



VISION ZERO.

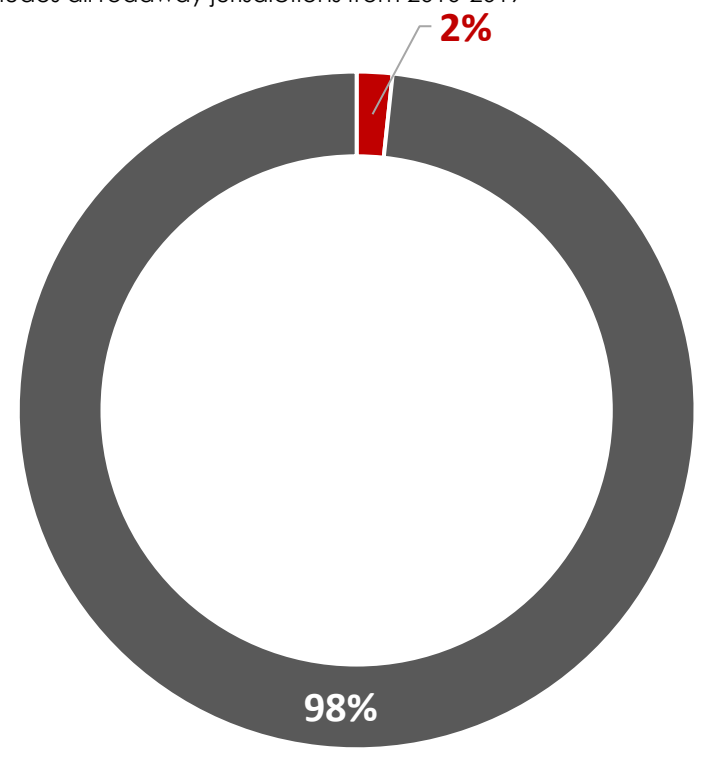
Middlesex County's Action Plan to Eliminate Traffic Related Fatal and Serious Injury Crashes

North Jersey Transportation Planning Authority
Regional Transportation Advisory Committee
February 14, 2023



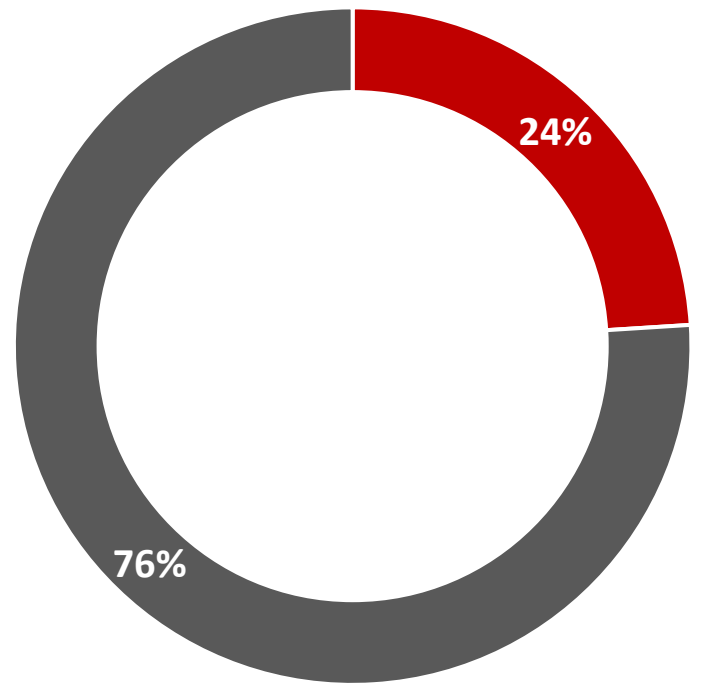
2010-2019 Crashes in Middlesex County

*Includes all roadway jurisdictions from 2010-2019





291,440 Traffic Crashes

-  **Bicycle and Pedestrian Crashes**
5,014 Bicycle and Ped. Crashes
-  **Vehicle Crashes**
286,427 Vehicle Crashes



1,434 Fatal and Serious Injury Crashes (FSIs)

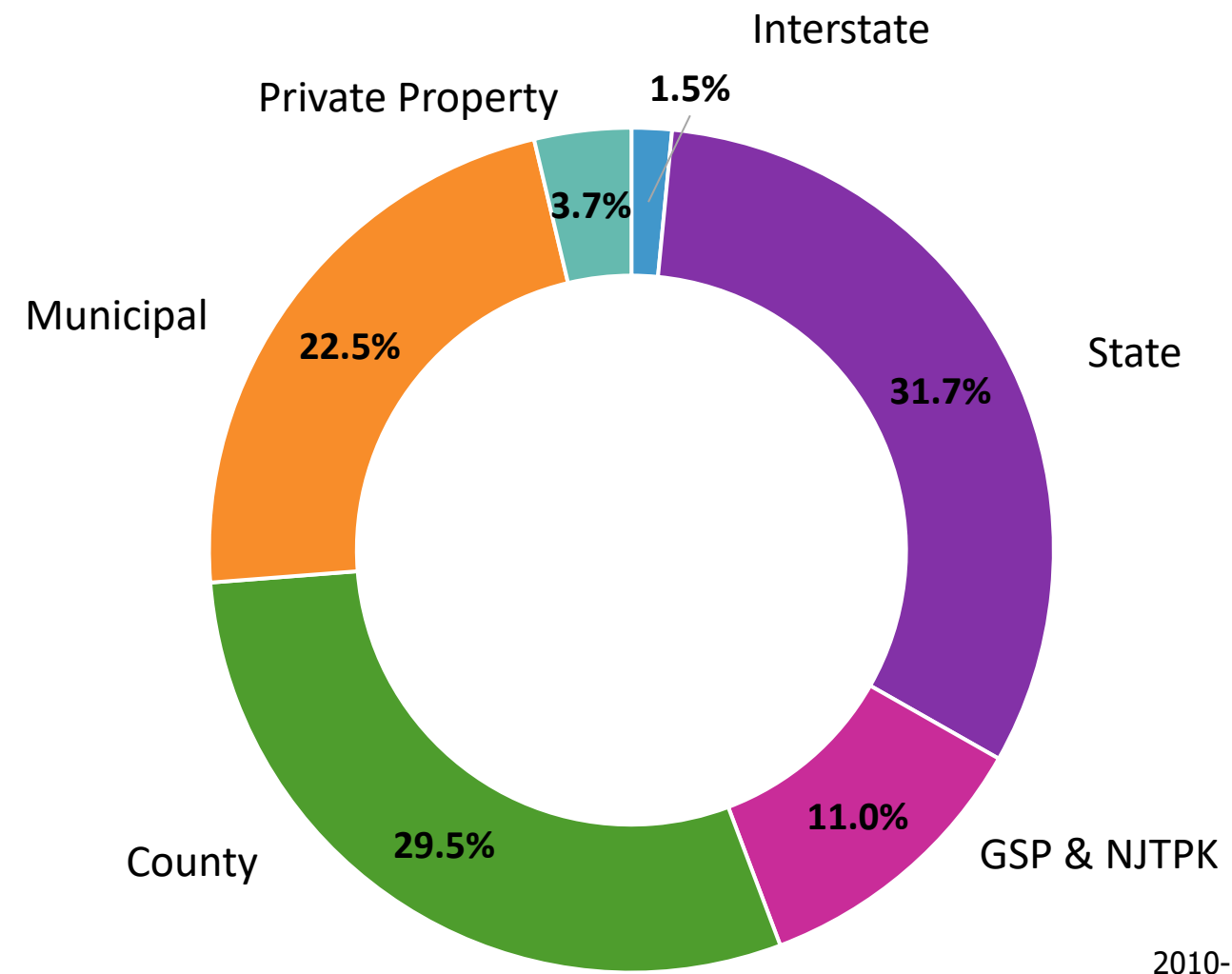
-  **Bicycle and Pedestrian Crashes**
347 Bicycle and Ped. FSI Crashes
-  **Vehicle Crashes**
1,087 Vehicle FSI

On Average, the County Saw:

- 2** Crashes/Hour
- 4** Fatalities/Month
- 8** Incapacitations/Month
- 23** Injuries/Month



FATAL & SERIOUS INJURY CRASHES BY ROADWAY JURISDICTION



2010-2019 Crashes in Middlesex County

* Includes all roadway jurisdictions from 2010-2019



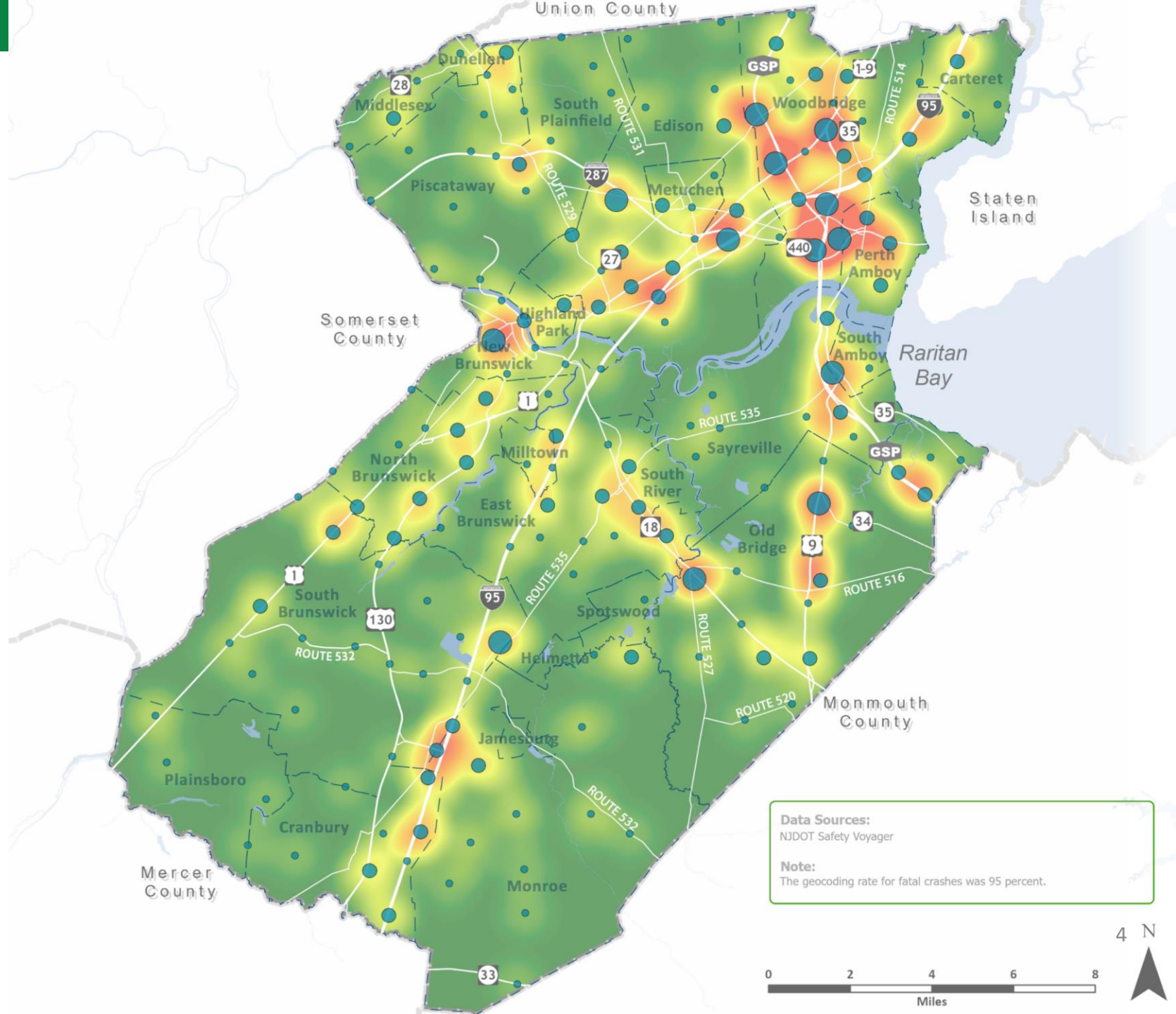
FATAL CRASHES HOTSPOT MAP

2010-2019

Number of Fatal Crashes

- 1 - 2
- 3 - 5
- 6 - 9

Fatal Crashes per Square Mile



Data Sources:
NJDOT Safety Voyager

Note:
The geocoding rate for fatal crashes was 95 percent.



SERIOUS INJURY CRASHES HOTSPOT MAP

2010-2019

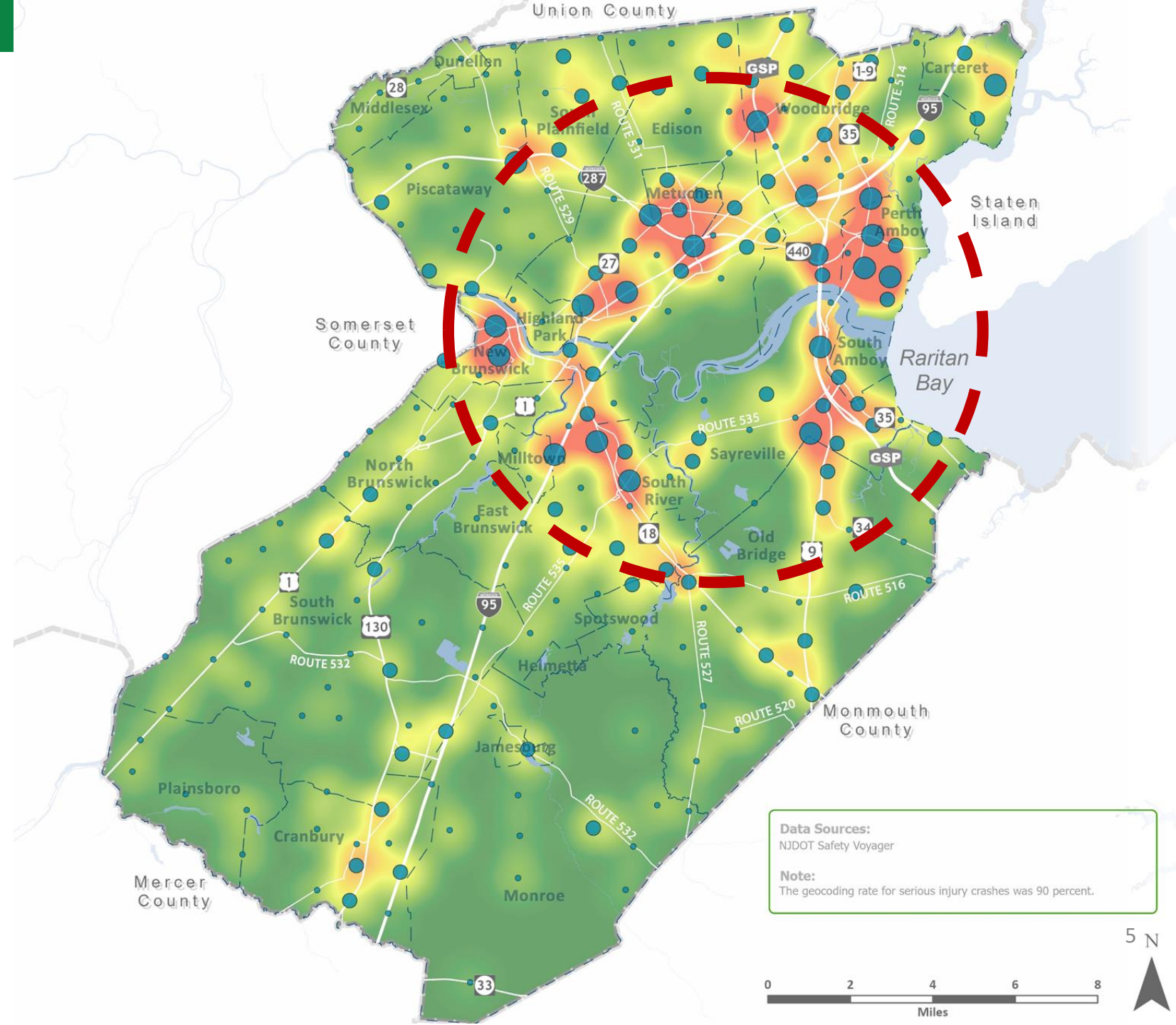
Number of Serious Injury Crashes

- 1 - 3
- 4 - 7
- 8 - 15

Serious Injury Crashes per Square Mile

High : 17.4

Low : 0



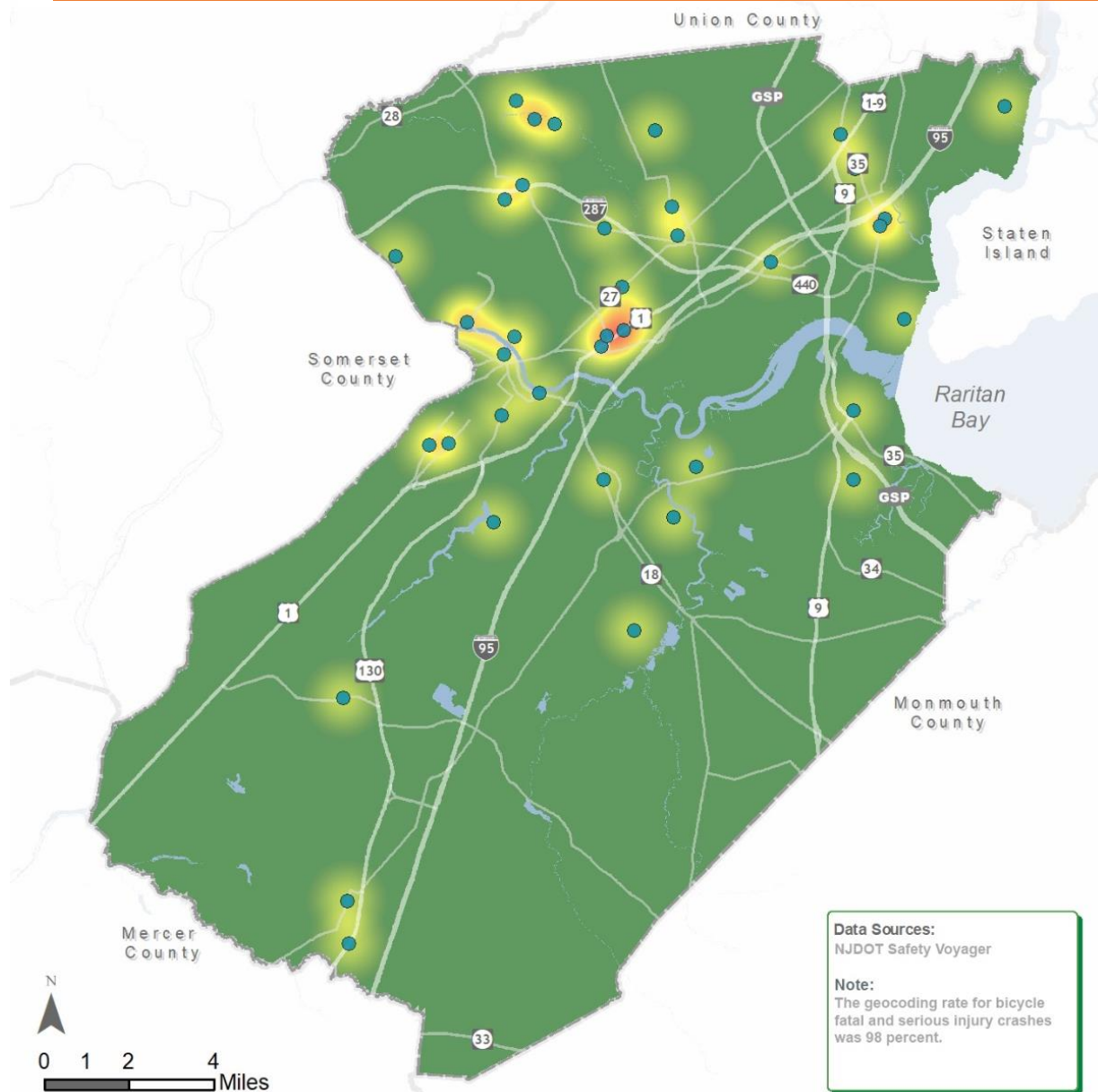
Data Sources:
NJDOT Safety Voyager

Note:
The geocoding rate for serious injury crashes was 90 percent.

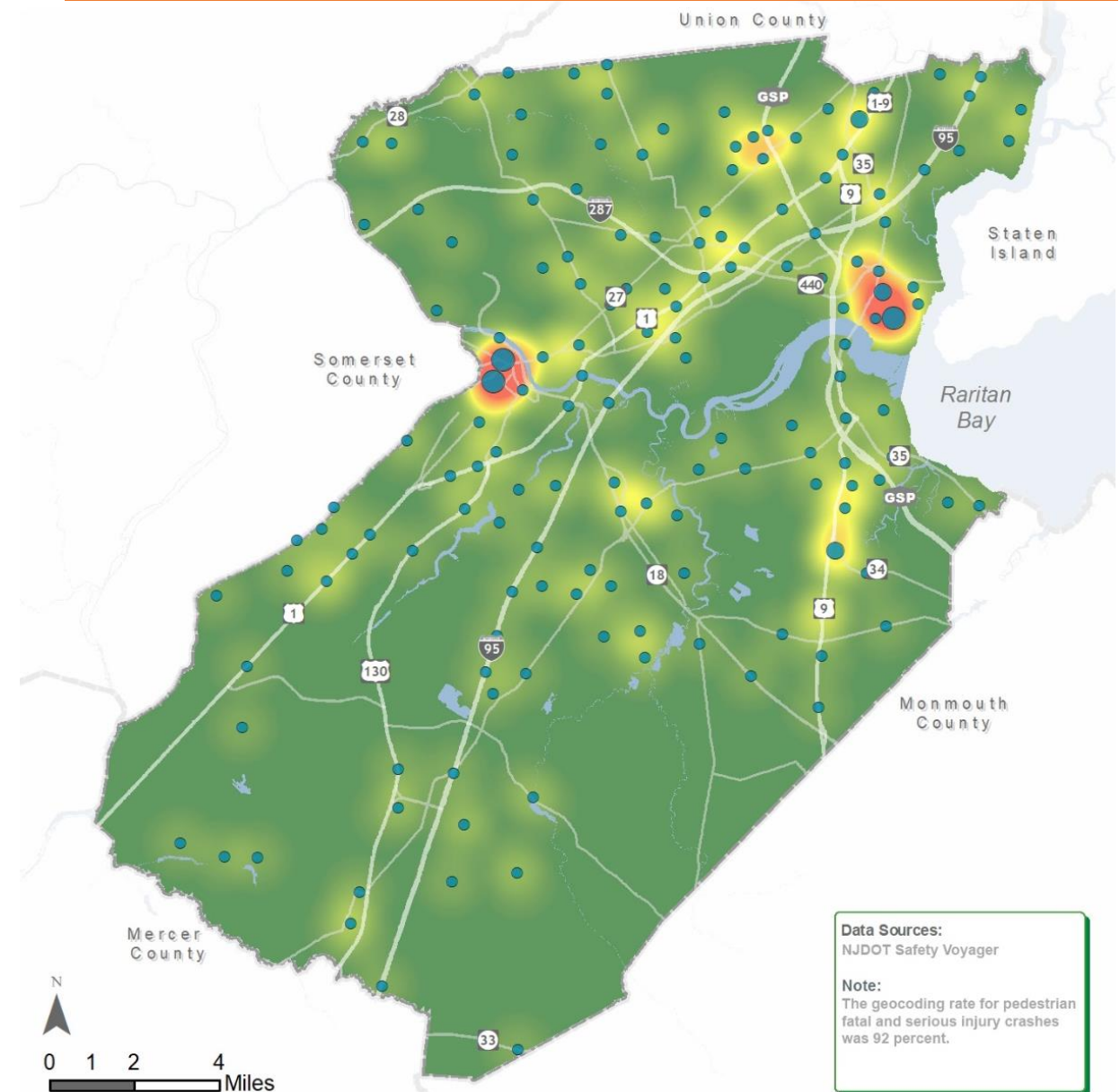


3. TARGETING THE PROBLEM | PRESENT DATA AND ANALYSIS – CRASH DATA

Bicycle Fatal & Serious Injury Crash Hotspots 2010-2019



Pedestrian Fatal & Serious Injury Crash Hotspots 2010-2019





VISION ZERO.

PLEDGE

July 21, 2022

NOW, THEREFORE, BE IT RESOLVED that the Board of County Commissioners of the County of Middlesex hereby adopts a Vision Zero Pledge:

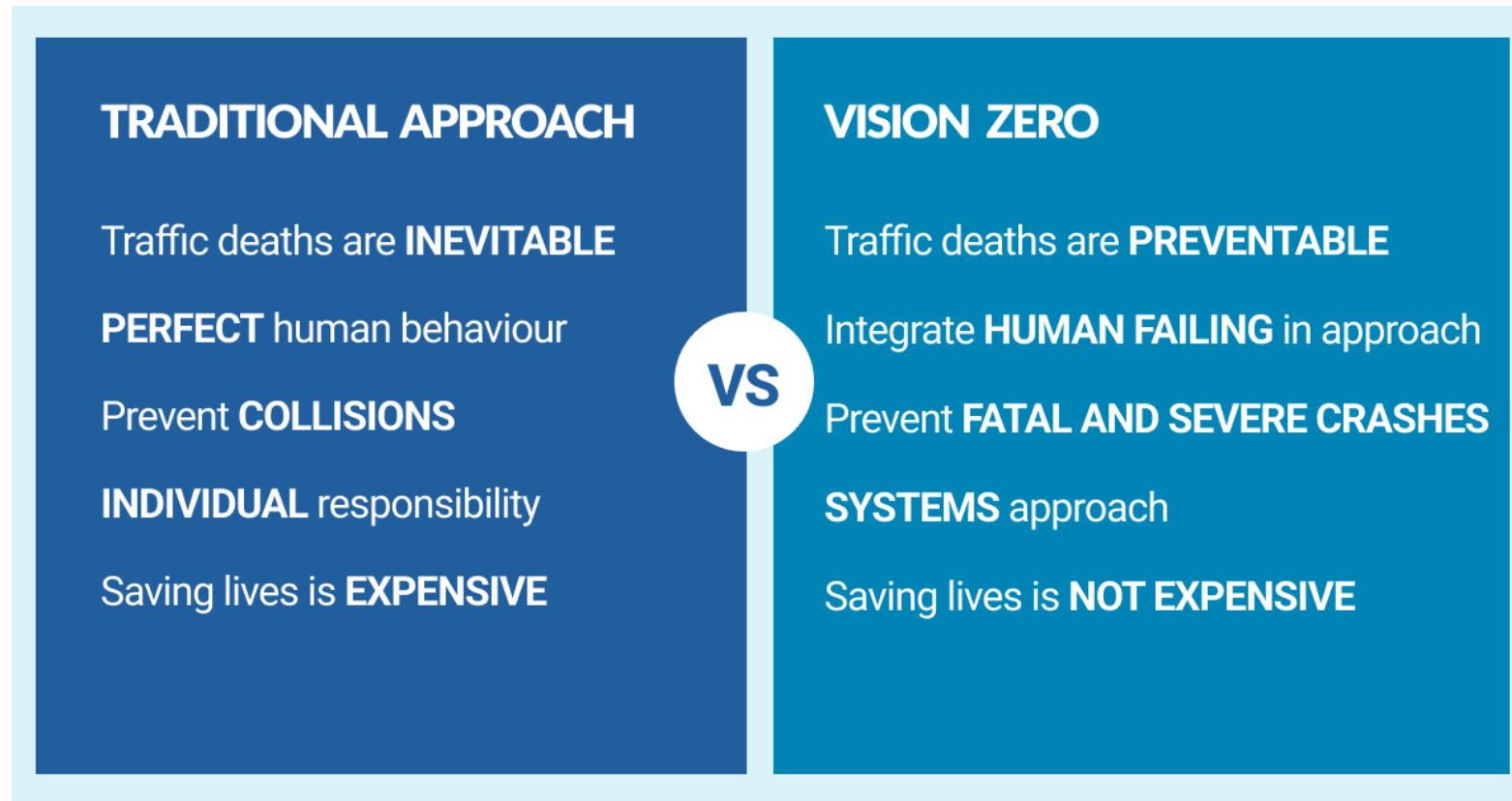
Middlesex County is committed to eliminating traffic fatalities and serious injuries on roadways in the county by 2040.

Middlesex County will work in partnership with municipalities, agencies, and other stakeholders to achieve this goal.



VISION ZERO

A strategy to eliminate all traffic fatalities and severe injuries, *while increasing safe, healthy, equitable mobility for all.*" – VZ Network



VISION ZERO NETWORK





VISION ZERO.

VISION ZERO PARTNERSHIP

Leadership
Committee

Culture of Safety
Working Group

Complete Streets
Working Group



COUNTY AND
MUNICIPAL ELECTED
LEADERS

FIRST RESPONDERS
PLANNERS
ENGINEERS
PUBLIC WORKS
HEALTH OFFICIALS
PROSECUTOR'S OFFICE
KMM
NJ DOT
NJTPA
AAA
AARP
OTHER STAKEHOLDERS



Leadership Committee

Drive the planning process



Ownership



Facilitate **Champions**



Implement change across jurisdictions





VISION ZERO.

COUNTY AND
MUNICIPAL ELECTED
LEADERS

Leadership Committee



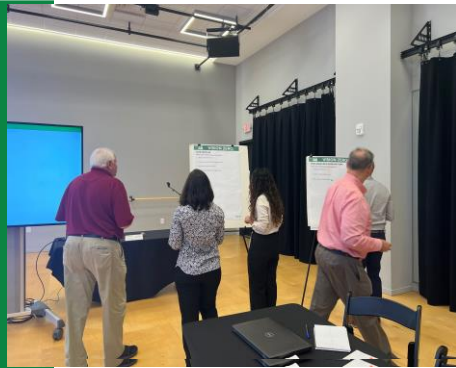


VISION ZERO.

Working Groups

Culture of Safety

Complete Streets




FIRST RESPONDERS
PLANNERS
ENGINEERS
PUBLIC WORKS
HEALTH OFFICIALS
PROSECUTOR'S OFFICE
KMM
NJ DOT
NJTPA
AAA
AARP
OTHER STAKEHOLDERS

Middlesex County's Vision Zero Action Plan

The cover of the report features a white top section with the title 'DESTINATION 2040' in large green letters, and 'MIDDLESEX COUNTY • NJ STRATEGIC PLAN' below it. A green horizontal band contains the 'VISION ZERO.' logo, which consists of a stylized '0' with hands inside, and the text 'VISION ZERO.' to its right. Below this, it states 'Adopted by the Middlesex County Board of County Commissioners, September 1, 2022'. The main title 'Vision Zero.' is followed by the subtitle 'Middlesex County's Action Plan to Eliminate Traffic-Related Fatal and Serious Injury Crashes'. The bottom half of the cover is a photograph of a city street with modern buildings, a bus, and a car. The Middlesex County logo is overlaid on the bottom right of the photo.

**DESTINATION
2040**
MIDDLESEX COUNTY • NJ
STRATEGIC PLAN

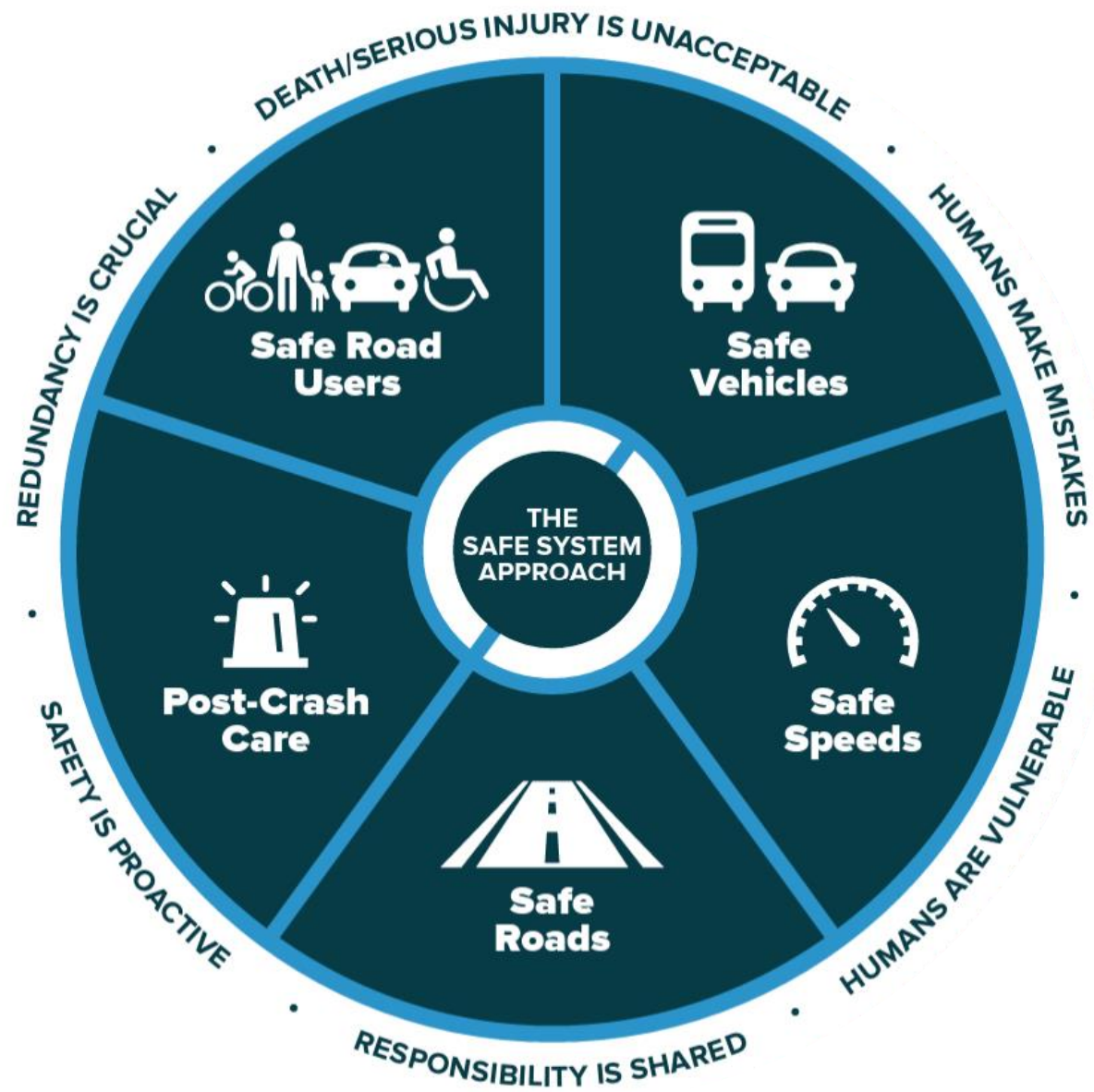
 **VISION ZERO.**

*Adopted by the Middlesex County
Board of County Commissioners, September 1, 2022*

Vision Zero.
Middlesex County's Action Plan to Eliminate
Traffic-Related Fatal and Serious Injury Crashes

MIDDLESEX
COUNTY • NJ

THE SAFE SYSTEMS APPROACH



GOAL 1: SAFER ROADS

- Design streets and transportation networks to be safe and comfortable for all users.

GOAL 2: SAFER SPEEDS

- Set roadway speed limits based on surrounding land use and activities focusing on vulnerable users.

GOAL 3: SAFER ROAD USERS

- Foster a culture of safety, responsibility, and awareness within Middlesex County.

GOAL 4: SAFER VEHICLES

- Utilize the latest vehicle systems and safety features for the County fleet and support the development of new safety features.

GOAL 5: POST-CRASH RESPONSE AND CARE

- Improve crash response time and data collection.

GOAL 6: FOCUS ON EQUITY

- Ensure equitable distribution of all traffic safety investments and benefits using a data-based approach.

GOAL 7: DEVELOP STRONG PARTNERSHIPS

- Implement the Vision Zero Action Plan in collaboration with municipalities, non-profits, and state and regional agencies.

GOAL 8: COMMUNITY ENGAGEMENT

- Work with Middlesex County community members to obtain feedback.



VISION ZERO ACTION PLAN TABLE

<p>Safe Roads Safe Vehicles Safe Speeds Safe Road Users Post-Crash Care</p> <p>TOPIC</p>	<p>Project</p> <p>ACTION ITEM</p>	<p>Project Detail</p> <p>ACTION DESCRIPTION</p>	<p>Policy Programmatic Capital Operational</p> <p>ACTION TYPE</p>	<p>Agency</p> <p>POTENTIAL LEAD</p>	<p>Agency</p> <p>POTENTIAL SUPPORT</p>	<p>Short Medium Long</p> <p>TIMEFRAME</p>
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Costs

Low - <\$100,000
 Medium - \$100,000 - \$1 Million
 High - >\$1 Million

Timeframe

Short: Under 2 years
 Medium: 2-5 years
 Long: Over 5 years

Action Type

Policy
 Programmatic
 Operational
 Capital

Prioritization

Rank 1-5
 5 = High
 1 = Low



MIDDLESEX COUNTY VISION ZERO ACTION PLAN ITEMS

No.	Topic	Action Item	Action Description	Action Type	Potential Lead	Potential Support	Timeframe	Cost	Priority (Impact to safety)
SR4	SAFE ROADS	Bicycle and Pedestrian Network Projects	<ul style="list-style-type: none"> Install and improve bicycle and pedestrian infrastructure on the HIN County Corridors located in established bicycle and pedestrian priority areas per the Middlesex County Bicycle & Pedestrian Master Plan. Focus on FHWA's Proven Safety Countermeasures for reducing bicycle and pedestrian crashes, such as crosswalk visibility enhancements, bicycle lanes, leading pedestrian interval timing, medians and pedestrian refuge islands, pedestrian hybrid beacons, road diets, and walkways. Consider separating users in space by installing separated and protected facilities wherever applicable per the Safe Systems Approach and FHWA. 	Programmatic, Capital	County	NJDOT, Municipalities	Long	High	5
SS3	SAFE SPEEDS	Traffic Calming Policies	<ul style="list-style-type: none"> Develop a policy prioritizing engineering solutions that emphasize traffic-calming to reduce speeding and improve vulnerable road user safety. 	Policy	MCDOT	NJDOT, Municipalities	Short	Low	4
SRU7	SAFE ROAD USERS	Safe Routes to School & Vision Zero	<ul style="list-style-type: none"> Engage with schools (K-12) through Safe Routes to School programs run by KMM Middlesex Muni. Work with KMM to establish and incorporate Vision Zero programming in transportation safety curricula in schools, referencing Greater Mercer Township's Vision Zero for Youth program as a model. 	Programmatic	KMM, County	Municipalities	Short	Low	3
SV1	SAFE VEHICLES	Safer County Vehicle Fleet	<ul style="list-style-type: none"> Ensure that all new County fleet and emergency response vehicles are equipped with the latest crash reduction technology and safety equipment. Some new technologies include automatic braking, lane assist, and pedestrian detection. 	Capital	MCDOT, Police, EMS	MCOP	Long	High	2
PC2	POST CRASH RESPONSE & CARE	Establish a Rapid Response Team	<ul style="list-style-type: none"> Establish an emergency rapid response team to coordinate with victim families for support services, ensure accurate data collection, and share post-crash care. 	Programmatic	MCDOT, Police, EMS	Health Agencies	Short	Low	1

Costs
 Low - <\$100,000
 Medium - \$100,000 - \$1 Million
 High - >\$1 Million

Timeframe
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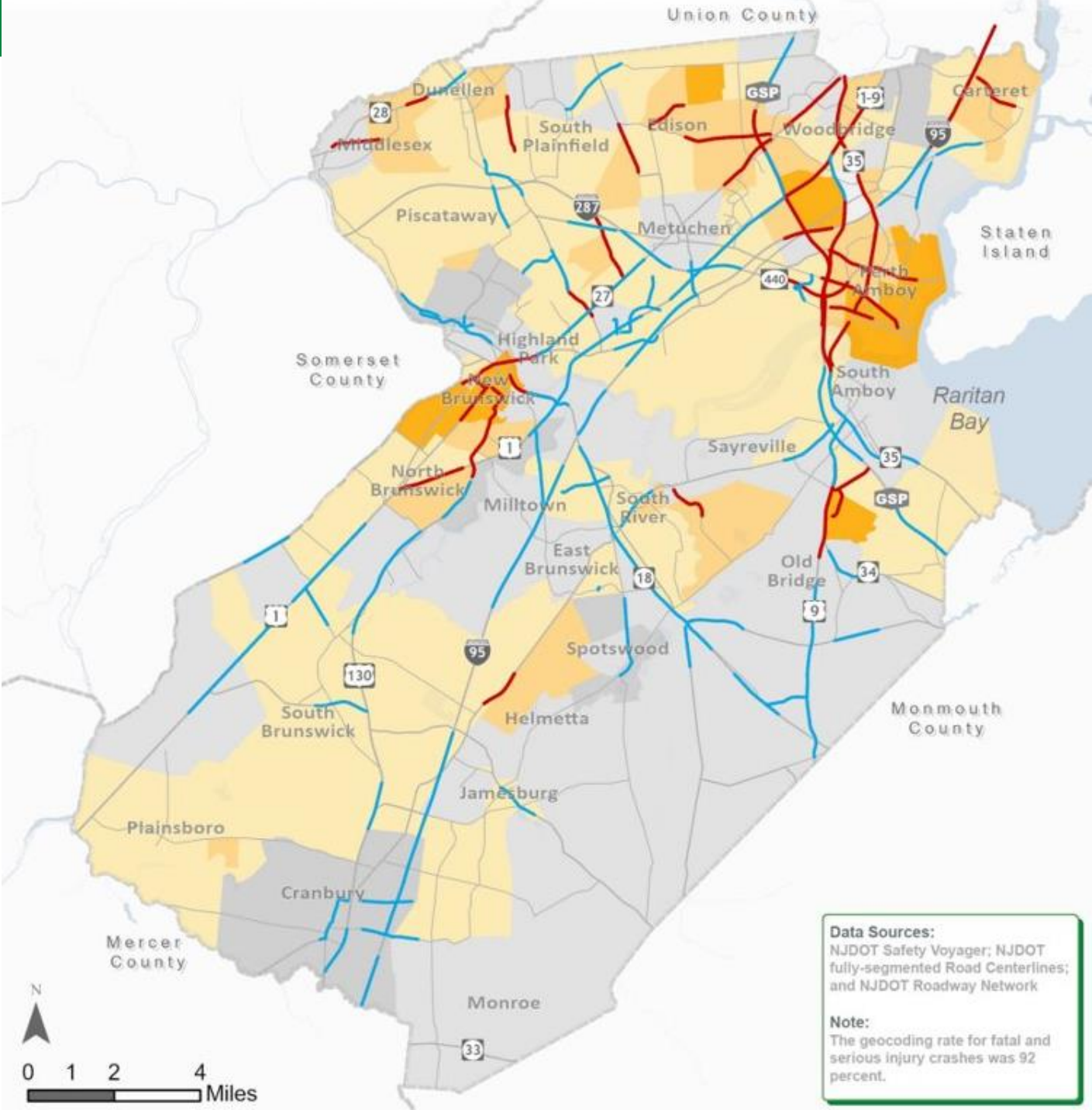
HIN BY INDICATORS OF POTENTIAL DISADVANTAGE

Weighted High Injury Network, 2010-2019

- In the Top 2 IPD Intervals
- Not In the Top 2 IPD Intervals

Indicators of Potential Disadvantage (IPD) by Census Tract

- Well Below Average (< -1.5 Std. Dev.)
- Below Average (-1.5 - -0.5 Std. Dev.)
- Average (-0.5 - 0.5 Std. Dev.)
- Above Average (0.5 - 1.5 Std. Dev.)
- Well Above Average (> 1.5 Std. Dev.)



HIGH INJURY NETWORK (HIN)



Identifies roadway locations that account for a disproportionate share of **fatal and serious injury crashes** (FSIs).



Data driven



Helps prioritize investments



Equity





Potential Measures: Total Crashes and Total FSIs

Countywide



By Municipality



Communities of Concern



High Injury Network Windows



Ronald G. Rios, *Director*
Shanti Narra, *Deputy Director*
Claribel A. Azcona-Barber
Charles Kenny
Leslie Koppel
Chanelle Scott McCullum
Charles E. Tomaro

