reducing motor vehicle speeds increases drivers' field of vision, provides more time to react, slow, and stop a motor vehicle, and reduces the force of impact

in a crash. Lower motor vehicle speeds also allow other road users more time to respond to driver actions. Achieving safer speeds requires a combination of thoughtful, equitable, context-appropriate roadway design and appropriate speed limits in all roadway environments, targeted education, and enforcement.

Safer Vehicles

Motor vehicle design and technology can improve safety for drivers, passengers, and all road users by preventing crashes or absorbing impacts to decrease the risk of death and serious injuries. These improvements include reduced motor vehicle mass, speed control, motor vehicle shapes that reduce injury severity for road users outside of the motor vehicle, active collision avoidance, technology that supports sober and attentive driving, increased visibility, and effective occupant protection. This objective seeks to increase the safety of motor vehicles on the road. While many aspects of vehicle design, such as manufacturing standards and consumer vehicle features, fall outside the direct influence of the Target Zero Commission, the Commission can play a role in shaping the safety profile of vehicles selected and operated by the state. Through strategic decisions about state fleet vehicle selection and usage policies, the Commission can model and promote safer vehicle standards across New Jersey.

Post-Crash Care

In 2021, 40% of people who were fatally injured in a crash across the US were still alive when first responders arrived at the scene of a crash. Effective post-crash care ensures that victims have expedited access to emergency medical care, emergency responders work in a safe environment, and secondary crashes are avoided. Specialized training and improved tools for emergency medical responders can improve the life expectancy of individuals injured in a crash. Systematic review of crash responses, including data collection and coordination among partners, can strengthen emergency response systems and reduce recurrences. Comprehensive investigation of crash causes, by planners and engineers as well as law enforcement, can also reduce recurrences.

2.f. Additional Priorities – Safer Land Use Planning and Coordinated Implementation

In response to Working Group discussions and public input, the NJ Target Zero Commission has chosen to explore additional priorities which guide a coordinated approach to statewide institutionalization of Target Zero goals and the Safe System Approach. The graphic below incorporates these additional priorities into the existing FHWA Safe System Approach framework.

Safer Land Use

Reimagining how land is used reduces overall exposure to motor vehicles for all road users, and therefore, the likelihood of crashes and subsequent injury. Understanding where people live, work, study, shop, and make other essential daily trips informs land use planning that supports shorter motor travel distances and promotes increased use of active transportation and public transit. These efforts could be particularly important in overburdened communities where people may be more dependent on public transit and active transportation.

Coordinated Implementation

- ***Quality Data and Evaluation:*** Detailed, accurate, current, and accessible crash data is essential for identifying high-injury areas and prioritizing safety projects. The Target Zero Commission Law calls for, "…a publicly accessible data portal that includes, but

is not limited to, the locations in the State with the most fatal collisions, traffic crash data with information on non-fatal injuries and demographic data, and a high-injury network that indicates the roadways with the highest injury rates." In addition, to effectively identify high-injury areas and prioritize safety interventions, it is essential to collect all crash data and improve the accuracy, timeliness, and accessibility of that information. Robust analysis of this data, along with evaluation of safety countermeasures, is critical to ensuring resources are allocated where they can have the greatest impact.

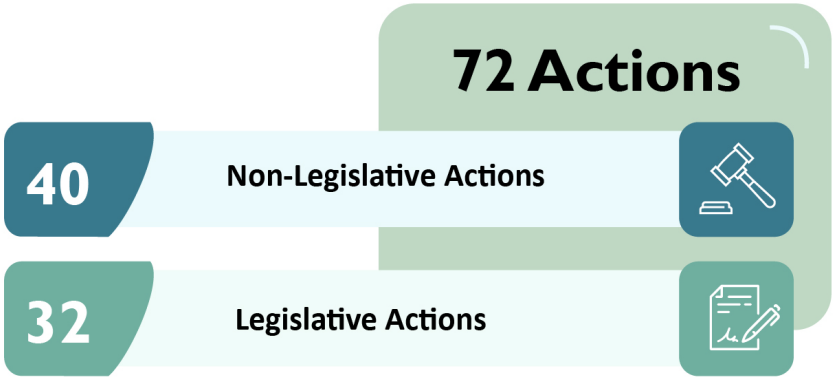
- ***Efficient Project Delivery:*** An efficient project delivery process helps transportation agencies address roadway safety at specific locations or along corridors in a timely manner through enhanced local, regional, and state coordination. Multi-stakeholder coordination is crucial to achieving safer and more efficient outcomes. The coordination should be among all stakeholders who have a role in working on the roadway.
- ***Sufficient Funding:*** Consistent and sufficient funding for safety projects, from initial concept through construction, maintenance, and evaluation, as well as an efficient funding application process, will enable agencies to address their challenging road environments and their communities' transportation needs. Overburdened communities, in particular, and those communities identified as being on the high injury network, will need fiscal support to advance safety improvements.
- ***Technical Assistance:*** When considering complex transportation safety projects and other traffic safety initiatives, agencies often face challenges due to limited staff, resources, and technical expertise. Communities require interagency collaboration and wider access to tools and professional guidance.

New Jersey's Target Zero Framework is founded on the principles and objectives of USDOT's Safe System Approach, with added objectives focused on Safer Land Use and Coordinated Implementation.

3. Action Tables - Safe System Approach as a Framework

Actions items were submitted by Commission members, other agency members, transportation safety advocates, transportation professionals, and members of the general public. The action items were developed, reviewed, prioritized, and submitted to the Target Zero Commission for consideration for inclusion in the Action Plan. The below recommended actions are listed by their primary objective, in alphabetical order.

Most actions included in this Action Plan were not identified to require legislation. These actions have been developed to be implemented by member agencies of the Target Zero Commission in coordination with other state, regional, county, local, and non-profit partners. These actions are included by their primary objective in **Section 3.a. Non-Legislative Action Tables Sorted by Objective.** All non-legislative actions are then resorted by their lead oversight agency in Section **3.b. Non-Legislative Action Tables Sorted by Lead Agency.**



Recommendations that involve topics that were identified as to require legislation are listed separately below in **Section 3.c. Actions involving Legislation.** Actions that included implementation steps that could be undertaken concurrently with advancing legislation were split into two actions: a legislative action and a non-legislative action. State officers and employees, including Commission members, are prohibited from engaging in lobbying activities, including any attempt to influence legislation, regulations, or governmental processes, that could conflict with their official duties. Although they are unable to initiate discussions or advocate for any piece of legislation, they can provide written responses only to lawmaker requests. The Target Zero Commission Law requires this Action Plan to "provide recommendations for changes to State, county, and municipal law to achieve the goal of eliminating all traffic fatalities and serious injuries by 2040." These proposed legislative actions may, or may not, be advanced by the NJ Legislature, advocates, or other interested parties. These actions were proposed as part of the working group process whereby ideas were submitted or raised in discussion as described above. The NJ Target Zero Commission does not specifically endorse any of these actions.

3.a. Non-Legislative Actions Sorted by Objective

Non-legislative actions recommended by the Target Zero Commission to reach the goal of zero deaths and serious injuries on NJ roadways by 2040 can be found in the following tables. Each table is organized using the Safe System Approach objectives and the Additional Priorities, and lists the action, other relevant Safe System Approach objective(s), the action type(s), and recommended responsible agencies (including lead oversight agency, support agencies, and other partners).

Safe System Approach and related objectives are sorted into seven categories. Actions can fall into more than one category:

- Safer People
- Safer Speeds
- Safer Roads
- Safer Vehicles
- Post-Crash Care
- Safer Land Use
- Coordinated Implementation

Agencies and other organizations may be named as responsible parties to an action. All non-legislative actions have a lead oversight agency, and some actions also have one or more support agencies and/or other partners.

- **Lead oversight agency** – The member agency of the Target Zero Commission that is responsible for scoping and overseeing the implementation of an action. The lead oversight agency is not necessarily responsible for all components of the implementation; the lead oversight agency can coordinate with support agencies, other partners, and consultants, as appropriate, to delegate components of an action to the appropriate implementers.
- **Support agencies** – Other member agencies of the Target Zero Commission that are responsible for coordinating with the lead oversight agency to support the implementation of an action. Support agencies may offer expertise and/or capacity to facilitate the implementation of one or more components of an action.
- **Other partners** – Additional non-member stakeholders that could be included in the implementation of an action item to provide support or expertise or to support implementation in local and county jurisdictions, such as local law enforcement agencies or municipal and county planning, engineering, and public works departments.

Lead oversight agency is one of the following:

- New Jersey Department of Transportation (NJDOT)
- New Jersey State Police (NJSP)
- New Jersey Department of Health (NJDOH)
- New Jersey Department of Community Affairs (NJDCA)
- New Jersey Motor Vehicle Commission (NJMVC)
- New Jersey Department of Human Services (NJDHS)
- New Jersey Division of Highway Traffic Safety (NJDHTS)
- New Jersey Department of Environmental Protection (NJDEP)
- NJ TRANSIT (NJT)
- New Jersey Turnpike Authority (NJTA)
- Metropolitan Planning Organizations (MPOs), including:
  - Delaware Valley Regional Planning Commission (DVRPC)
  - North Jersey Transportation Planning Authority (NJTPA)
  - South Jersey Transportation Planning Organization (SJTPO)

The below additional state agencies are included as lead oversight agencies:

- New Jersey Department of the Treasury
- New Jersey Department of Education (NJDOE)
- The Office of Planning Advocacy within the New Jersey Department of State's Business Action Center (NJOPA)

Action type falls into the following categories:

- **Design** – Actions that relate to physical changes to roadways and other infrastructure
- **Education** – Actions that involve producing and disseminating informational resources or trainings
- **Enforcement** – Actions that pertain to vehicle laws and traffic safety
- **Policy** – Actions that involve updates to internal and external policies at state agencies

Objective A: Safer People

All road users deserve to be protected from injury as they travel. The Safer People objective promotes responsible travel and road user behavior to create safer roads for everyone. It targets unsafe behaviors such as speeding, distracted driving, driving under the influence of alcohol or drugs, and failure to wear seatbelts. At the same time, it highlights creating safer conditions through improved intersection design that encourages safer road user behavior and promotes ongoing driver education.

Key tools for promoting Safer People include training programs, education campaigns, enhanced enforcement, and laws that cultivate a culture of traffic safety. By empowering individuals to make safer decisions, Safer People actions help individuals reach their destinations without harm.

Safer People Action	Action Type	Responsible Agencies		
		Lead Oversight	Support	Other Partners
A.1. Aligning NJMVC Practices with Class 3 E-Bike Regulations	Education, Policy	NJMVC		
A.2. Enhanced Enforcement Supporting Road User Safety	Enforcement	NJDHTS	NJSP	Local Police Departments, County Sheriffs
A.3. Enhancing Continuing Driver Education	Education	NJDHTS	NJMVC	Street Smart NJ
A.4. Enhancing DWI Testing and Oversight Capacity	Enforcement, Policy	NJSP	NJDHTS	
A.5. Expand Integration of Road Safety Education for Children and Youth	Education	NJDOE	NJDEP, NJDOT, MPOs	NJTC
A.6. Increased Use of Pedestrian-Oriented Safety Countermeasures	Design	NJDOT	NJDCA, MPOs	County/local planners, engineers, TMAs, NJTC

Safer People Action	Action Type	Responsible Agencies		
		Lead Oversight	Support	Other Partners
A.7. Safe Driving and Virtual Meeting Participation Policy	Policy	New Jersey Department of the Treasury	All	
A.8. Seatbelt Use Outreach	Education	NJDHTS	NJMVC, NJDOH, NJDHS	NJOFBI, Safe Kids NJ, AAA, NJTC
A.9. Supplemental Educational Resources for Professional Drivers	Education, Policy	NJMVC	All	NJTC
A.10. Unified Education Strategy for Target Zero	Education	NJDOT	All	TMAs, APA-NJ, ITE, NJOAG, Rutgers-CAIT, University Engineering Programs, NJTC

A.1. Aligning NJMVC Practices with Class 3 E-Bike Regulations

- Develop updated internal procedures for consistent classification and registration of Class 3 e-bikes across all NJ Motor Vehicle Commission (NJMVC) Service Centers.
- Create and distribute a Class 3 e-bike checklist or guide for NJMVC staff, retailers, municipalities, law enforcement, and the public that denotes rider rights, registration, license and form requirements.
- Revise NJMVC webpages and informational resources, including the joint NJMVC and NJDOT Moped Manual, to clearly clarify the licensing and registration requirements of Class 3 e-bikes/personal conveyances.
- Develop a dedicated e-bike NJMVC webpage to address the difference between Class 1, 2, and 3 e-bikes, other legal micromobility vehicles, non-street legal e-vehicles, and their respective legal obligations, for use by both staff and the public.

A.2. Enhanced Enforcement Supporting Road User Safety

- Support the development of law enforcement training to ensure officers are equipped to consistently enforce laws that protect vulnerable road users.
- Prioritize enforcement campaigns in targeted locations and for targeted behaviors.
- Expand knowledge of reporting hotlines, including 911 and #77.

2025 Strategic Highway Safety Plan related action:

- *Prioritize enforcement campaigns in targeted locations and for targeted behaviors.*

A.3. Enhancing Continuing Driver Education

- Improve driver education by exploring digitizing and updating the NJ Driver Manual to include interactive features.
- Develop educational material focused on new laws (e.g., Move Over Law, Safe Passing Law), reviewing older laws (e.g., Stop for Pedestrians in Crosswalk, Distracted Driving, etc.), addressing known knowledge gaps (e.g., what to do when involved in highway collisions or breakdowns), and highlighting the impact of lower motor vehicle speed on the survivability of crashes.
- Collaborate with safety partners (e.g., NJ Municipal Excess Liability Joint Insurance Fund, Street Smart NJ) to ensure that all driver training programs in the State are continually updated in alignment with NJMVC training materials.
- Audit and update all driver education manuals, webpages, and other materials for accuracy, clarity, and consistency with current laws and policy priorities.

2025 Strategic Highway Safety Plan related actions:

- *Expand the implementation of proactive safety programs, including low-cost safety countermeasures, across agencies.*
- *Identify and pursue opportunities to educate drivers on the most recent laws and safety advances.*
- *Promote motor vehicles that are equipped with advanced safety features.*

A.4. Enhancing DWI Testing and Oversight Capacity

- Expand the Alcohol and Drug Testing Unit of the State Police to increase training and recertification.

A.5. Expand Integration of Road Safety Education for Children and Youth

- Prioritize education as an active strategy in increasing road safety in the New Jersey K-12 school curriculum as part of health, physical education, or social studies classes. Integrate good pedestrian and bicyclist habits (e.g. crossing with the green signal at intersections, wearing a bicycle helmet) into child-appropriate lessons that progress in complexity as a child gets older.
- Tailor these lessons to the skillset and attention span of each age group to increase educational effectiveness.
- Revisit and adapt educational modules and approaches over time to changing environments and technology.
- Include walking, bicycling, micromobility, school bus, and crossing guard safety in road safety education.

2025 Strategic Highway Safety Plan related action:

- *Expand the implementation of proactive safety programs, including low-cost safety countermeasures, across agencies.*

A.6. Increased Use of Pedestrian-Oriented Safety Countermeasures

- Focus on the factors that influence people's crossing behaviors (i.e. roadway design).
- Implement people-centered operational and engineering solutions at high-risk and/or high-injury crossings to encourage safer behaviors.
- Educate engineers and planners to more consistently integrate pedestrian safety into the design of roadway corridors, intersections, ADA accommodations, and networks.
- Increase the statewide adoption of quick build hardened daylighting near intersections and at marked crosswalks at locations identified for improvements, and pair with proven measures such as signalized pedestrian islands, leading pedestrian intervals, curb extensions, road diets, and protected bike lanes.
- Review practices around pedestrian signal phases, including actuated walk phases.

Implement people-centered operational and engineering solutions at high-risk and/or high-injury crossings to encourage safer behaviors.

- Expand pedestrian networks, including sidewalks, ADA accommodations, side paths, and shared-use paths, along high-speed roads to provide safe walking space and physical protection, with an initial focus on HIN locations.

2025 Strategic Highway Safety Plan related actions:

- *Implement the Safe System Approach into all aspects of programs, projects, and project selection across agencies.*
- *Expand programs to promote safe pedestrian practices.*

A.7. Safe Driving and Virtual Meeting Participation Policy

- Reinforce instruction on existing New Jersey policy (Circular 25-10-ADM) which prohibits use of a handheld cell phone and the use of any electronic device for video chatting, texting, etc.
- Request external attendees of virtual meetings with state employees to agree not to participate in videoconferencing while driving.

A.8. Seatbelt Use Outreach

- Review current messaging on the importance of seatbelt use and create additional messaging and educational resources for drivers and passengers.
- Conduct analyses of citation and public health data, such as hospital discharge data, to identify demographic disparities in seatbelt compliance and direct targeted messaging.
- Connect and engage with additional partners, including rideshare and taxi companies, health clinics, faith-based institutions, and community centers.

Review current messaging on the importance of seatbelt use and create additional messaging and educational resources for drivers and passengers.

A.9. Supplemental Educational Resources for Professional Drivers

- Create and distribute supplemental educational materials for professional truck, bus, and delivery drivers that address road safety laws and New Jersey-specific laws.
- Conduct outreach to delivery companies, training companies, and other associated businesses about the availability of new resources.

A.10. Unified Education Strategy for Target Zero

Phase 1: Collaborative Approach to Target Zero Messaging

- Develop a coordinated multi-agency communication strategy for Target Zero to ensure clear, consistent, and scalable meaning.
- Develop an internal state agency media toolkit and documentation that provides clear guidelines on Target Zero promotion to include statistics, talking points, graphics, and guidance on terminology and language, to be shared among state agencies.
- Provide materials in languages other than English and are ADA-compliant for mobile devices and screen readers for maximum reach, accessibility, and equity.

Phase II: Comprehensive Public Education Campaign

- Implement new and expand existing public education campaigns about Target Zero and the Safe System Approach that support the message that zero is the only acceptable number of traffic fatalities or injuries.
- Include multiple media channels, advertisement campaigns, and other promotional tools in the communications strategy.
- Leverage the voices of communities who have already conducted public education campaigns in the Target Zero process.
- Engage young people, health clinics, religious organizations, community centers, etc. in Target Zero efforts through surveys, focus groups, and a Target Zero Ambassador Program.
- Train representatives to disseminate Target Zero information within communities consistently.
- Provide materials in languages other than English and are ADA-compliant for mobile devices and screen readers for maximum reach, accessibility, and equity.
- Complete adoption of "crash" in place of "accident" in messaging across all state agencies.
- Collaborate with media to shift away from victim blaming and give more attention to individual traffic fatalities.

Phase III: Training Modules on Safe System Approach

- Develop and deliver training modules and materials targeted at state, regional, county, and local engineers, planners, leaders, and decision makers to emphasize the importance of the FHWA's Safe System Approach, the NJ Target Zero Commission Action Plan, and local prioritization of safety for all road users.
- Leverage the voices of communities that have already engaged in the Target Zero process.

Objective B: Safer Roads

When roadway designs do not meet the needs of all users, fatality and serious injuries crashes can occur more frequently. Poorly implemented signage, unsafe intersection design, and lack of safe pedestrian and bicycle infrastructure can all lead to conflicts between drivers and other road users. Safer Roads actions aim to mitigate mistakes and conflicts through improved regulatory signage, clearer and safer intersection and roadway design. The Target Zero Commission Law promotes "actionable strategies using the safe system approach and include, but are not limited to: (1) prioritizing roadway design and design of sidewalks; crosswalks; roadway shoulders; personal conveyance parking; access to public transit, schools, and parks; and intersections and corridors with paths, trails, and multiuse greenways; (2) focusing on speed management; (3) ensuring enforcement is equitable; and (4) utilizing impactful education strategies and inclusive community engagement."

The below actions are based on proven national strategies, such as Complete and Green Streets, the Federal Highway Administration's Proven Safety Countermeasures, and the High Injury Network, which aim to reduce crashes caused by unsafe road conditions. These design approaches emphasize infrastructure and intersection improvements that protect road users.

Safer Roads Action	Action Type	Responsible Agencies		
		Lead Oversight	Support	Other Partners
B.1. Bus Stop Design and Safety Improvements	Design	NJT	NJDOT, MPOs	Local & County Bus/Transit Associations, Municipalities and Counties, SCDRTAC
B.2. Increased Use of NJDOT's Complete and Green Streets Guidance	Policy	NJDOT	NJDEP, MPOs	County & Municipal Public Works Departments
B.3. Investigating Access Management Best Practices	Design, Policy	NJDOT	NJDCA, MPOs	
B.4. Safe Corridor Program Update	Enforcement	NJDOT	NJSP, NJDHTS	
B.5. Statewide Greenway Network	Design, Policy	NJDEP	NJT, NJDOT, MPOs	FHWA, Highlands, Pinelands, & Meadowlands Commissions, Counties, Municipalities, NJBWC, NJCF

Safer Roads Action	Action Type	Responsible Agencies		
		Lead Oversight	Support	Other Partners
B.6. Street Lighting Improvements	Design, Policy	NJDOT	NJSP, NJDCA, MPOs	County & Municipal Road Owners, NJBPU, Utility Companies
B.7. Support School Streets and Safety Strategies	Policy	NJDOT	NJDOH, MPOs	TMAs, NJTC
B.8. Unified HIN Strategy for State, County, and Local Roads	Policy	NJDOT	MPOs	County & Municipal Road Owners

B.1. Bus Stop Design and Safety Improvements

- Evaluate bus stop locations and connections to and across roadways near bus stops to provide a safe crossing.
- Redesign bus stops in priority areas to provide safe, accessible waiting areas, employing safety countermeasures for crossing roads, pedestrian-scale lighting, and high-quality accessibility features.
- Prioritize the installation of protected, ADA-accessible sidewalks along bus routes, particularly those routes with higher motor vehicle speeds and volumes.
- Evaluate bus routes for speeding and redesign road segments around bus stops to support the target speed and traffic volume of the road.
- Prioritize resources at bus stops along high injury networks and those with a higher number of boardings.
- Add quick build bus platforms to the NJDOT Roadway Design Manual.

2025 Strategic Highway Safety Plan related actions:

- *Prioritize implementation of data-driven countermeasures to prevent lane departure fatalities and serious injuries.*
- *Prioritize implementation of data-driven safety countermeasures to prevent pedestrian fatalities and serious injuries.*
- *Prioritize implementation of data-driven countermeasures to prevent intersection fatalities and serious injuries.*

B.2. Increased Use of NJDOT's Complete and Green Streets Guidance

- Promote the adoption of Complete and Green Streets resolutions, policies, and ordinances by local jurisdictions using the NJDOT Complete & Green Streets for All Model Complete Streets Policy & Guide.
- Support updating the NJDOT Complete and Green Streets policy to incorporate updates to legislation and Target Zero priorities and actions.
- Reinforce Complete Streets Technical Assistance programs within MPOs, which support the use of the NJDOT Complete Streets Design Guide at the municipal, county and state levels.
- Increase education and training for local government officials, engineers, and planners on the use of Complete and Green Street resources, including implementing new Target Zero priorities, protecting vulnerable road users with designated spaces, and using oversight committees and checklists to guide implementations.
- Investigate options to update the NJDOT Roadway Design Manual and other processes to advance safe mobility and access.
- Support local implementation of Complete and Green Streets, focused on prioritizing the needs of communities experiencing high rates of fatalities and serious injuries.
- Revise training to support all county and municipal use of the Complete & Green Streets for All Model Complete Streets Policy & Guide.

2025 Strategic Highway Safety Plan related action:

- *Increase the adoption of Complete Streets policies with all agencies.*

B.3. Investigating Access Management Best Practices

- Apply a Safe System Approach to access management practices and procedures at NJDOT, which is authorized to implement access management on the state highway system by the State Highway Access Management Code (NJAC 16:47).
- Enhance design standards and regulations regarding driveways that improve visibility, reduce speed differentials between users, and support shared space principles.
- Prioritize the elimination of unnecessary driveways that impair the safety of roadways users and/or impede the efficiency of roadways.
- Address challenges such as double parking in dense commercial and residential areas, which can block sightlines, increase conflict points, and create congestion that undermines access management strategies. Incorporating designated short-term loading zones and delivery pick-up/drop-off areas into corridor plans can reduce unsafe double-parking behaviors and improve multimodal flow.
- Incorporate access management considerations when evaluating recommended safety improvements for TZC HIN locations.

B.4. Safe Corridor Program Update

- Reassess and update the New Jersey Safe Corridor Program, established by legislation in 2003, in response to findings in the 2023 assessment report and to align with the TZC HIN and Action Plan recommendations.

B.5. Statewide Greenway Network

- Facilitate the creation of a Statewide Greenway Network Plan to develop an interconnected network of traffic-separated and off-road paths that provide medium- and long-distance connectivity across the state.
- Evaluate and promote safety best practices to address trail crossings at roadways.
- Conduct review of state-owned bridges for inclusion of bicycle and pedestrian infrastructure, focusing on bridges that connect active transportation networks.
- Explore opportunities to link New Jersey trails with trail systems in neighboring states and longer regional networks.
- Develop a process to integrate trail and greenway plans into safety plans and projects.
- Identify where greenway segments, particularly those designated year-round transportation trails, can serve as safe alternatives to high-crash corridors on the TZC HIN.
- Explore opportunities to update and complete the NJDEP GIS dataset of trails and greenways in the state.
- Advise and provide guidance to counties to develop or update their own countywide greenway network plans, reinforcing state-identified corridors and supplementing them with county-level "feeder" trails and greenways.
- Engage and coordinate with other trails initiatives and programs, including NJTRANSIT's Transit to Trails.

Investigate opportunities to prioritize implementation of street lighting to improve visibility of pedestrians and bicyclists.

B.6. Street Lighting Improvements

- Investigate opportunities to prioritize implementation of street lighting to improve visibility of pedestrians and bicyclists.
- Update guidelines and make changes to the Residential Site Improvement Standards (RSIS) for the implementation of street lighting that enhances road and sidewalk visibility for drivers, pedestrians, bicyclists, transit riders, and micromobility users, as described by the Federal Highway Administration's Nighttime Visibility for Safety resources.
- Expand policies surrounding the provision and maintenance of street lighting to improve the visibility of road users.
- Develop processes to facilitate transfer of utility-owned lighting fixtures to direct municipal control to reduce jurisdictional barriers to safety-related improvements.

B.7. Support School Streets and Safety Strategies

- Facilitate the local adoption of school zone safety strategies, including School Streets, through enhanced state resources, tools, and technical assistance.
- Develop a School Streets implementation program.

Facilitate the local adoption of school zone safety strategies.

B.8. Unified HIN Strategy for State, County, and Local Roads

- Strengthen the collaboration between the Department of Transportation, Metropolitan Planning Organizations, counties and local governments to recognize and promote existing HINs in tandem with the TZC HIN.
- Embed HIN screening into state and MPO technical assistance programs and grant application processes.
- Update the TZC HIN database/map every three years to reflect current data, emerging safety trends, and infrastructure changes.
- Identify overlap between overburdened communities and segments on the HIN.

2025 Strategic Highway Safety Plan related actions:

- *Prioritize implementation of data-driven countermeasures to prevent intersection fatalities and serious injuries.*
- *Prioritize implementation of data-driven safety countermeasures to prevent pedestrian fatalities and serious injuries.*

Objective C: Safer Speeds

Speeding is a leading cause of traffic fatalities and serious injuries. Safer Speeds actions work towards setting speed limits that fit the context of each road and designing roadways that encourage drivers to slow down. These efforts are supported by targeted outreach and enforcement to ensure that speed limits are followed.

Safer Speeds encompasses both automated and manual strategies to manage speed. These include traffic calming measures, like speed humps, narrower lanes, and curb extensions that address speeding from the start, as well as lower speed limits for school zones, work zones, and other challenging roadways. These strategies also apply to locations where major arterials transition from high speed roads into local main streets. New technology, like intelligent speed assistance devices in motor vehicles can ensure that drivers adhere to the laws and are aligned with the NJDOT 2025 Strategic Highway Safety Plan's strategy to "leverage ITS and emerging technologies to manage speed".

Safer Speeds Action	Action Type	Responsible Agencies		
		Lead Oversight	Support	Other Partners
C.1. Implement Variable Speed Limits	Design, Policy	NJTA	NJDOT, Other State Authorities	
C.2. Traffic Calming	Design	NJDOT	MPOs	

C.1. Implement Variable Speed Limits

- Evaluate variable speed limits, to explore prioritized implementation on challenging and complex roadways.
- Accompany all variable speed limit signs with variable message signing.
- Explore emerging technology, including AI, to manage speed.

2025 Strategic Highway Safety Plan related action:

- *Leverage ITS and emerging technologies to manage speed.*

C.2. Traffic Calming

- Evaluate policies and procedures governing the consideration of vertical deflection on roads with more that 3,000 motor vehicles per day.
- Update design standards for the safest and most cost-effective practice of applying traffic calming techniques to roadways, including a NJDOT Traffic Calming Manual that highlights use of temporary demonstration materials made available by MPOs.
- Develop a statewide "quick build" pilot program that would use temporary materials to quickly implement traffic calming on streets identified in the High Injury Network. Successful projects could be "hardened" with more permanent capital infrastructure after further evaluation.
- Establish a statewide turn calming program to identify, redesign, and retrofit priority locations for left and right turn calming countermeasures.
- Reduce motor vehicle speeds and crash rates by physically altering the road geometry, especially near schools, downtowns, and transit stops, to reduce speeds, reduce pedestrian crossing exposure, and reallocate existing road space for bicyclists and micromobility users.
- Adopt existing and emerging technology to improve safety at intersections to reduce conflicts between vulnerable road users and motor vehicles.
- Increase statewide adoption of roundabouts where appropriate, including the adoption of a "roundabout first" policy.
- Revise design standards to eliminate existing and limit new "slip lanes" that allow drivers to turn right at an intersection without stopping where they contravene safety priorities.
- Apply turn calming countermeasures to restrict turning speeds and increase stopping for pedestrians and yielding for bike lane traffic and oncoming motor vehicles.
- Expand use of protected bike lane designs along roads and at intersections to increase visibility and reduce conflicts.
- Evaluate wide arterials where crossing distances exceed 60 feet for installation pedestrian refuge islands to increase safety for pedestrians crossing at signalized and unsignalized intersections.
- Implement and improve bicycle signals at signalized intersections, where appropriate, to improve bicyclist safety.
- Adopt early action safety treatments like vertical deflections to proactively address safety issues.
- Promote road design in school zones that aligns with intended travel speeds to create self-enforcing roads.
- Shift speed limit setting practices away from the 85th percentile to context-based and land use-based speed limit setting.

2025 Strategic Highway Safety Plan related actions:

- *Expand the implementation of proactive safety programs, including low-cost safety countermeasures, across agencies.*
- *Increase use of speed management strategies, including target speed for design and traffic calming measures, consistent with current and future road function and adjacent land use.*
- *Prioritize implementation of data-driven countermeasures to prevent intersection fatalities and serious injuries.*

Objective D: Safer Vehicles

The Federal Highway Administration (FHWA) identifies the federal government's role in the advancement of safer vehicles as largely related to the National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA), both of which are responsible for regulating motor vehicles. Because motor vehicle manufacturing standards are regulated federally, there are limitations to a state's ability to regulate them further. Nonetheless, there are opportunities for state agencies to lead by example in the procurement of motor vehicle fleets with advanced safety technologies and considerations for size and weight. Additionally, state agencies may encourage shifts in motor vehicle choice, shifts from driving to transit use and active transportation, increase education on new safety features, such as Advanced Driver Assistance Systems (ADAS), and enforcement of motor vehicle equipment safety standards.

State agencies may encourage shifts in motor vehicle choice, increase education on new safety features, and enforce motor vehicle equipment safety standards.

Safer Vehicles Action	Action Type	Responsible Agencies		
		Lead Oversight	Support	Other Partners
D.1. Government Vehicle Fleet Size and Equipment	Policy	NJ Department of the Treasury	All	
D.2. Mode Shift into Safer Vehicles	Encouragement, Policy	NJOPA	NJDOT, NJT, NJDCA, MPOs	
D.3. Non-Compliant Motor Vehicles	Enforcement, Policy	NJMVC	NJSP, NJDHTS	
D.4. Random Daily Commercial Inspections	Enforcement, Policy	NJTA	NJSP, NJDOT	

D.1. Government Vehicle Fleet Size and Equipment

- Explore opportunities during government fleet purchasing to encourage smaller motor vehicles with features that better protect vulnerable road users.
- Support the installation of Lateral Protection Devices on applicable motor vehicles operated by government fleets and those contracted by state or local agencies.
- Prioritize the procurement of vehicles with front-end designs that promote pedestrian safety on applicable motor vehicles operated by government fleets and those contracted by state or local agencies.
- Support the procurement of government fleet vehicles that are equipped with crash reduction equipment (automated braking technology, blind spot detection, advanced camera systems, lateral protection devices/side guards, cameras, etc.)
- Increase education on new safety features (such as Advanced Driver Assistance Systems (ADAS))

2025 Strategic Highway Safety Plan related actions:

- *Prioritize implementation of data-driven countermeasures to prevent lane departure fatalities and serious injuries.*
- *Investigate upgrades and procurement practices for state vehicle fleet to make motor vehicles safer.*

D.2. Mode Shift into Safer Vehicles

- Promote investments into safe and reliable alternatives to driving, including protected bike lanes, secure micromobility parking, and frequent, accessible public transit.
- Integrate land use and parking reforms that support compact, walkable neighborhoods and reduce car dependency.
- Strengthen first/last-mile connections to transit to reduce car trips and make the safer mode the easier choice.
- Establish a public- and private-sector parking "cash-out" system to facilitate policy participation, further encouraging adoption by making the cash-out option tax deductible.
- Allocate road space to prioritize transit vehicles, including development of bus rapid transit (BRT) networks.

D.3. Non-Compliant Motor Vehicles

- Explore the reintroduction of tire, tint, and license plate inspections into motor vehicle inspections, failing motor vehicles that do not meet basic safety standards.
- Encourage the enforcement of equipment violations, such as tire, tint, and license plate violations, during motor vehicle stops.
- Produce and disseminate educational materials at the conclusion of motor vehicle stops for safety items operators should inspect on their vehicles.
- Integrate a motor vehicle safety checklist into motor vehicle registration renewal.
- Explore incorporating motor vehicle safety equipment education into driver's license training and testing materials.
- Create educational resources on motor vehicle compliance and make them available at NJMVC facilities, motor vehicle repair shops, and driving schools throughout NJ.

2025 Strategic Highway Safety Plan related actions:

- *Expand the implementation of proactive safety programs, including low-cost safety countermeasures, across agencies.*
- *Educate and encourage motor vehicle owners to perform motor vehicle safety inspections and check for motor vehicle recalls.*

Explore the reintroduction of tire, tint, and license plate inspections into motor vehicle inspections, failing motor vehicles that do not meet basic safety standards.

D.4. Random Daily Commercial Inspections

- Support random daily commercial inspections for the enforcement of equipment violations using NJSP mobile inspections equipment.
- Expand the capacity of NJTA's existing mobile inspection units to conduct additional random inspections along the New Jersey Turnpike and Garden State Parkway.

Objective E: Post-Crash Care

In 2021, 40% of people involved in a fatal crash across the US were still alive when first responders arrived at the scene of a crash but later died. Efficient and systematic post-crash care is a necessary first step before patients reach the hospital. This category ensures that access to emergency medical care is expedited, that emergency responders work in a safe environment, and that secondary crashes are avoided. Many Post-Crash Care actions focus on allocating more resources to EMS squads in the form of specialized training and improved tools and treatments, especially in areas that lack robust EMS coverage, which will improve the life expectancy of individuals injured from a crash before they reach a hospital.

Post-Crash Care brings together federal, state, and local agencies such as Emergency Medical Services (EMS), Fire/Rescue, Law Enforcement, Medical Examiners and Coroners in traffic incident management. Traffic incident management uses advanced technology to identify crashes and ensure rapid access to care, while also enabling responders like towers and public works to quickly clear roadways after a crash, helping to prevent further crashes. By improving data collection and coordination, communities can strengthen their emergency response systems and help save more lives after a crash.

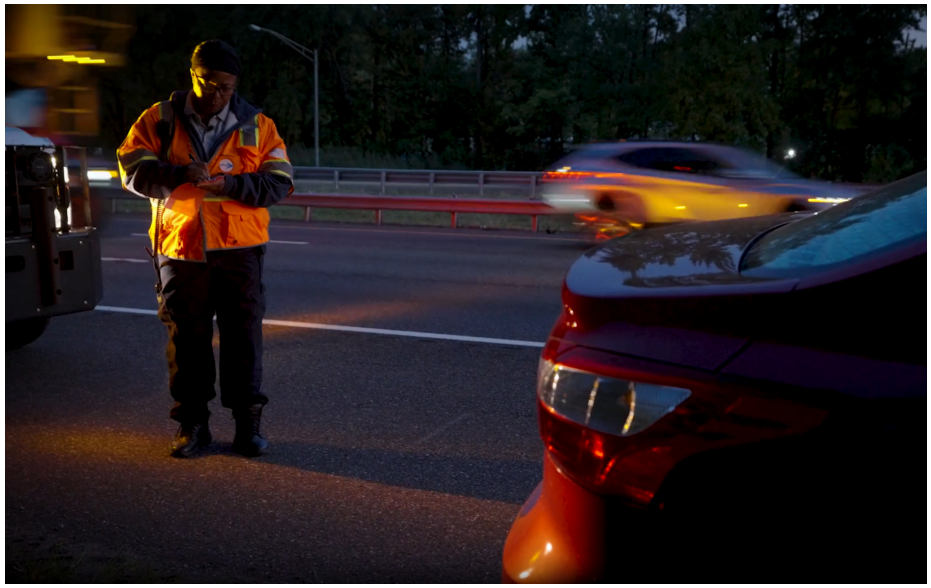
Post-Crash Care Action	Action Type	Responsible Agencies		
		Lead Oversight	Support	Other Partners
E.1. Education for the Move Over Law	Education, Enforcement	NJDHTS	NJSP, NJDOT, MPOs	NJ PTOA, TMAs
E.2. EMS Pre-Hospital Care Enhancements	Education, Policy	NJDOH (Office of EMS)	NJDHS, NJDOT, OIT: Office of Emergency Telecommunication Services	NJ Blood Bank, PHBTIC, NASEMO, NJTC
E.3. EMS Response System Upgrades	Education, Policy	NJDOH (Office of EMS)	NJSP, NJDOT	NJPTOA, NJTC
E.4. Integrate Post-Crash Care into the NJDHTS Highway Safety Plan	Policy	NJDHTS	NJDOH, NJDOT	NHTSA, NJTC
E.5. Traffic Incident Management Responder Training	Education, Encouragement	NJSP	NJDOH, NJDOT, MPOs	EMS first responders

E.1. Education for the Move Over Law

- Strengthen awareness of the Move Over Law through targeted educational campaigns, to highlight the importance of protecting EMS personnel and other roadside workers.
- Equip law enforcement officers with tools and training to enforce the Move Over Law.

2025 Strategic Highway Safety Plan related actions:

- *Identify and pursue opportunities to educate drivers on the most recent laws and safety advances.*
- *Increase compliance with the Move Over Law to improve safety.*



Strengthen awareness of the Move Over Law through targeted educational campaigns, to highlight the importance of protecting EMS personnel and other roadside workers. (Image source: New Jersey Department of Transportation)

E.2. EMS Pre-Hospital Care Enhancements

- Designate Emergency Medical Services (EMS) as an essential service, mandating its provision and enabling more stable funding streams.
- Develop and deliver rural emergency response training courses for the most vulnerable areas in the state.
- Expand existing prehospital blood transfusion programs, aligning associated training with current guidelines and safety practices.
- Increase the number EMS providers equipped to offer pre-hospital advanced life support.
- Support blood-equipped helicopter transport of injured crash victims who are far from hospitals.
- Explore current pediatric EMS transport research and develop training materials aligned with recommended standards.
- Integrate pediatric post-crash care into highway and traffic safety plans.
- Facilitate new and ongoing partnerships between relevant agencies, departments, organizations, researchers, and professionals to inform training resources and delivery.
- Meet with state and local EMS leadership to align training efforts and routine updates with regional priorities and existing initiatives.

2025 Strategic Highway Safety Plan related actions:

- *Collaborate with emergency responders to understand and assist in meeting their needs for ensuring safety of victims and responders.*
- *Continue and expand Traffic Incident Management (TIM) and emergency response training.*

E.3. EMS Response System Upgrades

- Update data tracking and reporting systems to facilitate better understanding of emergency response times, dispatched resources, and the use of lights and sirens.
- Update protocols and triage systems so that emergencies are tiered according to best practices and the appropriate resources are dispatched.
- Update educational resources and trainings based on newly implemented systems and technology.
- Identify signalized intersections with high volumes of EMS vehicle traffic to prioritize installation of emergency vehicle preemption technology.
- Identify locations in the state with longer EMS response times to direct resources for EMS response system improvements.

E.4. Integrate Post-Crash Care into the NJDHTS Highway Safety Plan

- Integrate post-crash care strategies into the New Jersey Division of Highway Traffic Safety's Highway Safety Plan to align with national Safe System principles.
- Include metrics for Emergency Medical Services (EMS) response times, on-scene medical assessment, and patient outcomes to better evaluate system performance.
- Establish data-sharing processes between NJDOT and NJDOH, allowing linkage of crash reports and EMS records, including the NJ Trauma Registry (see N.J. Admin. Code § 8:43G-12.21).
- Support planning decisions with comprehensive injury outcome data to improve equity and effectiveness.
- Develop a fatal crash investigation checklist to provide consistent statewide procedures in post-crash care and data collection.

E.5. Traffic Incident Management Responder Training

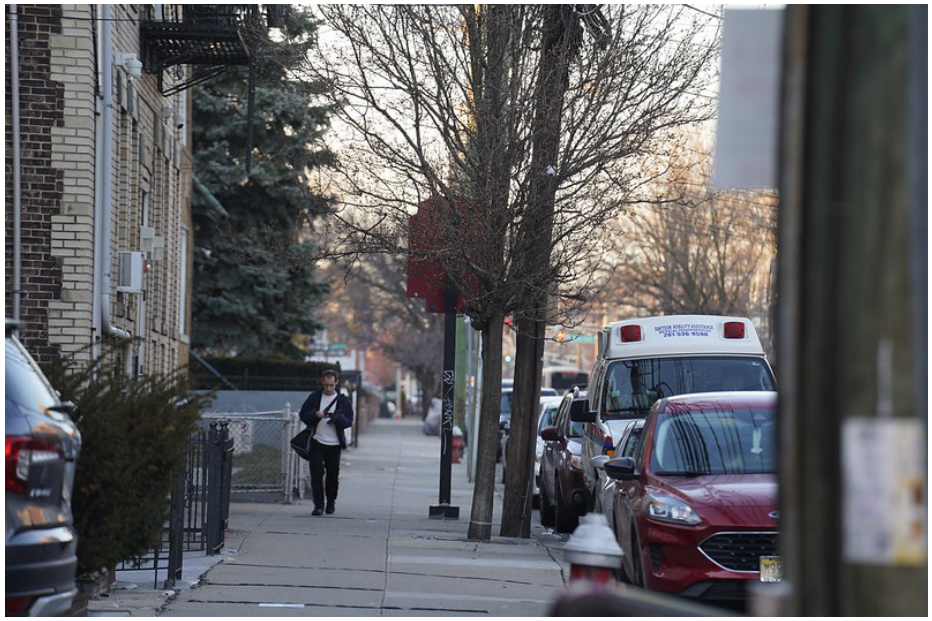
- Continue to encourage participation in training, offering Continuing Education Units as an incentive to increase training participation.
- Explore adding TIM training to the Police Training Commission's basic recruit training standards.
- Expand training availability, specifically in-person, scenario-based simulations.
- Explore emerging technology, including AI, for use in traffic incident management.
- Coordinate with counties and municipalities in the latest post-crash technology and equipment.
- Encourage municipalities to keep inventory of emergency response equipment to support resource pooling or sharing where applicable.

2025 Strategic Highway Safety Plan related action:

- *Continue and expand Traffic Incident Management (TIM) and emergency response training.*

Objective F: Safer Land Use

The way that land is zoned and used in an urban and residential context can often affect how safely people can move from place to place. Safer Land Use prioritizes better mobility through zoning reform and transportation-efficient, compact development, both of which rely on removing physical barriers to movement. This includes encouraging development that supports active and public transportation, such as building developments and services closer to transit stops. It also includes improving the way residential streets are designed so that they support non-motorized travel. These actions reimagine how land is used, thereby reducing car crashes and subsequent injury.



Update Residential Site Improvement Standards (RSIS) to prioritize pedestrian and bicycle safety, especially through clear language and updated best practice guidelines.

Safer Land Use Action	Action Type	Responsible Agencies		
		Lead Oversight	Support	Other Partners
F.1. Adopting Transit-Friendly Planning Practices	Design, Encouragement	NJT	NJDOT, NJDCA, MPOs	NJOPA
F.2. Updates to the Residential Site Improvement Standards	Policy	NJDCA	NJDOT, NJDEP, NJDOH, MPOs	NJSIAB

F.1. Adopting Transit-Friendly Planning Practices

- Encourage municipalities to adopt transit-oriented zoning reforms, including reduced parking minimums, form-based codes, and allowances for accessory dwelling units (ADUs) or mixed-use housing near transit (NJ TRANSIT Village Program).
- Adopt policies that encourage dense, walkable, mixed-use neighborhoods near transit facilities that provide safe and convenient access for all residents.
- Support safety and access improvements within a half mile of NJ TRANSIT facilities.
- Promote first- and last-mile connections, including micromobility options, with attention to transit-dependent communities.
- Incorporate Complete and Green Streets principles into all NJ TRANSIT-led projects and joint development initiatives to promote multimodal safety by design.
- Participate in local and regional safety and land use planning efforts, contributing data and recommendations from NJ TRANSIT's Transit Friendly Planning Guide to shape outcomes related to safety and land use.
- Advance adaptive reuse of state-owned land near transit hubs, including underutilized surface parking, for income-restricted and affordable housing development.

F.2. Updates to the Residential Site Improvement Standards

- Update Residential Site Improvement Standards (RSIS) to prioritize pedestrian and bicycle safety, especially through clear language and updated best practice guidelines.
- Integrate elements of the NJ Complete and Green Streets Guide into RSIS.
- Update guidelines for the implementation of street lighting that enhances road and sidewalk visibility for drivers, pedestrians, bicyclists, transit riders, and micromobility users, as described by the Federal Highway Administration's Nighttime Visibility for Safety resources.
- Engage technical experts, including civil engineers and roadway safety professionals, to provide guidance in rewriting RSIS standards.
- Develop and promote guidance for municipalities to reevaluate parking minimum standards, with recommended best practices such as shared parking, parking maximums, and unbundled parking.
- Leverage existing state programs and partnerships to provide technical assistance and planning support for municipalities seeking to modernize their parking policies.

Objective G: Coordinated Implementation

Achieving goals requires strong coordination among state, regional, county, and local entities. Effective implementation depends on agencies working collaboratively to align priorities, share resources, and streamline decision-making processes. Coordinated Implementation emphasizes breaking down barriers across departments and jurisdictions to ensure that planning, funding, and project delivery are well-coordinated and support one another. Strong support to municipalities, through direct technical assistance for initiating and managing grant proposals, will ensure the implementation of safety strategies in new roadway projects.

Coordinated Implementation Action	Action Type	Responsible Agencies		
		Lead Oversight	Support	Other Partners
G.1. Addressing Accessibility for Older and Disabled Populations	Design, Policy	NJDHS	NJDOH, NJT, NJDOT, MPOs	SCDRTAC
G.2. Innovative Delivery of Quick Build Projects	Design, Policy	NJDOT	NJDHTS, MPOs	
G.3. Institutionalizing Safety in All Funded Transportation Projects	Policy	NJDOT	MPOs	
G.4. Local and County Target Zero Action Plan Support	Education, Policy	MPOs	NJDOT	
G.5. Revise Crash Reporting Practices to Include All Road Users	Policy	NJDOT	NJDHTS, NJSP, NJMVC	
G.6. Speed Studies in School Zones	Policy	NJDOT	NJDHTS	TMAs
G.7. Target Overburdened Communities for Improvements	Policy	NJDEP	NJDOT	

Coordinated Implementation Action	Action Type	Responsible Agencies		
		Lead Oversight	Support	Other Partners
G.8. Target Zero Commission Website and Crash Data Portal	Design, Policy	NJDOT	NJDHTS	CHOP (NJ-SHO), NJTC
G.9. Target Zero Rapid Response Program	Design, Policy	NJDOT	NJDOH, MPOs	TMAs, Municipalities and Counties, EMS/Fire Departments, NJTC

G.1. Addressing Accessibility for Older and Disabled Populations

- Provide state agency support to assist in the implementation of recommendations from Coordinated Human Services Transportation Plans (CHSTPs), e.g., through the Inclusive Healthy Communities Program.
- Build relationship between the Department of Human Services the state's network of TMAs to help administer the coordination and assist them in connecting older adults, low-income residents and those with disabilities to transportation services.
- State agencies (NJ Department of Human Services/NJ TRANSIT) coordinate with mobility programs and service providers (NJ Travel Independence Program (NJTIP), demand-response services) to support them in matching older adults to local transportation options.
- Provide dedicated and consistent resources from state agencies to support the implementation of actions described in the NJ Department of Transportation Americans with Disabilities Act (ADA) Transition Plan.
- Update the NJDOT ADA Transition Plan to include newer PROWAG elements and to address the transportation needs of neurodivergent individuals.

G.2. Innovative Delivery of Quick Build Projects

- Explore opportunities to develop a regional quick build delivery model for safety projects.
- Investigate local agency contracting structures that streamline procurement, design, and construction.
- Improve responsiveness to local safety needs by activating scalable, collaborative infrastructure delivery mechanisms.

- Establish pilot programs to identify key locations (e.g., intersections, crosswalks, and school zones) to test and measure the effectiveness of low-cost safety treatments for achieving reductions in crash rates and severity.
- Implement early action safety treatment (quick fix) pilot programs in conjunction with traditional capital projects like those in the Highway Safety Improvement Programs (HSIP) and Rapid Response Programs.
- Assess the effectiveness of quick build projects as a public engagement tool.
- Explore emerging technologies, including AI, for use in early action safety treatments.

2025 Strategic Highway Safety Plan related actions:

- *Redefine and streamline the initiation and delivery of safety critical projects for Highway Safety Improvement Program, including the Local Safety Program.*
- *Expand the implementation of proactive safety programs, including low-cost safety countermeasures, across agencies.*

Establish pilot programs to identify key locations to test and measure the effectiveness of low-cost safety treatments for achieving reductions in crash rates and severity.

G.3. Institutionalizing Safety in All Funded Transportation Projects

- Evaluate the extent to which state- and federally-funded transportation infrastructure projects, including those supported through Local Aid, Economic Development, I-BANK, and other sources, incorporate a dedicated safety component.
- Explore ways to strengthen local capacity to apply for and implement infrastructure grants by providing assistance with identifying and pursuing state, regional, and federal funding opportunities and streamlining the process through full grant-cycle support and a consolidated application across state agencies.
- When applications or projects do not include an adequate safety component, offer targeted technical assistance to help applicants revise and strengthen their proposals.
- Incorporate Target Zero Action Plan strategies into the scoring of competitive grant applications.
- Establish a mechanism to track safety integration across funded projects, including evaluation of implementation, outcomes, and lessons learned. Share findings with stakeholders to promote continuous improvement and transparency.

G.4. Local and County Target Zero Action Plan Support

- Provide advice and assistance to county and municipal governments regarding the data resources available to them to develop their own target zero plans. (Target Zero Commission Law)
- Facilitate the alignment of local and county safety action plans HINs with the TZC HIN.

G.5. Revise Crash Reporting Practices to Include All Road Users

- Explore data and crash reporting models to cover crashes involving pedestrians, bicyclists, users of micromobility devices, and any motor vehicle whose operator is behind the wheel.
- Improve Quality Assurance and Quality Control (QA/QC) throughout the data collection process, including compliance with coding personal conveyance crashes properly and geocoding all crashes.
- Promote statewide use of electronic forms, providing training as needed.

2025 Strategic Highway Safety Plan related actions:

- *Expand electronic crash reporting by law enforcement and improve the completeness and accuracy of crash reports.*
- *Prioritize implementation of data-driven safety countermeasures to prevent pedestrian fatalities and serious injuries.*
- *Improve accessibility of crash data.*

G.6. Speed Studies in School Zones

- Standardize the use of before and after speed studies as a component of all Safe Routes to School (SRTS) and school zone infrastructure projects to evaluate their impact on driver behavior and child safety.
- Use radar, LiDAR, and pneumatic road tubes to measure pre- and post-intervention motor vehicle speeds and modal counts.
- Prioritize school zone improvements that include complementary speed management strategies, such as vertical deflection, curb extensions, high-visibility signage, when warranted by study results.
- Encourage municipalities to collaborate with local partners to conduct speed studies.
- Support pilot programs for automated speed enforcement in school zones.

2025 Strategic Highway Safety Plan related action:

- *Prioritize implementation of data-driven safety countermeasures to prevent pedestrian fatalities and serious injuries.*

G.7. Target Overburdened Communities for Improvements

- Ensure overburdened populations are targeted for transportation improvements.
- Create a mechanism to consider overburdened communities as part of the project prioritization process.
- Emphasize the needs of these communities during the improvement process, ensuring they are included and have a leading role in planning and implementation.

G.8. Target Zero Commission Website and Crash Data Portal

- Consider incorporating additional demographic, aggregated health, and environmental justice data to better inform transportation-based decisions.
- Include information on the Commission's plans and progress reports, educational materials about Target Zero, and a link to the state safety portal, on the Target Zero Commission website.

G.9. Target Zero Rapid Response Program

- Explore a model Target Zero Rapid Response Program for adoption by New Jersey municipalities, including incorporating crash investigator teams, with representation from law enforcement, Fire, EMS, planning, and engineering, into the rapid response structure to support thorough on-site reviews of fatal and serious injury crashes.
- Investigate and deploy countermeasures shortly after a fatal or serious injury crash using a standardized toolkit of quick build materials.

2025 Strategic Highway Safety Plan related action:

- *Redefine and streamline the initiation and delivery of safety critical projects for Highway Safety Improvement Program, including the Local Safety Program.*

3.b. Non-Legislative Actions Sorted by Agency

New Jersey Department of Transportation (NJDOT) Key Action Items

NJDOT Key Action		Objective	Support Agencies
1	**A.6.** Increased Use of Pedestrian-Oriented Safety Countermeasures	Safer People	NJDCA, MPOs
2	**A.10.** Unified Education Strategy for Target Zero	Safer People	All
3	**B.2.** Increased Use of NJDOT's Complete and Green Streets Guidance	Safer Roads	NJDEP, MPOs
4	**B.3.** Investigating Access Management Best Practices	Safer Roads	NJDCA, MPOs
5	**B.4.** Safe Corridor Program Update	Safer Roads	NJSP, NJDHTS
6	**B.6.** Street Lighting Improvements	Safer Roads	NJSP, NJDCA, MPOs
7	**B.7.** Support School Streets and Safety Strategies	Safer Roads	NJDOH, MPOs
8	**B.8.** Unified HIN Strategy for State, County, and Local Roads	Safer Roads	MPOs
9	**C.2.** Traffic Calming	Safer Speeds	MPOs
10	**G.2.** Innovative Delivery of Quick Build Projects	Coordinated Implementation	NJDHTS, MPOs
11	**G.3.** Institutionalizing Safety in All Funded Transportation Projects	Coordinated Implementation	MPOs
12	**G.5.** Revise Crash Reporting Practices to Include All Road Users	Coordinated Implementation	NJDHTS, NJSP, NJMVC

New Jersey Department of Transportation (NJDOT) Key Action Items (continued)

NJDOT Key Action		Objective	Support Agencies
13	**G.6.** Speed Studies in School Zones	Coordinated Implementation	NJDHTS
14	**G.8.** Target Zero Commission Website and Crash Data Portal	Coordinated Implementation	NJDHTS
15	**G.9.** Target Zero Rapid Response Program	Coordinated Implementation	MPOs

New Jersey State Police (NJSP) Key Action Items

NJSP Key Action		Objective	Support Agencies
1	**A.4.** Enhancing DWI Testing and Oversight Capacity	Safer People	NJDHTS
2	**E.5.** Traffic Incident Management Responder Training	Post-Crash Care	NJDOH, NJDOT, MPOs

New Jersey Department of Health (NJDOH) Key Action Items

NJDOH Key Action		Objective	Support Agencies
1	**E.2.** EMS Pre-Hospital Care Enhancements	Post-Crash Care	NJDHS, NJDOT, OIT: Office of Emergency Telecommunication Services
2	**E.3.** EMS Response System Upgrades	Post-Crash Care	NJPTOA, NJTC

New Jersey Department of Community Affairs (NJDCA) Key Action Items

NJDCA Key Action		Objective	Support Agencies
1	**F.2.** Updates to the Residential Site Improvements Standards	Safer Land Use	NJDOT, NJDEP, NJDOH, MPOs

New Jersey Motor Vehicle Commission (NJMVC) Key Action Items

NJMVC Key Action		Objective	Support Agencies
1	**A.1.** Aligning NJMVC Practices with Class 3 E-Bike Regulations	Safer People	
2	**A.9.** Supplemental Educational Resources for Professional Drivers	Safer People	All
3	**D.3.** Non-Compliant Motor Vehicles	Safer Vehicles	NJSP, NJDHTS

New Jersey Department of Human Services (NJDHS) Key Action Items

NJDHS Key Action		Objective	Support Agencies
1	**G.1.** Addressing Accessibility for Older and Disabled Populations	Coordinated Implementation	NJDOH, NJT, NJDOT, MPOs

New Jersey Division of Highway Traffic Safety (NJDHTS) Key Action Items

NJDHTS Key Action		Objective	Support Agencies
1	**A.2.** Enhanced Enforcement Supporting Road User Safety	Safer People	NJSP
2	**A.3.** Enhancing Continuing Driver Education	Safer People	NJMVC
3	**A.8.** Seatbelt Use Outreach	Safer People	NJMVC, NJDOH, NJDHS
4	**E.1.** Education for the Move Over Law	Post-Crash Care	NJSP, NJDOT, MPOs
5	**E.4.** Integrate Post-Crash Care into the State Highway Safety Plan	Post-Crash Care	NJDOH, NJDOT

New Jersey Department of Environmental Protection (NJDEP) Key Action Items

NJDEP Key Action		Objective	Support Agencies
1	**B.5.** Statewide Greenway Network	Safer Roads	NJT, NJDOT, MPOs
2	**G.7.** Target Overburdened Communities for Improvements	Coordinated Implementation	NJDOT

New Jersey TRANSIT (NJT) Key Action Items

NJT Key Action		Objective	Support Agencies
1	**B.1.** Bus Stop Design and Safety Improvements	Safer Roads	NJDOT, MPOs
2	**F.1.** Adopting Transit-Friendly Planning Practices	Safer Land Use	NJDOT, NJDCA, MPOs

New Jersey Turnpike Authority (NJTA) Key Action Items

NJTA Key Action		Objective	Support Agencies
1	**C.1.** Implement Variable Speed Limits	Safer Speeds	NJDOT, Other State Authorities
2	**D.4.** Random Daily Commercial Inspections	Safer Vehicles	NJSP, NJDOT

Metropolitan Planning Organizations (MPOs) Key Action Items

MPOs Key Action		Objective	Support Agencies
1	**G.4.** Local and County Target Zero Action Plan Support	Coordinated Implementation	NJDOT

Non-Commission Member Led Key Action Items

New Jersey Department of the Treasury Key Action		Objective	Support Agencies
1	**A.7.** Safe Driving and Virtual Meeting Participation Policy	Safer People	All
2	**D.1.** Government Vehicle Fleet Size and Equipment	Safer Vehicles	All

New Jersey Department of Education (NJDOE) Key Action		Objective	Support Agencies
1	**A.5.** Expand Integration of Road Safety Education for Children and Youth	Safer People	NJDEP, NJDOT, MPOs

New Jersey Office of Planning Advocacy (NJOPA) Key Action		Objective	Support Agencies
1	**D.2.** Mode Shift into Safer Vehicles	Safer Vehicles	NJDOT, NJT, NJDCA, MPOs

3.c. Actions Involving Legislation

The Target Zero Commission Law requires this Action Plan to "provide recommendations for changes to State, county, and municipal law to achieve the goal of eliminating all traffic fatalities and serious injuries by 2040." All of the legislatively oriented topics recommended by the Target Zero Working Group are listed in this section. These proposed legislative actions may, or may not, be advanced by the NJ Legislature, advocates, or other interested parties. The NJ Target Zero Commission supports the inclusion of these actions in the Plan but does not specifically endorse any legislation.

The below actions are listed in alphabetical order.

Legislative Action	Objective
L.1. Advanced Automatic Crash Notifications (AACNs)	Post-Crash Care
L.2. Automated Speed Enforcement	Safer Speeds
L.3. Autonomous Vehicles and Delivery Robots	Safer Vehicles
L.4. Bicyclist Stop-as-Yield Legislation	Safer People
L.5. Blue Envelopes for ASD/IDD Interactions	Safer People
L.6. Bus Obstruction Monitoring System	Safer People
L.7. Court Appearances for Cell Phone Use	Safer People
L.8. Develop Health-Based Active Transportation Funding Systems	Coordinated Implementation
L.9. Distracted Driving Education and Enforcement	Safer People
L.10. Dooring Law (Exiting Vehicles Safely)	Safer People
L.11. Essential Service Designation for EMS Providers	Post-Crash Care

Legislative Action	Objective
L.12. Establish Rear-Seat Seatbelt Use as a Primary Enforcement Action	Safer People
L.13. Illegal Passing of School Buses	Safer People
L.14. Implied Consent for Drug Recognition Expert Examination	Safer People
L.15. Improved Active Transportation Access on Bridges	Safer Roads
L.16. Insurance-Based Fee to Fund Traffic Calming	Coordinated Implementation
L.17. Lateral Protection Devices (Sideguards) for Trucks	Safer Vehicles
L.18. Legal Recourse for Victims of Traffic Violence	Safer People
L.19. Micromobility Rebate Program	Safer People
L.20. Office of or Center for Sustainable Mobility	Coordinated Implementation
L.21. Registration Fee Increase for Heavier Vehicles	Safer Vehicles
L.22. Restrict Right Turns on Red	Coordinated Implementation
L.23. Road Safety Education for Children and Youth	Safer Roads
L.24. Speed Limiter Legislation	Safer Speeds
L.25. Statewide Dash Cam Policy	Safer Vehicles
L.26. Strengthening Enforcement against Impaired Driving	Safer People

Legislative Action	Objective
L.27. Strengthening Sidewalk Policy and Standards	Safer Roads
L.28. Updates to Driver Education at License Renewal	Safer People
L.29. Updates to Title 39 (Definition Updates, Protected Bike Lanes, Crosswalks, Speed Limits & Humps)	Safer Roads
L.30. Utility Task Vehicle (UTV) Ban on Public Roadways	Safer Vehicles
L.31. Vehicle Miles Traveled Reduction Targets	Safer Roads
L.32. Vehicle Safety Inspection Program	Safer Vehicles

L.1. Advanced Automatic Crash Notifications (AACNs)

- Create a mechanism for making AACN data publicly available for further research and evaluation, while still addressing privacy concerns.
- Consider legislation to expand education and incentives around the use of AACNs in motor vehicles.

L.2. Automated Speed Enforcement

- Consider legislation for an Automated Speed Enforcement law.
- Ensure that an automated speed enforcement program promotes equity and social justice by adopting a communications framework to increase public support for automated speed enforcement.
- Ensure that the data gathered will not be repurposed for any other use.

L.3. Autonomous Vehicles and Delivery Robots

- Develop and enact an autonomous vehicle (AV) and delivery robot law that clarifies the definition of AVs and delivery robots, their use, and liability, in compliance with federal safety standards and state traffic laws.

L.4. Bicyclist Stop-as-Yield Legislation

- Consider legislation to permit bicyclists to treat stop signs as yield signs, e.g., "Idaho Stop" and "Dead Red" Laws.
- Authorize bicyclists to move with pedestrians during leading pedestrian intervals.
- Consider legislation to permit bicyclists to proceed through red lights after a complete stop.
- Consider exceptions to permissions based on the functional class, speed, or other characteristics of a roadway to restrict proceeding across larger, higher speed, or higher volume roads.

L.5. Blue Envelopes for ASD/IDD Interactions

- Consider legislation for a statewide Blue Envelope Program, which assists communication during traffic stops between law enforcement and drivers with Autism Spectrum Disorder (ASD)and people with intellectual and developmental disabilities (IDD), to enable standardization of language and materials.
- Consider ways to expand the Blue Envelope Program to encounters with police not involving a motor vehicle, e.g., transit, walking, etc.

L.6. Bus Obstruction Monitoring System

- Consider legislation allowing NJ TRANSIT to install systems on their buses which detect and enforce against blocked bus lanes and bus stops.

L.7. Court Appearances for Cell Phone Use

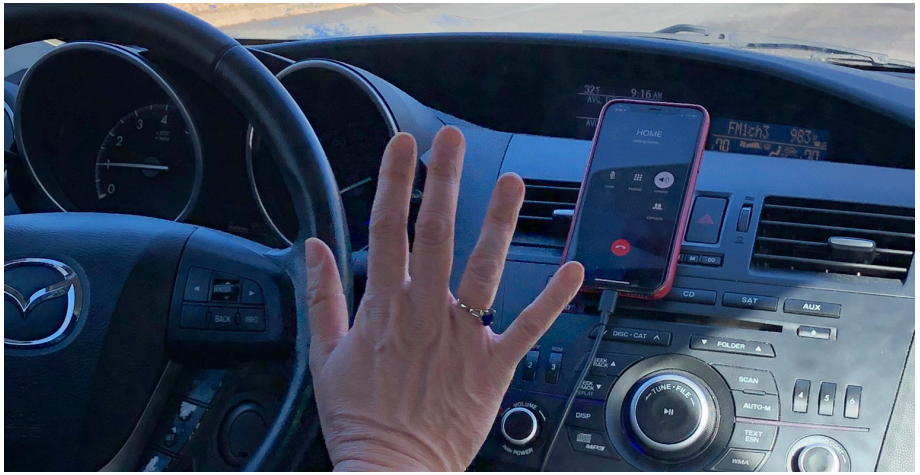
- Amend New Jersey's distracted driving statute (NJSA 39:4-97.3) to remove the mandatory court appearance requirement for both officers and drivers in routine cell phone use violations.
- Allow officers to issue citations without appearing in court unless the case is contested.
- Standardize fines to match penalties for careless driving to improve consistency and increase enforcement.

L.8. Develop Health-Based Active Transportation Funding Systems

- Establish a dedicated, health-based state funding stream for active transportation infrastructure and programs that support walking, biking, micromobility, and trauma-informed outreach and care.
- Prioritize projects that reduce chronic disease, improve access to physical activity, and benefit overburdened communities.
- Leverage existing federal programs and align funding with public health goals to maximize impact.
- Increase funding for the New Jersey Trauma Council and for trauma outreach.

L.9. Distracted Driving Education and Enforcement

- Establish a Distracted Driver Enforcement and Education Fund by amending NJSA 39:4-97.3 to include a $100 surcharge for handheld device violations.
- Expand the scope to prohibit all forms of device interaction, not just texting or talking, by including browsing, video streaming, and app use while driving.
- Align the law with current technology and crash-prevention research showing comprehensive bans reduce distraction-related incidents.



Establish a Distracted Driver Enforcement and Education Fund by amending NJSA 39:4-97.3 to include a $100 surcharge for handheld device violations.

L.10. Dooring Law (Exiting Vehicles Safely)

- Develop and enact a dooring law that protects pedestrians and bicyclists and includes sidewalks, shoulders, and bicycle lanes under its jurisdiction.
- Ensure the dooring law is consistent with other states' dooring laws and current best practice.

L.11. Essential Service Designation for EMS Providers

- Designate EMS as an essential service to facilitate more consistent state support to providers, similar to fire and police.

L.12. Establish Rear-Seat Seatbelt Use as a Primary Enforcement Action

- Convert rear-seat seatbelt use from a secondary to primary enforceable offense to increase rear-seat and overall seatbelt use.

L.13. Illegal Passing of School Buses

- Enact legislation allowing the installation of school bus camera enforcement systems on school buses.
- Develop clear and direct wording to delineate the elements of footage and reporting required for enforcement.

Enact legislation allowing the installation of school bus camera enforcement systems on school buses.

L.14. Implied Consent for Drug Recognition Expert Examination

- Revise the implied consent law (NJSA 39:4-50.2, NJSA 39:4-50.4a) to include Drug Recognition Expert (DRE) examinations for drivers suspected of Driving While Intoxicated (DWI) due to drug use.

L.15. Improved Active Transportation Access on Bridges

- Review and reevaluate exemptions on bridges that could provide improved safety and access but currently prohibit walking and bicycling.

L.16. Insurance-Based Fee to Fund Traffic Calming

- Impose a nominal fee on insurance premiums to fund traffic calming and road safety infrastructure.

L.17. Lateral Protection Devices (Sideguards) for Trucks

- Research the effectiveness of Lateral Protection Devices (sideguards) and the impact on reducing fatal and serious injury crashes in New Jersey.
- Consider legislation to implement a statewide sideguard law in New Jersey, in accordance with the findings.
- Require the installation of sideguards on applicable vehicles operated by government fleets and those contracted by state or local agencies.

L.18. Legal Recourse for Victims of Traffic Violence

- Consider ways to address legal recourse for victims of traffic violence, including passing a version of the Traffic Crash Victim's Bill of Rights.
- Expand the language of Bill S4342, to explicitly include vulnerable road users in addition to occupants of motor vehicles.

L.19. Micromobility Rebate Program

- Consider legislation to establish a micromobility rebate program through the Board of Public Utilities to expand access to affordable micromobility, with income-based eligibility and rebate amounts tied to real-world prices for micromobility vehicles.
- Prioritize equity in the rebate program design by setting clear income thresholds, targeting overburdened communities, and offering multilingual outreach, application assistance, and community partnerships.
- Adopt broad eligibility criteria to include scooters and other small low-speed electric devices, while ensuring all devices meet UL or comparable safety certification standards.

L.20. Office of or Center for Sustainable Mobility

- Create a statewide Office of or Center for Sustainable Mobility with the purpose of coordinating all statewide and regional agencies and their sustainable mobility efforts and assist local governments with technical assistance and funding.
- Orient this Office with the dual goal of zero traffic fatalities and zero emissions.
- Solidify the important link between safety behavior programs and infrastructure investment.

L.21. Registration Fee Increase for Heavier Vehicles

- Review best practices on size- and weight-based vehicle fee increases in peer states.
- Consider a revision to the annual vehicle registration fee rates so that heavier motor vehicles (e.g., pickup trucks and SUVs) pay more to offset increased wear on roads and safety risk to all road users.
- Dedicate the revenue from registration funds to Target Zero-related safety initiatives.

L.22. Restrict Right Turns on Red

- Consider restricting right turns on red movements to reduce conflicts between motor vehicles, pedestrians, and bicyclists at intersections.
- Research and provide guidance on exceptions where turns on red would not pose risk of fatal or serious injury crashes.
- Research and provide guidance on bicycle right turns on red following a complete stop.

Develop a mandatory comprehensive preK-12 road safety education curriculum for New Jersey schools, including instruction on pedestrian, bicycle, e-bike, and micromobility safety.

L.23. Road Safety Education for Children and Youth

- Develop a mandatory comprehensive preK-12 road safety education curriculum for New Jersey schools.
- Ensure the curriculum instructs students in pedestrian, bicycle, e-bike, and micromobility safety.

L.24. Speed Limiter Legislation

- Require the installation of intelligent speed assistance devices for repeat speeding offenders.
- Establish a threshold for excessive speeding to be considered a criminal offense (for example, speeds exceeding 20 mph over the posted speed limit).
- Develop legislation requiring the installation of this technology in new and used motor vehicles before sale.
- Develop legislation requiring the installation of this technology in government fleet vehicles and trucks.

L.25. Statewide Dash Cam Policy

- Establish a policy for the installation and operation of dash cams in all state motor vehicle fleets while in use.
- Establish a dash cam incentive program to encourage dash cam use in all other motor vehicles.

L.26. Strengthening Enforcement against Impaired Driving

- Reduce the Blood Alcohol Content (BAC) limit to 0.05% for driving under the influence of alcohol.
- Strengthen the mandate of ignition interlock devices (IID) for repeat DWI offenders.
- Escalate driving drunk with a child passenger from a disorderly persons offense to a crime.
- Permanently revoke the driver's license of a road user involved in four or more drug- or alcohol-related incidents.

L.27. Strengthening Sidewalk Policy and Standards

- Amend the Municipal Land Use Law to clarify requirements and create consistent standards for the number, specific placement, maintenance, and safety features of sidewalks.

L.28. Updates to Driver Education at License Renewal

- Create mechanisms for continuing driver education at driver's license and/or motor vehicle registration renewal.
- Develop and implement a safety video that all drivers must watch. Accompany the video with a short refresher quiz that drivers must take until they pass.
- Develop material informing the public of the change in the license and registration renewal process.
- Explore options to strengthen proactive periodic vision testing and enhance related education, outreach, and resources.

L.29. Updates to Title 39 (Definition Updates, Protected Bike Lanes, Crosswalks, Speed Limits & Humps)

- Update the language of NJSA:4-135 to authorize the implementation of parking-protected bike lanes, using clear language that defines relevant terms and maintains accessibility standards for all road users.
- Amend NJSA 39:4-8.10 to raise or remove the 3,000 vehicle per day threshold for the installation of speed humps by municipalities.

  Or, revise the statute to grant municipalities the authority to determine the need for and placement of speed humps based on surrounding land use, applicable data, and other context-specific factors.
- Revise, add, and update definitions in Title 39 to reflect modern transportation standards, including but not limited to "pedestrian", "vulnerable road user", "micromobility", "Complete Streets", and "electric motorcycle".
- Permit municipalities to reduce speed limits in school zones and other high pedestrian areas based on surrounding land use and context, without requiring traffic studies.

Update New Jersey law to better support the implementation of traffic calming measures.

- Amend the language of NJSA 39:4-32(f) to give pedestrians protections near crosswalks, in addition to within crosswalks.
- Reduce certain non-safety violations to secondary offenses to focus enforcement operations on violations that impact road safety.
- Strengthen the penalties for reckless driving, careless driving, and failing to yield to pedestrians in NJSA 39:4-96/97 and NJSA 39:4-36, respectively.
- Eliminate outdated laws and remove conflicts with state administrative code and other legislation, focusing on where conflicting laws impact safety.

L.30. Utility Task Vehicle (UTV) Ban on Public Roadways

- Update the New Jersey Motor Vehicle and Traffic Regulation law to explicitly ban the use of utility task vehicles (UTVs) on any public roadways.
- Ensure loopholes, including touring UTVs registered in other states that allow riding on public roads, are not possible.

L.31. Vehicle Miles Traveled Reduction Targets

- Advance a revised version on S4873 to establish a Vehicle Miles Traveled (VMT) Advisory Commission and set targets to lower VMT in New Jersey.
- Establish processes to calculate VMT impacts from new projects and consider requirements to offset VMT increases with active transportation or transit investments.

L.32. Vehicle Safety Inspection Program

- Conduct a study to evaluate the effectiveness of safety inspections in enhancing overall vehicle safety, to identify and evaluate whether root causes of crashes relate to vehicle safety components.
- Reinstate a statewide passenger vehicle safety inspection program to improve safety of vehicle occupants and vulnerable road users.
- Expand inspections to include vehicle operating safety elements including brakes, steering, suspension, and tires. Explore adding inspection of other safety elements, including seatbelts, glazing and window tinting, headlight aim, license plate covers, mirrors, and brake, turn, and marker lights.
- Reduce the number of vehicles exempt from inspections, as these vehicles can still pose a risk to vulnerable road users.

4. Moving Forward

This Action Plan is comprised of a series of recommendations intended to move New Jersey towards realizing the goal of zero roadway deaths and serious injuries by 2040. The Target Zero Commission members believe that implementation of the Action Plan will promote a culture of traffic safety and strengthen partnerships and collaboration necessary among Commission member agencies as well as county, local, non-profit, and advocacy organizations vital to the success of these efforts.

While development and adoption of the Action Plan is an important milestone, it represents the start of the work. Additional steps are essential now and in the future for the Action Plan recommendations to be successfully implemented and become the catalyst for a sustained multi-agency commitment to saving lives.

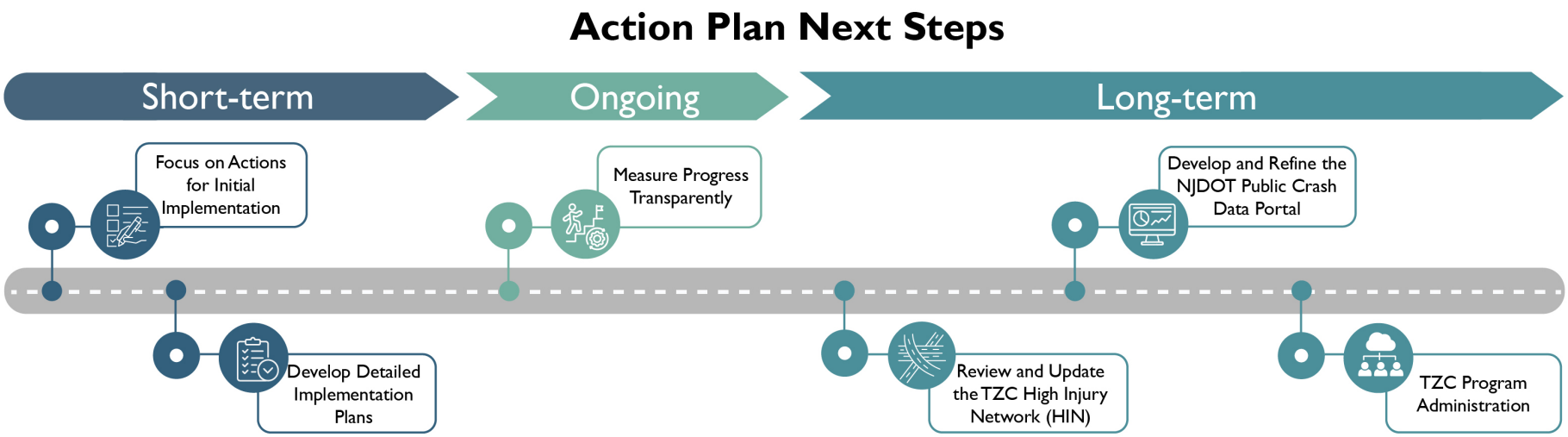
Several actions developed for the Action Plan reflect requirements of the Target Zero Commission Law. Other actions describe internal policies that will enable a cultural shift within state agencies and the development of a comprehensive communications strategy that will promote a culture shift among professionals working on the local level and among the general public.

4.a. Target Zero Commission Law Requirements in addition to the Action Plan

The Target Zero Commission Law charged the Commission with a specific list of requirements in addition to development of the Action Plan. The list below highlights the major requirements and how the Commission has met or is in the process of meeting them at the time of the Action Plan's adoption.

The law requires the Commission to:

- "Promote effective and transparent collection of traffic safety data and dissemination of such data via a publicly accessible data portal that includes, but is not limited to, the most dangerous intersections in the State, traffic crash data with information on non-fatal injuries and demographic data, and a high-injury network that indicates the roadways, in the State, with the highest injury rates;"
    - **G.8.** Target Zero Commission Website and Crash Data Portal
- "Provide advice and assistance to county and municipal governments regarding the data resources available to them to develop their own target zero plans;"
    - **G.4.** Local and County Target Zero Action Plan Support
    - **B.8.** Unified HIN Strategy for State, County, and Local Roads
- "Create and maintain an interactive Internet website to provide information about the commission, including: the membership of the commission; the commission's plans, progress reports, meeting notices, agendas and minutes; educational materials about target zero; a link to the safety portal; and any other information the commission deems necessary."
    - **G.8.** Target Zero Commission Website and Crash Data Portal



4.b. Action Plan Next Steps

With the adoption of this Action Plan, the following steps will guide the Commission, its member agencies, and the rest of the State as it begins to chart a new path towards achieving its goal of zero fatal and serious injury (FSI) crashes by 2040.

Focus on Actions for Initial Implementation

The Action Plan contains 40 non-legislative actions and 32 recommendation areas that would require legislative change. The details provided in the plan for each action offer high-level guidance on key points of implementation. These actions encompass a broad spectrum of recommendations for the Target Zero Commission, its member agencies, and the New Jersey Legislature to investigate and pursue. To assist in focusing efforts in the crucial first year of implementation, the Target Zero Commission recommends the following 8 items as **initial implementation actions**:

Initial Implementation Action	Objective
A.4. Enhancing DWI Testing and Oversight Capacity	Safer People
A.6. Increased Use of Pedestrian-Oriented Safety Countermeasures	Safer People
A.9. Seatbelt Use Outreach	Safer People
A.10. Unified Education Strategy for Target Zero	Safer People
B.1. Bus Stop Design and Safety Improvements	Safer Roads
C.2. Traffic Calming	Safer Speeds
F.2. Updates to the Residential Site Improvement Standards	Safer Land Use
G.7. Target Overburdened Communities	Coordinated Implementation

Develop Detailed Implementation Plans

It is recommended that each of the lead oversight agencies engage with support agencies, and partners to review each non-legislative action in the Action Plan to develop them further with thoughtful attention to how they will be implemented. Additionally, agencies and partners may continually consider new partnerships and the integration of new and emerging technologies, such as machine learning and artificial intelligence, to assist in the advancement of actions, when appropriate. This review should be executed with a bias towards immediate implementation when possible. The focus needs to be on the "Action" part of the Action Plan.

Measure Progress Transparently

Measuring and communicating progress on Action Plan implementation is critical.

It is recommended that each action adopted in this Plan have one or more corresponding performance metrics by which the action will be assessed. Implementation benchmarks should also be established in each agency implementation plan. These benchmarks would describe, for each action, what will be accomplished and by when.

In addition to the metrics measuring progress on the action plan recommendations, focus also needs to be on the ultimate metric of the number of fatalities and serious injuries on New Jersey's roadways. The following set of metrics can help the State track progress annually both overall and for specific subcategories.

Overall metrics may track roadway fatalities and fatal and serious injury (FSI) crashes by raw number or by normalizing the number of fatalities to get a rate per 100,000 people and per 100 million vehicle miles traveled, allowing for direct comparison to national and peer state fatal crash rates.

1. Number of roadway fatalities
2. Number of fatal and serious injury crashes in a calendar year
3. Number of roadway fatalities per 100,000 people
4. Number of roadway fatalities per 100 million vehicle miles traveled (VMT)

Subcategory metrics may be established to track progress on specific areas where fatal and serious injury crashes are disproportionately overrepresented compared to overall fatal and serious injury crashes. Metrics may disaggregate fatal crashes by behavior, population, and road user type. Subcategories may address topics including but not limited to:

1. Behaviors
    a. FSI crashes involving unbelted drivers and passengers
    b. Speeding-involved FSI crashes
    c. FSI crashes involving driver impairment
2. Vulnerable road users
    a. All vulnerable road user-involved FSI crashes
    b. Pedestrian-involved FSI crashes
    c. Bicyclist-involved FSI crashes
3. Populations
    a. FSI crashes occurring in overburdened communities
    b. FSI crashes involving young drivers
    c. FSI crashes involving mature drivers

Consistent tracking of the proportions of FSI crashes attributed to key areas of focus will allow the Target Zero Commission to measure and evaluate the effectiveness of actions and reprioritize them as needed in future updates to this Action Plan.

Review and Update the TZC High Injury Network (HIN)

Measuring progress will include ongoing assessments and updates to the TZC HIN. It is recommended that the TZC HIN be regenerated every three years. This timeframe enables each of the identified locations to have a plan in place to address safety issues. Additionally, this three-year period provides time for other State, MPO, county, and local agency high injury network analyses and/or other safety focused planning efforts to align and identify mutually supportive actions.

Develop and Refine the NJDOT Public Crash Data Portal

Data transparency builds trust and ensures that the public is aware not only of the extent of fatalities and serious injuries in New Jersey, but also if progress is being made. To address this need, the NJDOT will be launching a new Public Crash Data Portal before the end of 2025.

TZC Program Administration

The effectiveness of the Target Zero Commission Action Plan depends on the continued constitution of the Target Zero Commission and the coordination of the member agencies when necessary for the effective implementation of the approved action items.

To sustain momentum and ensure agency cohesiveness, the Commission recommends the addition of an appointed role to support its continued work. The Target Zero Law allows the "chairperson [to] appoint a secretary who need not be a member of the commission."

The Governor's Office may choose to appoint a Target Zero Executive, whose job is to coordinate with the Commission on behalf of the Governor. The Target Zero Executive may advise and participate in the implementation of actions and the operation of the Commission including, but not limited to, setting Commission meetings and public hearings and assisting in the establishment of subcommittees.

Additionally, it is recommended that the Target Zero Commission reconvenes in three months to:

- Review progress on the implementation of actions and the development of implementation plans;
- Establish a plan for the continued operation of the Commission to include:
  - structure, for example, the establishment of subcommittees or working groups;
  - the establishment of by-laws, including rules on member attendance and voting;
  - methods of public input;
  - website maintenance; and
  - communications;
- Assign responsibility for organizational support including, for example, developing agendas, recording meeting minutes, writing up action scopes, and tracking progress on action implementation;
- Ensure that the Commission fulfills its requirements to meet at least twice a year, hold two public meetings annually, and submit the report before the third Sunday in November of each year, which is recognized as World Day of Remembrance for Road Traffic Victims;

- Determine the need to form subcommittees, or working groups, to address particular focus areas, for example, education, engineering, or enforcement efforts, and coordinate implementation on relevant actions; and
- Establish a framework to support elected officials with their review of the recommendation areas that require legislative change.

Families for Safe Streets New Jersey at the signing of the Target Zero Commission law.

The Journey We Take Together

Informed by the work of the Target Zero Working Group, the Commission did its best to prioritize key strategies and identify a set of actions that reflect a collective vision for safer transportation across New Jersey. The plan serves as a high-level guide, outlining important steps that agencies and partners can take to reduce traffic-related serious injuries and fatalities. Translating strategies into action will require refining each proposed initiative, including clarifying objectives, identifying resources, and cultivating partnerships. Further development will be needed to ensure alignment with existing programs, policies, and organizational structures. Change is rarely simple, and implementation often presents real-world challenges.

Potential barriers may include:

- Limited funding or competing budget priorities;
- Existing policies that may need to be revisited;
- Gaps in staffing or technical expertise; and
- Legal or regulatory hurdles.

While these challenges are real, they are not insurmountable. Some actions may progress more slowly than others or may ultimately prove unfeasible. Still, the Commission affirms that meaningful progress begins with a willingness to try.

This is a journey we as New Jerseyans will take together—a journey in honor of those who lost their lives on our roads, those who have suffered serious injuries, and those who remain to remember them. We will work to keep others from experiencing such loss.

Appendix A – List of Abbreviations

AACN – Advanced Automatic Crash Notification
AASHTO – American Association of State Highway and Transportation Officials
ADA – Americans with Disabilities Act
ADT – Average Daily Traffic
ADU – Accessory Dwelling Unit
ASD/IDD – Autism Spectrum Disorder (ASD) / Intellectual and/or Developmental Disabilities (IDD)
ASL – American Sign Language
AV – Autonomous Vehicle
AWP – All Walk Phase
BRT – Bus Rapid Transit
BSEE – Bicycle Safety Education & Enforcement
CAIT – Center for Advanced Infrastructure & Transportation
CDL – Commercial Drivers License
CHSTP – Coordinated Human Services Transportation Plan
CMF – Crash Modification Factor
DRE – Drug Recognition Expert
DVRPC – Delaware Valley Regional Planning Commission
DWI – Driving While Intoxicated
EMS – Emergency Medical Services
EMSC or EMS-C – Emergency Medical Services for Children
eTOD – Equitable Transit Oriented Development
FARS – Fatality Analysis Reporting System
FHWA – Federal Highway Administration
FMCSA – Federal Motor Carrier Safety Administration
FSI – Fatal and Serious Injuries
GIS – Geographic Information System
GPS – Global Positioning System
HIN – High Injury Network
HSIP – Highway Safety Improvement Program
IID – Ignition Interlock Device
IIHS – Insurance Institute for Highway Safety
ISA – Intelligent Speed Assistance
ITS – Intelligent Transportation Systems
JIF – Joint Insurance Fund
KSI – Killed or Seriously Injured
LED – Light-Emitting Diode
LPI – Leading Pedestrian Interval
LSAPs – Local Safety Action Plans
MPO – Metropolitan Planning Organization
MUTCD – Manual on Uniform Traffic Control Devices
NACTO – National Association of City Transportation Officials
NASEMSO – National Association of State EMS Officials
NEMSIS – National EMS Information System
NHTSA – National Highway Traffic Safety Administration
NJ-SHO – New Jersey Safety and Health Outcomes
NJBPU – New Jersey Board of Public Utilities
NJBWC – New Jersey Bike & Walk Coalition
NJCF – New Jersey Conservation Foundation
NJDCA or DCA – New Jersey Department of Community Affairs
NJDEP or DEP – New Jersey Department of Environmental Protection
NJDHS or DHS – New Jersey Department of Human Services
NJDHTS or DHTS – New Jersey Division of Highway Traffic Safety
NJDOH or DOH – New Jersey Department of Health
NJDOS – New Jersey Department of State
NJDOT or DOT – New Jersey Department of Transportation
NJMEL – New Jersey Municipal Excess Liability
NJMVC or MVC – New Jersey Motor Vehicle Commission
NJOEMS – New Jersey Office of Emergency Medical Services
NJOETS – Office of Emergency Telecommunications Services

NJOFBI – New Jersey Office of Faith Based Initiatives
NJOIT or OIT – New Jersey Office of Information Technology
NJOPA – The Office of Planning Advocacy (OPA) within the New Jersey Department of State's Business Action Center (BAC)
NJPTOA – New Jersey Police Traffic Officers Association
NJSA – New Jersey Statutes Annotated
NJSEA – New Jersey Sports and Exposition Authority
NJSIAB – New Jersey Site Improvement Advisory Board
NJSP – New Jersey State Police
NJT – New Jersey Transit Corporation
NJTA – New Jersey Turnpike Authority
NJTC – New Jersey Trauma Council
NJTIP – New Jersey Travel Independence Program
NJTPA – North Jersey Transportation Planning Authority
NRSS – National Roadway Safety Strategy
NYC – New York City
PHBTC – Prehospital Blood Transfusion Coalition
PROWAG – Public Right-of-Way Accessibility Guidelines
PSEE – Pedestrian Safety Education & Enforcement
QR/QC – Quality Assurance and Quality Control
RITIS – Regional Integrated Transportation Information System
RSIS – Residential Site Improvement Standards
SCDRTAC – NJ TRANSIT Senior Citizen Disabled Riders Transportation Advisory Committee
SHSP – Strategic Highway Safety Plan
SIT – Safety Impact Team
SJTPO – South Jersey Transportation Planning Organization
SRTS – Safe Routes to School
SSA – Safe System Approach
SS4A – Safe Streets and Roads for All program
SUV – Sport Utility Vehicle
TIM – Traffic Incident Management
TMA – Transportation Management Association
TOD – Transit Oriented Development
UAS – Unmanned Aircraft Systems
UL – Universal Labratories
UTV – Utility Task Vehicle
VMT – Vehicle Miles Traveled
VRU – Vulnerable Road User
VSL – Variable Speed Limit

Appendix B – Glossary of Terms

Access Management – the method in which motor vehicle entry and exit points on roadways are designed, applied, and controlled.

Accessory Dwelling Unit – a secondary, independent housing unit located on the same lot as a stand-alone single-family home.

Active Transportation – Mobility through walking, bicycling, or other micromobility devices, now including but not limited to low-speed electric bicycles and low-speed electric scooters.

Adaptive Reuse – repurposing an existing building for a use other than it was originally intended.

Advanced Automatic Crash Notification – a system installed in motor vehicles that shares detailed information about a crash (e.g. whether an airbag deployed, the speed at which the crash occurred, or how many people were in the motor vehicle) with 911 dispatch centers so that emergency responders can be better prepared to treat crash victims.

All Walk Phase or Pedestrian Scramble – allows pedestrians to cross an intersection in any direction, including diagonally, while all motor vehicle traffic is stopped.

Automatic Actuation (at crosswalks) – utilizes sensors or scheduled timing to initiate a walk signal rather than requiring a pedestrian to physically press a button.

Average Daily Traffic or Vehicles Per Day – the average number of motor vehicles that travel through a specific point over 24 hours.

Complete Streets and Green Streets – Complete streets: an integrated transportation network designed to enable safe and convenient travel and access along and across streets for all users of all ages and abilities, including pedestrians, bicyclists, motorists, movers of commercial goods, and transit riders. Green Streets: streets with landscaped features installed in the right-of-way that capture and allow stormwater runoff to soak into the ground, while still preserving the primary function of a street as a conduit for pedestrians, bicyclists, motorists, and transit riders.

Conflict Point – a point at which the paths of different road users cross, merge, or diverge, increasing the potential for collisions.

Countermeasure – a strategy effective in reducing roadway fatalities and serious injuries on roadways.

Crosswalk – the part of a highway at an intersection, either marked or unmarked existing at each approach of every roadway intersection, included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the shoulder, or, if none, from the edges of the roadway; also, any portion of a highway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other marking on the surface (NJSA 39:1-1).

Data Portal – an online platform that provides a way for users to access, share, and use data.

Daylighting (at Intersections) – a design strategy to improve visibility at intersections by clearing the curb space next to a crosswalk.

Demonstration Project – the use of flexible or temporary street design that allows communities to test roadway infrastructure changes as a low-cost, short-term intervention (NJTPA).

Double Parking – parking or positioning a motor vehicle alongside other parked motor vehicles which can obstruct traffic, restrict access, and pose a safety hazard for other road users.

Early Action Safety Treatment – low-cost, high-impact changes to roadways and roadway operations that do not involve engineering alterations (e.g., new signage, striping, updated traffic signal timing, or speed management interventions).

First- and Last-Mile Connection – the segment of a trip between a transit stop and an individual's home; i.e., the walk, ride, or drive home from the train station or bus stop.

Form-Based Code – a municipal land development regulation that prioritizes the physical form and character of a community's buildings, streets, and public spaces over traditional land use zoning.

Greenway – a safe, connected corridor for walking, biking and active transportation.

High Injury Network – stretches of roadways with higher concentrations of fatal and serious injury crashes.

Home Rule – the ability for a local government or municipality to determine its own planning, zoning, and land use regulations, given they do not conflict with state or federal regulations.

Implied Consent – the legal agreement by anyone who operates a motor vehicle to automatically consent to having their breath or blood tested for alcohol or any narcotic, hallucinogenic, or habit-producing drug (Implied Consent Law).

Injury Tolerance – the amount of force a human body can tolerate without sustaining severe or fatal injuries.

Intersection – the area where two or more roads meet or cross each other.

Land Use – the way in which a parcel of land is designated or used, such as for housing, commercial, or recreational uses.

Lateral Protection Device or Sideguard – a safety device/panel installed on the side of large trucks or trailers to physically prevent vulnerable road users from being pulled under a motor vehicle in a side-impact collision (USDOT Volpe Center).

Leading Pedestrian Interval – adjustment to signal timing that grants pedestrians time to enter a crosswalk before motor ovehicles are permitted to turn.

Legal Recourse – the inclusion of legal protections for traffic crash victims and their families, along with increased penalties for driver behaviors that

cause serious injury or fatal crashes.

Local Safety Action Plan or Local Road Safety Plan – county and local governments identify and prioritize safety improvements to reduce fatal and serious injury crashes on their roads.

Metropolitan Planning Organization – partner with local and state agencies to help plan and fund transportation projects and provide a forum for interagency cooperation and public input. New Jersey's three MPOs are the North Jersey Transportation Planning Authority, the Delaware Valley Regional Planning Commission, and the South Jersey Transportation Planning Organization.

Micromobility – includes e-bikes, e-scooters, and other low-speed devices, is an affordable, energy-efficient, eco-friendly alternative to driving.

Mid-Block – a point along a roadway located between intersections, where a crosswalk, traffic calming measure, or other safety feature may be placed.

Mode Shift – a shift in personal travel behavior between vehicle types (e.g., driving, walking, bicycling, or public transit).

Motor Vehicle – includes all vehicles propelled otherwise than by muscular power, excepting such vehicles as run only upon rails or tracks, low-speed electric bicycles, low-speed electric scooters, and motorized bicycles (NJSA 39:1-1).

Move Over Law – the New Jersey law outlining the requirements of a motor vehicle driver approaching certain stationary vehicles on the side of roadways to slow down or move into a lane that is not adjacent to the stationary vehicle (NJSA 39:4-92.2).

New Jersey Police Crash Report Form (NJTR-1) – a standardized form used by New Jersey police officers for the investigation and documentation of all in-transport motor vehicle crashes.

Overburdened Communities – communities, defined by the New Jersey Environmental Justice Law (NJSA 13:1D-157) at the block group level, where: at least 35 percent low-income households; or at least 40 percent of the residents identify as minority or as members of a State recognized tribal community; or at least 40 percent of the households have limited English proficiency.

New Jersey Transit Village Program – a state funded program that provides grants for non-traditional transportation-related projects in New Jersey municipalities designated as Transit Villages (NJDOT).

Parking Maximum – the maximum number of parking spaces permitted for a new development or specific land use, established by local ordinance.

Parking Minimum – the minimum number of parking spaces required for a development or specific land use, established by local ordinance.

Pedestrian – a person afoot (NJSA.39:1-1); a person in a wheelchair or motorized wheelchair; and a person employed by or who contracts with any public utility company in this State, a property maintenance worker, or any other person who is permitted by law to be upon the roadway and outside a motor vehicle for work or recreation and is upon a roadway and outside a motor vehicle for work or recreation (P.L.2024, C.109).

Pedestrian Refuge Island – a raised median in the center of a roadway crossing designed to serve as a "break" as pedestrians travel through wider crossings.

Personal Conveyance – shall include, but not be limited to, a low-speed electric bicycle as defined in R.S.39:1-1, a low-speed electric scooter as defined in R.S.39:1-1, a manual wheelchair, a motorized wheelchair as defined in R.S.39:1-1 or a similar mobility assisting device used by persons with physical disabilities or by persons whose ambulatory mobility has been impaired by age or illness, an electric personal assistive mobility device as defined in section 1 of P.L.2001, c.430 (C.39:4-14.10), a motorized scooter as defined in R.S.39:1-1, a skateboard as referenced in section 1 of P.L.1997, c.411 (C.39:4-10.5), a motorized skateboard as defined in R.S.39:1-1, roller skates as defined in section 1 of P.L.1997, c.411 (C.39:4-10.5), or any other device used by a person for transportation (NJSA 39:4-92.4).

Pilot Program – the small-scale or preliminary implementation of a safety infrastructure improvement or program used to test how effective they are and gather feedback before making permanent or capital-intensive implementations.

Primary and Secondary Enforcement – a primary enforceable offense allows a law enforcement officer to stop and cite a motor vehicle operator solely for a specific traffic violation. A secondary enforceable offense allows a citation only if the driver has first been stopped for a different primary violation.

Quick Build Project – the rapid deployment of street improvement projects using flexible, semi-permanent materials that serve as a bridge between demonstration projects and permanent reconstruction.

Raised Crosswalk – the slight physical elevation of a marked crosswalk to increase visibility of persons crossing and to act as a vertical speed calming countermeasure.

Residential Site Improvement Standards – Under the Department of Community Affairs, RSIS establish Statewide requirements for improvements made in connection with residential development, including streets and parking, water supply, sanitary sewers and stormwater management.

Safe Corridor – a section of highway under DOT jurisdiction that, based on accident rates, fatalities, traffic volume, and other safety criteria, is designated by the Commissioner of Transportation as high-risk and in need of increased enforcement, design improvements, or safer driving behavior (NJSA 39:4-203.5).

Safe Routes to School program – provides funding for projects that enable and encourage children in grades k-12 to walk, bike, and roll safely to school.

Safe Streets and Roads for All program – a federal grant program that provides funding for planning and demonstration projects aimed at reducing roadway fatalities and serious injuries on a local or regional level (USDOT).

Safe System Approach – evaluating traffic safety and designing a transportation system with the goal of eliminating fatal and serious injuries for all road users by acknowledging that: traffic deaths and serious injuries are unacceptable; humans make mistakes; humans are vulnerable; responsibility is

shared; safety is proactive; and redundancy is crucial.

Safety Partners – policymakers, state and regional agencies, planners, engineers, government officials at all levels, advocates, law enforcement, as well as the traveling public.

School Streets – allows for the temporary restriction on motorized traffic near schools during arrival and dismissal times.

School Zone – portion of a highway which is either contiguous to territory occupied by a school building or is where school crossings are established in the vicinity of a school, upon which are maintained appropriate "school signs" in accordance with specifications adopted by the chief administrator and in accordance with law (NJSA 39:1-1).

Self-Enforcing Road – a roadway planned and designed to encourage drivers to operate motor vehicles in compliance with the posted speed limit (FHWA).

Serious Injury – bodily injury which creates a substantial risk of death, or which causes serious, permanent disfigurement, or protracted loss or impairment of the function of any bodily member or organ.

Shared Parking – a method where parking spaces are utilized by more than one user at different times of the day (e.g., designated parking spaces are used by office workers during the day, and residents overnight).

Shared-Use or Multi-Use Path – a paved or unpaved path, separated from motor vehicle traffic, that is used by pedestrians, joggers, bicyclists, skaters, wheelchair users, and other non-motorized users for recreation or travel.

Slip Lane – a turning lane that bypasses an intersection.

Strategic Highway Safety Plan – a statewide, coordinated safety framework designed to reduce fatalities and serious injuries on all public roads by directing investment towards areas where safety improvements will have the greatest impact.

Sustainable Mobility – promotes transportation systems that minimize negative environmental impacts, such as through active transportation, trail networks, reducing motor vehicle miles traveled (VMT), electrified transportation, and micromobility options.

Target Zero Action Plan – an action plan developed in partnership with the Target Zero Commission that implements and promotes the safe system approach, target zero strategies, and evidence-based safety countermeasures to help achieve the goal of eliminating traffic fatalities and severe injuries among all road users by 2040.

Target Zero Commission – a 13-member body composed of representatives from state and regional agencies, established to propose an action plan within one year of the bill's signing. P.L.2024, C.109 requires the commission to meet at least twice per year, and to hold a minimum of two public hearings annually.

Target Zero Commission Law (P.L.2024, c.109) – legislation establishing the 13-member New Jersey Target Zero Commission, signed on January 13th, 2025.

Target Zero Working Group – comprised of advocates, subject matter experts, and representatives from the 13 member agencies of the NJ Target Zero Commission to support the Commission's efforts to develop the Target Zero Action Plan.

Title 39 – New Jersey's collection of statutes outlining the state's motor vehicle laws, personal mobility devices, traffic regulations, enforcement, licensing, and registration. It also establishes the NJMVC.

Traffic Buffer – A design feature that uses vegetation, curbs, parking lanes, or other barriers to provide a physical or spatial separation between travel lanes for different users or opposite directions.

Traffic Calming – physical design measures used to reduce motor vehicle speeds to improve the safety of all road users, including but not limited to vertical deflection, horizontal deflection, lane narrowing, and other roadside features (FHWA).

Traffic Control Signal or Traffic Control Device – a device, whether manually, electrically, mechanically, or otherwise controlled, by which traffic is alternatively directed to stop and to proceed, and which has been approved by the Commissioner of Transportation in accordance with the *Manual on Uniform Traffic Control Devices for Streets and Highways* (P.L.2024, C.109).

Traffic Incident Management – the process of identifying, managing, and clearing traffic incidents as quickly and safely as possible to restore normal traffic flow (FHWA).

Traffic Safety Culture – the shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands (FHWA).

Transit-Dependent Community – a community where a high percentage of the population relies on public transit for their commute as opposed to private vehicles.

Transit-Friendly Planning – the proactive planning of safe and accessible places surrounding transit facilities (NJTOD).

Transit-Oriented Development – walkable, mixed-use development centered around and integrated with transit stations.

Transportation Management Association – non-profit, public/private partnerships that have been established to form partnerships with businesses and local government to provide commuter information and services. New Jersey's eight TMAs are Cross County Connection, Greater Mercer, goHunterdon, Keep Middlesex Moving, EZ Ride, RideWise, Avenues in Motion, and Hudson TMAs (NJDOT).

Travel Mode – the method of transportation an individual uses to move from one place to another.

Turn Calming – traffic calming measures used to slow motor vehicle turning speeds and improve intersection safety for all road users.

UL Certification – this certification often indicates that a device (e.g., an electric bike or scooter) has passed testing to meet specific safety standards.

Unbundled Parking – the separation of parking costs for a tenant or employee.

Utility Task Vehicle – a four-wheeled off-road motor vehicle with a larger carrying capacity than ATVs.

Variable Speed Limit – digital signs that allow for a real-time speed limit change to adapt to factors such as weather, congestion, roadway incidents, or work zones (FHWA).

Vehicle Miles Traveled – a measure of the total distance driven by all vehicles in a specific area over a given time.

Vision Zero – Vision Zero is a road safety project that aims to completely eliminate all traffic deaths and severe injuries, promoting safe, healthy, and equitable mobility for all. Its underlying principle is that "it can never be ethically acceptable that people are killed or seriously injured when moving within the road transport system."

Vulnerable Road User – a person walking, bicycling, rolling, or otherwise working on the roadway; an individual who is unprotected by an outside shield and is at greater risk of injury in any collision with a motor vehicle and therefore in greater need of protection against such collisions (National Safety Council).

85th Percentile – the speed at or below which 85 percent of the drivers travel on a road segment, traditionally used to determine speed limits and inform the design of roadways; research has shown that reliance on the 85th percentile leads to cyclical increases of the speed limit, design speeds, and travel speeds (FHWA).


TARGET
ZERO