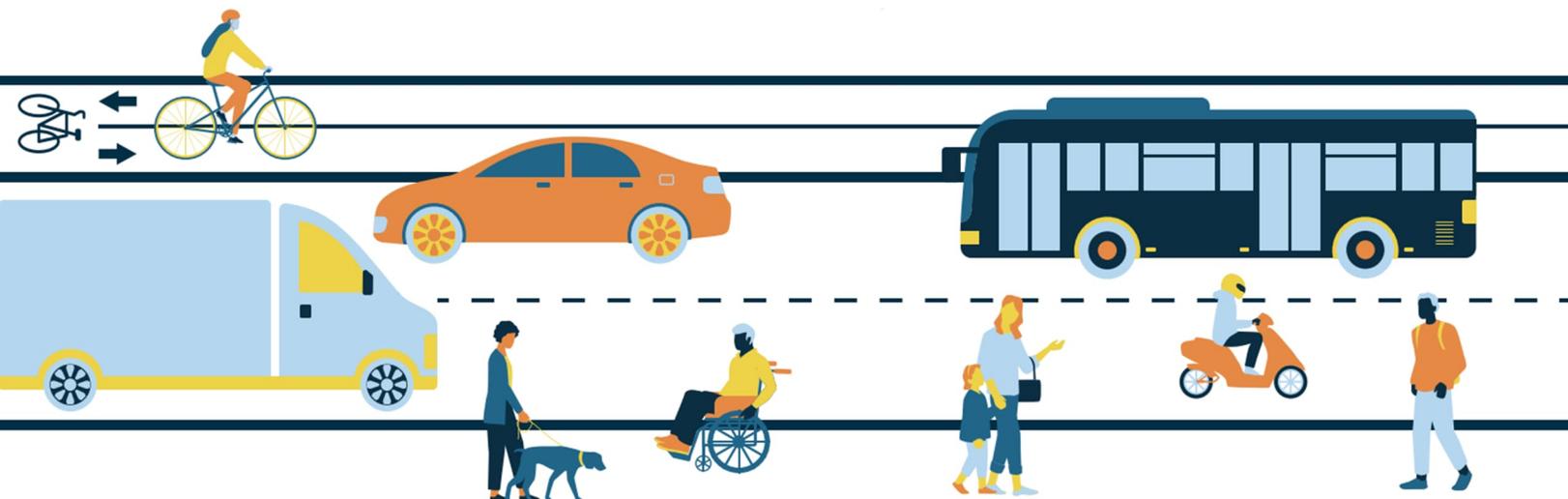


# Local Safety Action Plan Development Regional Summary Report

June 2025



This report has been prepared under the direction of the North Jersey Transportation Planning Authority (NJTPA) with financing by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The NJTPA is solely responsible for its contents.

# Executive Summary



Across New Jersey, deaths and serious injuries resulting from traffic crashes are on the rise. From 2017 to 2021 an average of 389 people died each year in traffic crashes in the North Jersey Transportation Planning Authority (NJTPA) region. Critically, 61 percent of fatalities and serious injuries in the NJTPA region occur on county and municipal roads. Of those fatal and serious injury crashes, the top factors contributing to crashes were drowsy/distracted driving (41 percent) or aggressive driving (40 percent), while 28 percent involved a pedestrian or bicyclist. To help county and municipal partners in the effort to eliminate fatalities and serious injuries, the NJTPA partnered with eight counties to develop Local Safety Action Plans (LSAPs) focusing on county and municipal roadways. Locally focused safety plans are identified by the Federal Highway Administration as one of 28 proven effective safety strategies.

Developing LSAPs requires diverse participants to collaborate in aligning local needs with solutions aimed at reducing fatal and serious injury crashes, with the ultimate goal of zero fatalities.

The eight counties participating in the LSAP development are Bergen, Hunterdon, Morris, Ocean, Passaic, Somerset, Sussex, and Warren. Each county established a Local Implementation Committee (LIC) bringing together county and municipal safety partners from engineering, planning, enforcement, education, and public administration. A list of key contacts for each LIC is shown in Table 1. The LICs helped to ensure each plan reflected the unique challenges and issues of the counties they represented. Each LIC selected a zero-based fatality and serious injury goal aligning with the NJTPA goal of zero fatalities and serious injuries by 2050; however, each LSAP focuses on county and municipal

roads and therefore the goals are specific to these roads. Seven of the participating counties directly adopted the goal of Zero by 2050. Sussex County chose a more aggressive date of 2035 for county roads while keeping the target date of 2050 for municipal roads.

Table 1: LIC Key Contact for Each Participating County

County	LIC Key Contact
Bergen	Peter Kortright, Bergen County Department of Planning and Engineering
Hunterdon	Katherine Fullerton, Hunterdon County Department of Planning and Land Use
Morris	John Hayes, Morris County Department of Planning and Public Works
Ocean	Mark Jehnke, Ocean County Engineer
Passaic	Andras Holzmann, Passaic County Director of Planning
Somerset	Kenneth Wedeen, Somerset County Supervising Planner
Sussex	Tom Drabic, Sussex County Division of Planning
Warren	Ryan Conklin, Warren County Planning Department

The goal for the region and each county is zero, but the long timeframe for each goal acknowledges a need to focus and prioritize efforts to maximize resources. One aspect of prioritization for each LSAP was the selection of emphasis areas. An emphasis area is a key focus topic that addresses specific safety challenges such as impaired driving or pedestrians. Emphasis areas are identified based on data

attributes from crash reports on fatal and serious injury crashes. Emphasis areas help to focus each plan on issues that may have similar root causes or could be improved with similar strategies. For the NJTPA region, the emphasis areas accounting for the largest portion of fatalities and serious injuries included drowsy/distracted driving, aggressive driving (including speeding), crashes at intersections, lane departures, and

pedestrians/bicyclists. Each LIC selected focus emphasis areas for their respective LSAPs based on data and discussion on trending safety issues. The emphasis area selections for each LSAP are shown in Table 2.

Initial community outreach in support of each plan was held in the fall of 2024 through coordination with each LIC. Pop-up informational booths were set up at local community events to engage community members, direct them to online surveys, and understand their concerns and views on traffic safety in their county. In addition, virtual and in-person public workshops were held in the spring of 2025 to present draft plans, priority locations, and strategies. Digital engagement included a Travel Safety Survey, which gauged responses about driver behavior, and the Safety Location Survey Map, which allowed community members to identify locations of concern. Two questions from the Travel Safety Survey captured how residents typically travel and how they would prefer to travel if they felt it was safe and convenient. With more than 2,000 survey responses, these questions show that almost 90 percent of people in the NJTPA region typically travel by personal car. However, if it were safe and convenient, 39 percent of people would prefer to travel by walking, biking, or taking transit. Currently, about 10 percent travel by these modes.

One of the benefits of developing an LSAP is to understand where county and municipal safety partners should focus on safety improvements.

Each county plan identifies priority locations based on a combination of fatal and serious injury crash history, LIC feedback, and public feedback. Both current location specific issues and systemic issues are identified.

Collectively, these plans identify a total of 112 priority locations in 66 different municipalities across the eight participating counties, including 80 sites under county jurisdiction, 24 under municipal jurisdiction, and eight intersections with joint jurisdiction. In addition to the priority locations, each county plan includes a systemic analysis to identify roadways or intersections that are at risk for a crash. This proactive approach to identifying locations results in many road segments or intersections that are ideal for interventions that are likely to avoid crashes from happening. Many of these interventions are lower cost. A total of 1,532 intersections and 927 miles of roadway are identified as proactive priority locations across the participating counties.

The plans offer a range of approaches to implementing recommended strategies including site-specific actions at priority locations and countywide efforts through systemic installations, educational initiatives, enforcement activities, and policy changes. Complete Streets policy and design efforts are included as an overarching strategy within each plan to ensure that streets are designed and built to accommodate all roadway users equally. Complete Streets is a crosscutting strategy

addressing the safer roads, safer speeds, and safer people elements of the Safe System Approach. Each plan includes short-term and long-term strategy recommendations for each priority location. These recommendations are a menu of options for consideration as the LICs guide the plans into implementation. In most cases, road owners, local leaders, and implementing agencies should undertake further evaluation or suitability for each priority location and recommendation.

The LIC will guide the implementation of these plans through specific actions in support of the selected strategies. Upon completion of the

LSAPs, each LIC will continue to meet on a regular basis as determined by each country. Primary tasks for the LICs include overseeing endorsement of the plans; reviewing and updating LIC membership; amending and updating plans as needed; and identifying actions to be initiated. The LICs will develop action steps and specific performance measurements for each strategy, monitor progress towards the county's zero based safety goal, and assess if new priority locations should be added as circumstances and crash trends change over time.

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# Introduction



Local Safety Action Plans assist county and local governments in identifying and prioritizing safety improvements to eliminate fatal and serious injury crashes. They establish a framework for directing safety initiatives to address the most urgent needs and match safety challenges with effective solutions suitable for the community. The Federal Highway Administration (FHWA) identifies the development of locally focused traffic safety plans as a strategy to reduce traffic fatalities and serious injuries and are included as a proven safety countermeasure.

The NJTPA partnered with eight counties to develop LSAPs. Developing LSAPs requires diverse participants to collaborate in aligning local needs with solutions aimed at reducing fatal and serious injury crashes, with the ultimate goal of zero fatalities. Three counties in the NJTPA region received federal Safe Streets and

Roads for All (SS4A) grants to develop their LSAP and two counties had plans in place before this regional effort began. With the additional eight plans, all fifteen counties in the NJTPA region will have plans or are in the process of developing plans.

The LSAP development process began in February 2024 and follows the Safe System Approach and SS4A guidance for safety plans. The LSAP development process consists of analyzing data and engaging the public to identify and prioritize locations of concern, understanding key safety issues facing each county, developing a toolbox of best practices for eliminating fatalities and serious injuries, and developing site-specific and countywide recommendations.

These plans serve as a crucial call to action to reduce and eliminate fatal and serious injury

crashes on county and municipal roadways. The benefits of these safety plans go beyond analyzing data or qualifying for grants; they are blueprints for addressing travel safety. Each LIC, in partnership with county and municipal agencies, will bring the plan to life by supporting recommended strategies through project development, community initiatives, and grant applications by roadway owners focusing on priority locations and emphasis areas.

## Safe System Approach

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The Safe System Approach to road safety acknowledges human error as inevitable and designs transportation networks to mitigate the consequences of those errors. It emphasizes creating multiple layers of protection (through engineered road improvements, effective enforcement, public education, and policy measures), so that when mistakes occur, it minimizes the likelihood of fatalities and serious injuries. This approach shifts the focus from blaming individual road users to designing an inherently forgiving system, ensuring that roads are safe and accessible for everyone regardless of mode of travel. The five elements of the Safe System approach are safer people, safer roads, safer vehicles, safer speeds, and post-crash care. These elements are considered in the LSAP development process through the identification of strategies, priority location recommendations,

and countywide strategies. The six principles of the Safe System Approach include deaths and serious injuries are unacceptable, humans are vulnerable, humans make mistakes, safety is proactive, responsibility is shared, and redundancy is crucial. Each plan embodies these principles through a focus on fatalities and serious injuries, comprehensive data analysis including reactive and proactive location identification, the formation of diverse guiding committees, and recommendations providing a variety of options and approaches to safety improvements.

## Safe Streets and Roads for All

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Established under the Infrastructure Investment and Jobs Act, SS4A is a five-billion-dollar competitive grant program administered by United States Department of Transportation (USDOT). The program includes Planning and Demonstration Grants and Implementation grants.

Planning and Demonstration Grants are used to develop, complete, or supplement an Action Plan. Implementation Grants are used to implement projects or strategies that are consistent with an existing Action Plan to address a roadway safety problem. In New Jersey, 38 SS4A Planning and Demonstration Grants and three Implementation Grants have been awarded. Eligible activities that can be

funded through Implementation Grants include low-cost safety treatments, systemic infrastructure improvements, pedestrian safety enhancements, speed management initiatives, education initiatives, roadway departure reduction projects, intersection improvements, and safety strategies identified in other plans.

To qualify for implementation grants, applicants must have an eligible safety Action Plan. In addition to being no more than five years old, USDOT considers Action Plans to be eligible through seven components, including:

1. Leadership commitment and goal setting
2. Planning structure
3. Safety analysis
4. Engagement and collaboration
5. Policy and process changes
6. Strategy and project selections
7. Progress and transparency

When endorsed by each county, these plans will meet all eligibility requirements for SS4A self-certification.

## Complete Streets

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Complete Streets is a transportation policy and design approach that ensures streets are planned, designed, operated, and maintained to accommodate all users safely. A street is considered complete if it facilitates the safe movement of users of all ages, abilities, and transportation modes. Complete Streets builds on various safety strategies for comprehensive improvements, including multimodal infrastructure, traffic-calming measures, pedestrian and bicycle safety improvements, and context sensitivity. Complete Streets benefit the community at large.

Complete Streets is a crosscutting strategy addressing the safer roads, safer speeds, and safer people elements of the Safe System Approach. The NJTPA's [Complete Streets Technical Assistance Program](#) provides municipalities with direct technical assistance to complete tasks related to advancing Complete Streets initiatives in their community.

# Regional Crash Analysis



Crash analyses for these plans use fatal and serious injury (FSI) crashes for the years 2017-2021. At the time of analysis, 2021 was the most recent validated data available. Data was obtained from the NJDOT Safety Voyager application. The regional comparison to the statewide values provides insight into overrepresented crash trends and performance. NJDOT develops statewide crash summary reports that provide crash totals and percentages for several categories: severity, crash type, location, road surface condition, and light conditions. Figure 1 identifies crash trends in the NJTPA region to the entirety of the state. Traffic fatalities in the NJTPA region exhibited the same general trends seen across New Jersey. Both the NJTPA region and the state experienced a decrease in deaths from 2017 through 2019, and a rapid increase through 2021. In 2021, the number of traffic-related

fatalities was at its highest over the five-year period, illustrating the importance of developing LSAPs for counties in the NJTPA region.

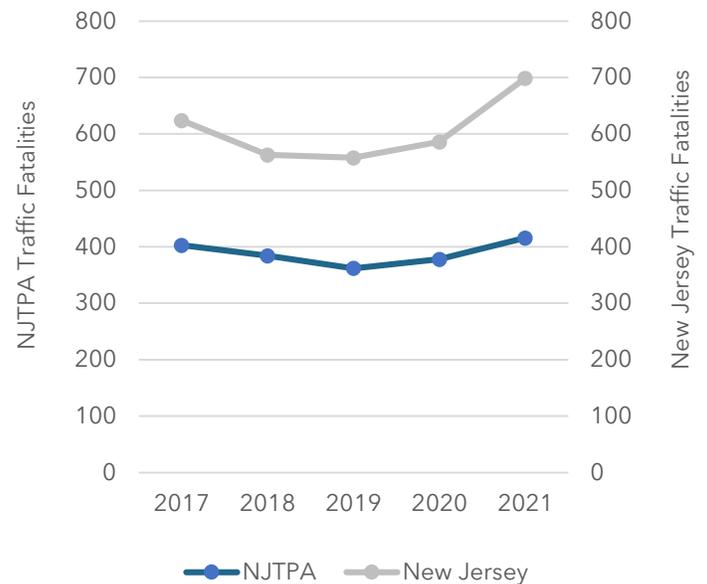


Figure 1: Traffic fatalities on all roads in the NJTPA region and New Jersey, 2017-2021

Identifying FSI by mode choice is important, as pedestrians and bicyclists are more vulnerable to serious injuries when involved in a collision with a motor vehicle and as larger segments of the population choose to travel via non-motorized methods. The data includes this information for drivers/occupants, pedestrians, and bicyclists by county, as shown below in Figure 2 (summarizing the total number of fatalities) and Figure 3 (summarizing the total number of serious injuries). Overall, driver/occupant crashes dominate both charts; however, it is more likely that a pedestrian or bicyclist crash results in a fatal or serious injury. During this period, Bergen County experienced the most driver/occupant

injuries and the highest number of pedestrian and bicyclist serious injuries and fatalities of the eight NJTPA counties that are developing LSAPs through this effort, reinforcing the need for developing safety plans that accommodate all road users. Ocean County also recorded a high number of serious injuries for bicyclists, indicating a need for multimodal safety improvements. The three counties with the lowest total fatalities and serious injuries in the region are Warren, Hunterdon, and Sussex.

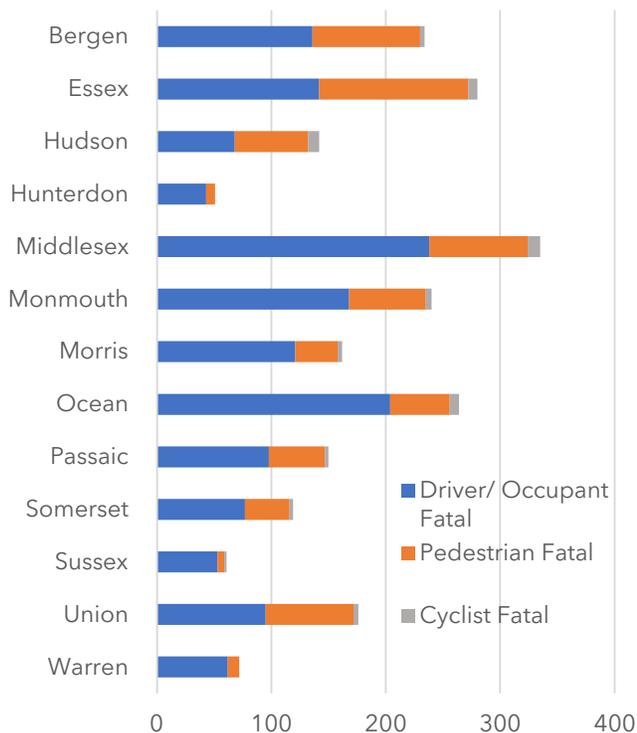


Figure 2: Fatalities by county and mode on all roads in the NJTPA region, 2017-2021

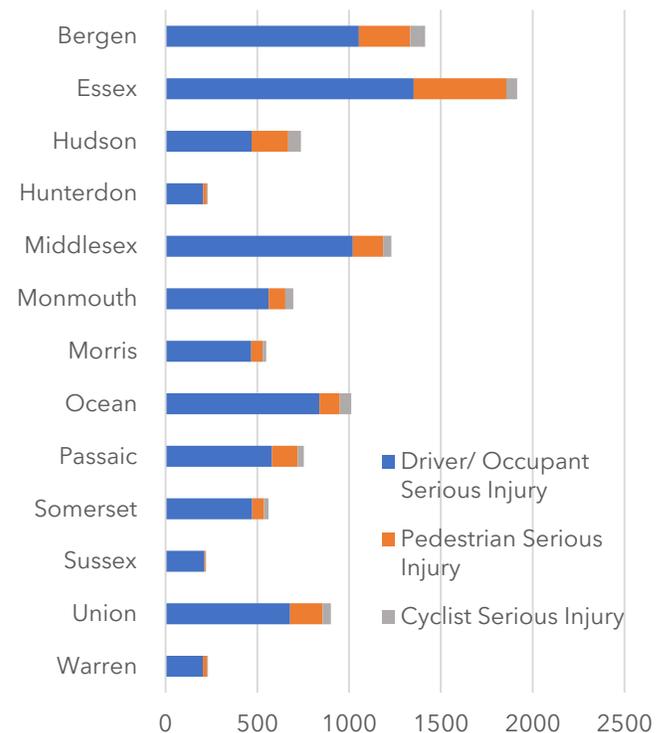


Figure 3: Serious injuries by county and mode on all roads in the NJTPA region, 2017-2021

Figure 4 shows the breakdown of fatalities and serious injuries by roadway jurisdiction. Critically, 61 percent of traffic fatalities and serious injuries in the NJTPA region occur on county and municipal owned roadways. This underscores the need for safety plans focusing on county and municipal roads. However, achieving zero fatalities and serious injuries on all roadways will require coordination with state partners.

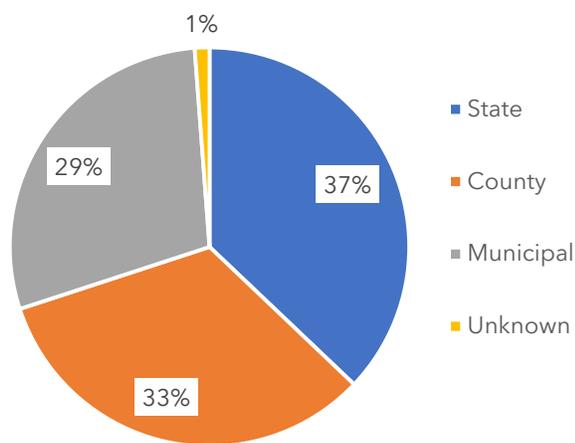


Figure 4: Fatalities and serious injuries in the NJTPA region, 2017-2021

One way to approach addressing crashes is to categorize them into crash types, or emphasis areas. The New Jersey 2020 Strategic Highway Safety Plan (SHSP) consists of seven emphasis areas, two of which include a grouping of focus areas of concern. A similar approach with specific defined focus areas grouped into overarching emphasis areas is anticipated for the 2025 update to the SHSP. For each county, the data analysis disaggregates emphasis area groupings to identify specific issues within to aid in emphasis area selection. Figure 5 indicates how the NJTPA region compares to the state in terms of the percentage of FSI crashes for each emphasis area. Although aggressive driving, lane departure, drowsy/distracted driving, and intersections are the top emphasis areas for the NJTPA region, the comparatively disproportionate number of pedestrian and bicyclist fatalities and serious injuries is a significant concern because a higher percentage of vulnerable road user crashes result in fatal and serious injuries. This emphasizes the importance of addressing active transportation safety for each county in the NJTPA region through Local Safety Action Plans.

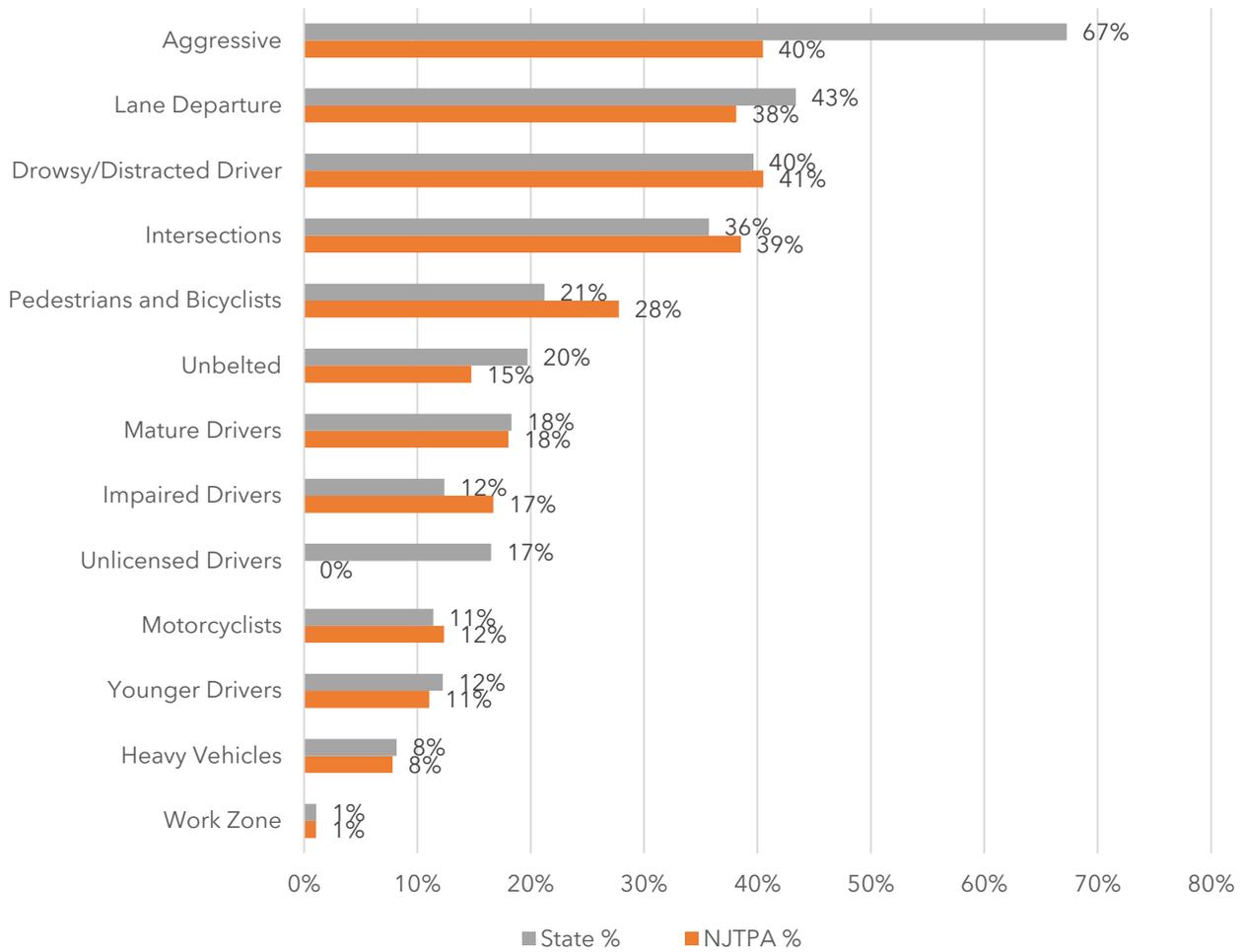


Figure 5: Fatalities and serious injuries on all roads in the NJTPA region and statewide by emphasis area, 2017-2021

# Stakeholder and Public Outreach



Stakeholder and public outreach for each plan included developing local committees, public outreach events, and a website. Public engagement events provided platforms for community members to share their concerns and ideas. The engagement of the public and stakeholders is a critical underpinning for each LSAP, carrying value through the development of the plan to the publication of the final document.

## LIC Development and Meetings

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In coordination with county planning/engineering leadership, each participating county established a Local Implementation Committee (LIC) to guide the development of LSAPs and address the community's most pressing safety issues. The

LICs include representatives from the county and municipalities, including individuals with engineering, planning, law enforcement, and educational and safety advocacy backgrounds. The LICs are essential in shaping the plans to address each county's unique challenges. Their involvement entailed selecting emphasis areas and outreach strategies, identifying priority locations, and informing strategy selection. The LIC's involvement informed the strategies, while public engagement events provided platforms for community members to share their concerns and ideas. This comprehensive approach reflects both expert insights and the experiences of residents. Importantly, while Morris County chose to call this committee the Local Implementation Group (LIG), the term LIC within this report refers to all eight of the county committees.

# LIC Meeting Outcomes

Each LIC met three times, either in person or virtually, to work through key decisions and guide the county in developing the LSAPs. The meetings achieved the following outcomes:

## LIC Meeting #1 - Spring 2024

- Selection of stakeholder outreach strategies
- Selection of emphasis areas
- Introduction to Plan/Policy review

## LIC Meeting #2 - Fall/Early Winter 2024/2025

- Selection of the zero-based fatality and serious injury goal for county and municipal roadways
- Discussion on the High Injury Network (HIN) and Systemic Network

- Introduction to countermeasures, strategy selection, and project development

## LIC #3 - Spring 2025

- Confirmation of priority locations and strategies
- Discussion on the USDOT Safe Streets and Roads for All (SS4A) grant program requirements and how each plan meets the requirements for self-certification
- Discussion on LIC continuation and role post plan development

Table 2 shows the emphasis areas selected by each LIC. In addition to the meetings, LIC members provided feedback through surveys, polls, and reviews of interim deliverables.

Table 2: LSAP Emphasis Areas

County	Selected Emphasis Areas
Bergen	Aggressive Driving, Intersections, and Pedestrian and Bicyclist.
Hunterdon	Aggressive Driving, Drowsy/Distracted Driving, Pedestrian and Bicyclist, and Lane Departure
Morris	Aggressive Driving, Drowsy/Distracted Driving, Pedestrians and Bicyclists, and Intersections
Ocean	Aggressive Driving, Intersections, and Pedestrians and Bicyclists.
Passaic	Aggressive Driving, Intersections, and Pedestrians and Bicyclists.
Somerset	Driver Behaviors (Aggressive Driving, Drowsy/Distracted Driving, Impaired Driving), Pedestrian and Bicyclist, and Lane Departure.
Sussex	Lane Departure, Intersections, and Aggressive Driving.
Warren	Aggressive Driving, Drowsy/Distracted Driving, Pedestrians and Bicyclists, and Lane Departure

## Goal Setting

The importance of each traffic fatality and serious injury goes beyond numbers on a page. Each fatality and serious injury represents a life lost or significantly altered as a result of a routine act. Goals focusing on the elimination of traffic fatalities and serious injuries, while ambitious, embody the idea that every life lost or altered is a failure of the transportation system. Zero-based goals reinforce all Safe System principles but particularly underscore ‘fatalities and serious injuries are unacceptable’ and ‘responsibility is shared’. Each county LIC selected a zero-based goal for the LSAP.

- Bergen, Hunterdon, Morris, Ocean, Passaic, Somerset, and Warren counties selected the goal of **Zero Deaths and Serious Injuries on County and Municipal Roads by 2050**
- Sussex County selected the goal of **Zero Deaths and Serious Injuries on County Roads by 2035 and on Municipal Roads by 2050**

The chosen goals emphasize that any fatality or severe injury is unacceptable and preventable. To achieve this goal, tackling every aspect of traffic safety, such as road users' behavior, vehicle safety and technology, road infrastructure, and care following crashes is crucial. This holistic strategy provides various protective measures for road users and fosters a

proactive safety culture, ensuring safety remains a priority in all transportation decisions.

## Websites and Surveys

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The LSAP team developed a website ([www.SafetyPlansNJ.com](http://www.SafetyPlansNJ.com)) to support the development of the eight county plans. The website includes a regional landing page with specific sub-sites created for the eight participating counties. County webpages include information on outreach events, information on plan development, and hosted a behavioral survey and web-map used to gather feedback. The final plans will be published on the county websites after they are formally adopted.

# Travel Safety Survey

Each county's LSAP website featured a Travel Safety Survey, which gauged responses about driver behavior, and the Safety Location Survey Map, which allowed community members to identify locations of concern. Community members were asked to provide feedback on the traffic safety culture and indicate any locations they felt had safety issues or potential for safety improvement through an online web map. A total of 2,046 participants took part in the online survey. The following is a list of questions included in the travel safety survey to help address travel safety needs and concerns for all users:

## Survey Questions

Select the county where you live or most frequently visit.

What is your main connection to this county?

How do you usually travel within this county?

What are the top three driver behaviors that you feel make travel less safe in the county?

What are the top three roadway conditions that you feel affect vehicular safety in your county?

What are the top three roadway conditions that you feel affect pedestrian or bicycle safety in your county?

What do you think is most needed to improve travel safety for drivers, cyclists, and pedestrians?

If it were safe and convenient, how would you prefer to travel most of the time?

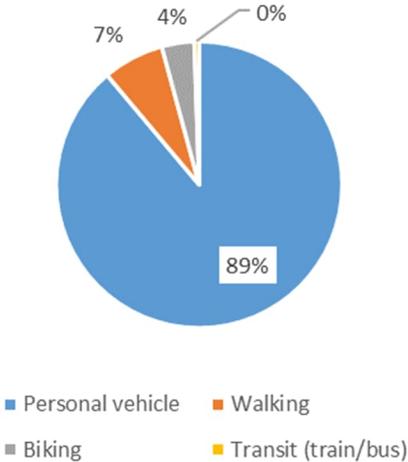
Optional

Which race or ethnicity best describes you?

What is your age group?

Survey responses, like those summarized in Figure 6, highlighted travel mode preferences, key safety concerns, potential emphasis areas, and possible strategies to enhance safe mobility. Respondents indicated that their preferred means of transportation were personal vehicles, walking, biking, and transit (train or bus). This information and the Safety Location Survey Map informed the LIC about community members' attitudes toward the challenges and opportunities regarding traffic safety, areas of concern, and their preferences for moving through their communities.

How do you normally travel?



If it were safe and convenient, how would you prefer to travel?

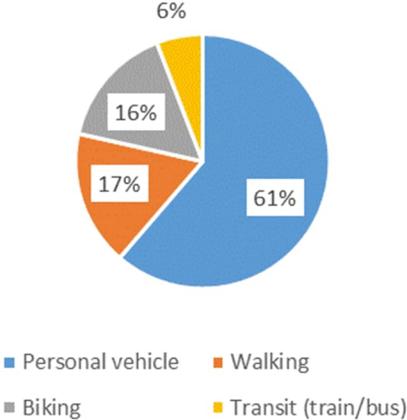


Figure 6: Behavioral survey responses for how respondents typically travel (left) and how they would prefer to travel if it were safe and convenient (right)

# County-Specific Outreach Events

Each county utilized both in-person and virtual engagement events to meet the public in a space where they were most comfortable interacting. Direct event types were selected in coordination with each LIC. A pop-up event was conducted in each county to engage with community members, gather feedback on traffic safety, and encourage community members to complete the survey and provide site-specific engagement through the web-map. The public engagement events are summarized in Table 3.

Table 3: County-Specific Outreach Events

County	Pop-Up Event	Public Outreach Workshop
Bergen	Bergen County Fair, Wednesday, August 14, 2024	Virtual, May 28, 2025
Hunterdon	Hunterdon Land Trust Farmers Market, Sunday, October 20, 2024	In-Person, Thursday, June 5, 2025
Morris	Morristown Festival on the Green, Sunday, September 29, 2024	Virtual, Thursday, May 29, 2025
Ocean	Pine Barrens Jamboree, Saturday, October 12, 2024	In-Person, June 4, 2025
Passaic	Passaic County Fair, Saturday, August 17, 2024	Virtual, Thursday, June 5, 2025
Somerset	Somerset County Bernardsville Farmers Market, Saturday, August 3, 2024	Virtual, May 22, 2025
Sussex	Sussex County Day Event, Sunday, September 15, 2024	In-Person, Tuesday, June 3, 2025
Warren	Warren County Hot Air Balloon Festival, Saturday, September 21, 2024	In-Person, Thursday, March 13, 2025

# Data Driven Location Identification



Data analyses at the regional and county levels served as critical inputs for developing each plan but were also made available to the public through interactive dashboards available at the LSAP website, [www.SafetyPlansNJ.com](http://www.SafetyPlansNJ.com).

Documenting crash trends and patterns at the time of plan development is an important component of plan development. However, data isn't just a static historical part of the development process. The various data analyses helped to inform decision-making, allowing stakeholders to understand the most pressing traffic safety issues and prioritize the most critical aspects of safety in these initial safety plans.

## Priority Locations

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An integral part of each LSAP is identifying priority locations for improvements on each county's roadway system. Priority locations for each LSAP began with developing a HIN indicating historical fatal and serious injury hot spots. Each county refined these lists through LIC review and public input captured in the web map. Figure 7 shows all the priority locations identified by all participating counties.

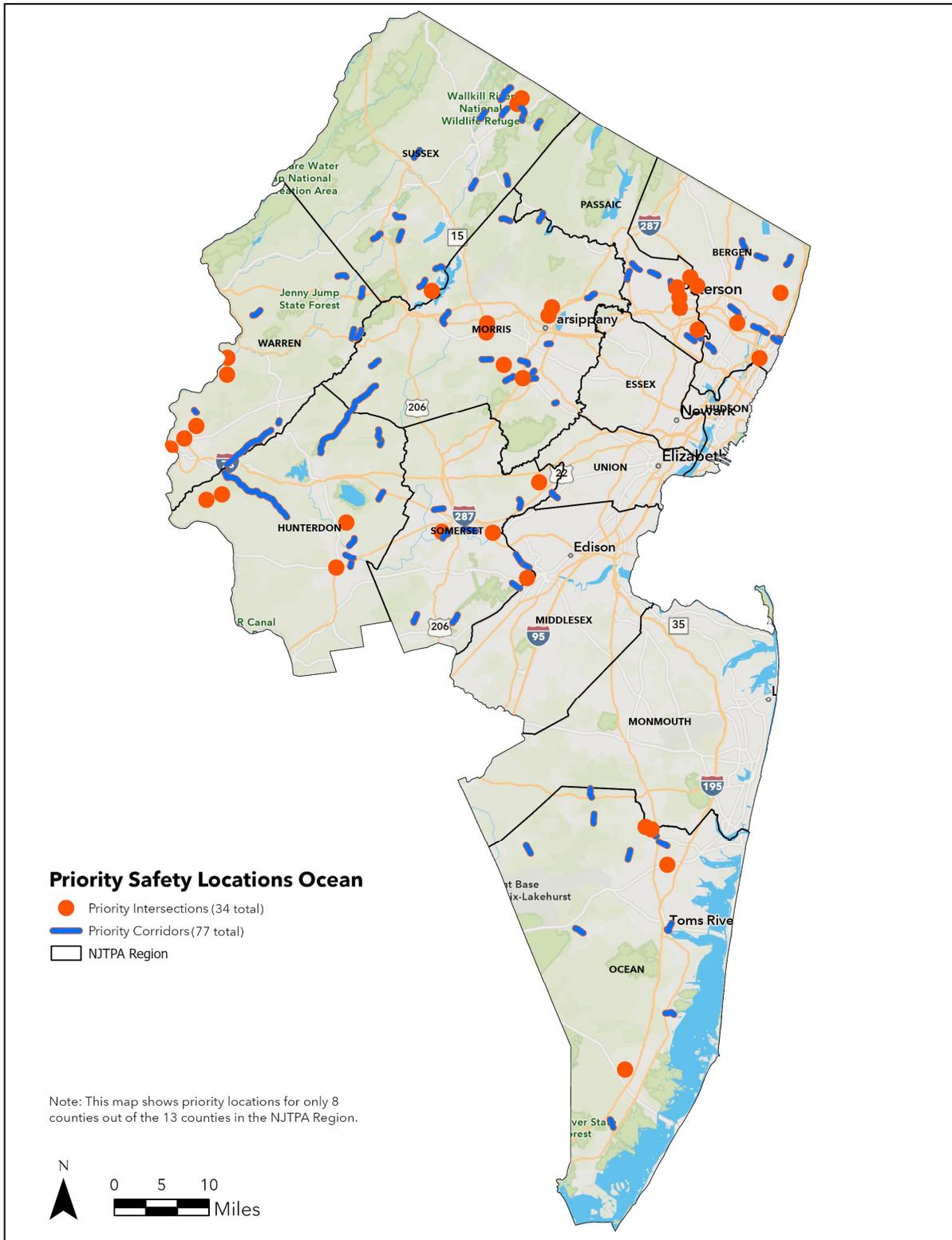


Figure 7: Priority Locations within the NJTPA Region

## High Injury Network Development

Each participating county developed its HIN using the methodologies and results from the NJDOT Network Screening Lists (NSLs), an analysis of road and crash data that identifies high-priority locations for safety or operational improvements). The results of the effort include priority location lists and maps for each plan. These lists and maps represent fatal and serious injury (FSI) crash hot spot locations in each participating county that have the highest potential to reduce high-severity crashes through future project development. While the methodologies used to develop the HIN are consistent with the NJDOT NSL development, the HIN only considers FSI crashes on county and municipal roadways. In contrast, the NJDOT NSLs consider all crashes and screen state and local roadways.

Each county HIN identifies segments of roadways or intersections where the highest concentrations of crashes resulting in FSIs occur on the transportation network. The HIN is not an assessment of whether a location is dangerous; instead, the HIN suggests which corridors within a transportation network carry a higher risk of injury. While only select locations within the HIN advanced as priority locations based on stakeholder and public feedback, each location identified on a county HIN is a place that warrants further evaluation or consideration for safety improvements. A total of 111 priority

locations located within 66 different municipalities across the eight participating counties, including 77 county jurisdiction sites, 21 municipal jurisdiction sites, and 13 joint jurisdiction intersections.

## Additional Locations of Concern

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Addressing traffic safety issues at priority locations is a critical step towards eliminating fatalities and serious injuries in the future. However, some locations throughout each participating county have been noted as having traffic safety issues but are not considered priority locations. Each plan includes a list of locations under state jurisdiction and county and municipal roadways identified by stakeholders or the public, as well as location identified for proactive safety improvements identified through systemic safety analysis. While these locations did not garner high priority status in the LSAPs, they are still suitable candidates for LICs to consider advancing future safety assessments or improvements.

## State Jurisdiction Locations

Throughout the plan development process, safety partners and community members noted locations under NJDOT jurisdiction as having traffic safety issues. While each plan focuses on county and municipal roads, it is important to partner and coordinate with NJDOT to address

safety most comprehensively in each county. These locations may be candidates for improvements or further studies through partnerships with NJDOT or NJDOT may already be planning for safety improvements. Through conversation with NJDOT, it was recommended to the NJTPA that counties and municipalities should submit inquiries or requests for safety improvements on or near state facilities through the NJDOT Office of Community and Constituent Relations (OCR). Guidance on how local agencies should contact OCR is provided in each plan.

## Additional County and Municipal Locations not on the HIN

Similar to state jurisdiction locations, safety partners and community members identified locations on county and municipal roads that were not included in the HIN. These locations captured different aspects of safety and often included locations noted as having near misses or specific circumstances impacting safety such as poor visibility near school zones. While each plan follows a data driven process to identify and prioritize locations, they also include additional locations where low-cost safety improvements or further study may be suitable.

## Systemic Safety Analysis

The systemic approach to safety centers around the widespread installation of low-cost crash reduction to address infrastructure issues before a crash occurs. In contrast to a hot spot approach, which targets locations with the highest number of focus crashes, a systemic approach involves screening the roadway network based on specific roadway characteristics corresponding to the predominant crash types. This proactive approach used a systemic safety analysis for each county to identify groups of roadways or intersections by common attributes. The groups were then prioritized based on average crash risk. Focusing on high-priority groups of roadways or intersections addresses large proportions of each county and municipal roadway network while still acknowledging the need to prioritize efforts and maximize available resources. The analysis for each county focuses on one crash type aligning with emphasis areas most closely aligned with infrastructure solutions. The systemic analysis focus and resulting inventory of roadways or intersections for each county is shown in Table 4. In total, 1,532 intersections and 927 miles of roadway are included in the plans as priority systemic locations.

Table 4: Systemic Analysis Focus by County

County	Systemic Analysis Focus	County and Local Inventory Considered Systemic Priority
Bergen	Intersections - all intersection-related crashes	540 intersections
Hunterdon	Segments - lane departure crashes	189 miles of roadway
Morris	Intersections - all intersection-related crashes	97 intersections
Ocean	Intersections - all intersection-related crashes	468 intersections
Passaic	Intersections - all intersection-related crashes	427 intersections
Somerset	Segments - lane departure crashes	243 miles of roadway
Sussex	Segments - lane departure crashes	278 miles of roadway
Warren	Segments - lane departure crashes	218 miles of roadway

# Strategy Recommendations



The LSAPs offer a range of approaches to implementing recommended strategies, including site-specific actions at priority locations and countywide efforts through systemic installations, educational initiatives, enforcement activities, and policy changes. Focusing on all aspects of the Safe System Approach aligns traffic safety best practices with priority locations and countywide initiatives to eliminate deaths and serious injuries.

## Priority Location Recommendations

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The plans provide recommendations for implementing best practices for safety within each county. Priority location recommendations include short-term and long-term options for consideration. Short-term options offer a path to

quick implementation with improvements that do not require extensive planning or engineering, are generally lower in cost, and can be implemented significantly within a three-to-five-year timeframe. Long-term actions, such as site-specific, large-scale roadway improvements, are essential to the future of safety in each county. These improvements can take years to progress through the appropriate design, permitting, and construction phases and may require external funding through grants or other programs.

Recommendations for priority locations are provided in the plan as a menu of options for consideration by the counties and the LICs. In most cases, road owners, local leaders, and implementing agencies should undertake further evaluation to determine suitability for each priority location and recommendation.

Follow-up study types are recommended for the priority locations including Road Safety Audits and Complete Streets corridor/intersection studies. Priority location recommendations for each county are included in each LSAP.

## Countywide Strategies

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Countywide strategies are valuable because agencies can coordinate to expedite implementation, and the public experiences uniform changes across the transportation network. Countywide strategy recommendations include systemic infrastructure actions, education and outreach, policy and planning initiatives, and Complete Streets covering the following points:

- Education and Outreach encompasses strategies that leverage existing resources and campaigns from NHTSA and Street Smart NJ, sponsoring community and school programs, and promoting collaboration between the public, safety stakeholders, and law enforcement.
- Assessment of the county's roadways supplements the plan through location-specific studies and improvements with encouragement to leverage the NJTPA Complete Streets Demonstration Project Lending Library, conduct speed studies, and sponsor Walkable Community Workshops.

- Policy and planning are vital aspects of the plan to ensure that implementation includes principles of the Safe System Approach to reflect updated design standards and guidance. Recommended countywide strategies include setting speed limit to the context of the roadway/designing roads to match a target speed limit, outfitting fleet vehicles with updated safety technology like speed limiters, advancing Complete Streets policies, and continuing partnerships and collaboration with state agencies.
- Complete Streets is a transportation policy and design approach that ensures streets are planned, designed, operated, and maintained to accommodate all users safely. Elements of complete streets are presented in the plans to aid safety partners as they work towards implementing projects.

# Implementation and Next Steps for LSAPs



Upon completion of the plans, implementation begins. Each plan provides a wealth of opportunities to explore and steps to be accomplished, but each county and LIC need to continue to work together to ensure specific actions are taken.

## LIC's Role

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Each LIC will guide the implementation of the LSAPs through specific actions supporting the strategies within each plan. While it is up to each LIC to chart a path towards zero, there are several early actions that each group should take as implementation begins.

## Formal Plan Adoption/Endorsement

The first task of each LIC is working with county administration on the formal adoption or

endorsement of the plan. Adoption or endorsement of the plan from high-ranking leadership is a requirement of the SS4A self-certification.

## Schedule Next LIC Meeting

The last LIC meeting for each county was held between April 22, 2025, and May 2, 2025. Each agreed to convene on a regular interval as voted on in LIC Meeting #3. Regardless of the selected meeting frequency, each LIC should schedule the next meeting as soon as feasible, so the committee remains engaged, even if the meeting is several months off. The agenda for this meeting should include, at a minimum, discussion of crash data, if there are updates or questions, the status of plan adoption/endorsement, a review of LIC membership with a focus on additional partners

to engage, a discussion on actions steps, and performance metrics.

## Define Specific Action Steps

Defining specific action steps is the true implementation of the plan. The strategies included in the LSAPs are broad groupings of proven effective countermeasures and best practices for traffic safety. For each strategy group identified in the plan, the LIC should work to establish specific steps to implement the strategy. Each action step should identify what will be done, who is responsible for conducting the action, and how it will be measured. Each action should be specific and not try to capture the full nature of the broad strategy group. For example, if the strategy is “Install pavement and shoulder improvements, signage and barriers to warn drivers or prevent lane departure” the specific action step should focus on one aspect of the strategy, such as installing reflective pavement markers. In this way, each strategy group should have multiple action steps associated with it.

Action steps will take a variety of forms. While some action steps may be specific infrastructure efforts such as installing a sign, others will focus on coordination, education, enforcement, planning, or project development. The LIC should consider actions that are practical and feasible to implement. If the identified action is too big for the action owner to accomplish, the LICs should focus on intermediate steps or breaking down larger actions into multiple

actions. For example, an action step of “convert an intersection to a roundabout” may take years to complete. It would be better to break that action step into smaller steps leading up to the installation of the roundabout and to document the progress being made along the way. Coordination and partnership are particularly important for longer term actions, but are applicable to any strategy.

A prudent strategy for action step development is to create a simple implementation matrix including the strategy, specific action step, performing agency or agencies, and an action-specific performance measure.

## Measure Progress

While the ultimate measure of progress for each plan is the number of traffic fatalities and serious injuries, incremental progress must be measured through the efforts put into implementing the recommended strategies of the LSAP. Each LIC will track progress through action-specific metrics. These metrics must indicate the status and/or extent of each action step. The LICs will need to determine measures that most accurately capture the status of each action. If the action consists of a widespread implementation of a countermeasure, a numeric measure such as the number of installations, number of sites treated, or number of participating partner agencies may be most appropriate. If the action concerns a single specific effort or project, the most appropriate measure may be the status of the project or the

most recently completed milestone such as phase of a study, status of a design, or step in a process. While each action step needs at least one performance measure, some action steps may be best tracked with multiple performance measures. Systemic treatments or enforcement efforts, for example, might measure progress by tracking the number of installations or enforcement activities and the number of countywide partners helping to advance the action.

## Resources

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Moving into implementation, the LICs are encouraged to leverage existing resources through the NJTPA, NJDOT, the New Jersey Department of Highway Safety and others. An extensive list of resources and guidance on strategies is included as an appendix to each plan. Each appendix points to additional information on strategies, links to programs, and outlines opportunities for further assistance as they move towards Zero.

# Additional Planning Support through this Safety Plan Effort



In addition to the eight LSAPs developed through support provided by NJTPA, Essex County and Middlesex County were among other NJTPA sub-regions working on their own safety planning efforts. NJTPA offered additional planning support to both counties helping to supplement the individual efforts.

## City of Newark Outreach

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Essex County is in the process of developing the Essex Safe Streets 4 All Action Plan through a USDOT SS4A Planning and Demonstration Grant. The plan focuses on reducing fatalities and serious injuries with a focus on improving

safety for bicyclists, pedestrians, and other vulnerable road users by evaluating crash data as well as incorporating community feedback. At the completion of this plan, municipalities will be able to utilize the results and actions for their own safety planning initiatives including future SS4A implementation grant applications.

In support of the Plan, community outreach was conducted at prominent community locations in the City of Newark. Efforts to engage the public included attending two pop-up events, sharing information on the SS4A Plan, and encouraging residents to complete a survey with an interactive map to recognize areas of concern. These pop-up events took place at the Main Branch of the Newark Public Library on April 8, 2025, and the Weequahic Branch of the Newark

Public Library on April 9, 2025. Community members were directed to the online survey and map feedback tool to capture sentiments on traffic safety and record potential locations of concern.

## Middlesex County Vision Zero Action Plan

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Led by the Middlesex County Office of Planning, the Middlesex County Vision Zero Action Plan was developed in 2022. To help further safety efforts at priority locations identified in the plan, desktop corridor reviews and recommendations were developed for nine corridors in the County. For each corridor, a data summary was developed that included reviewing existing conditions, identifying crash types and contributing factors for all crash severities, determining potential safety issues from crash data and a desktop review using Google Earth, and presenting countermeasure recommendations to address these safety issues. Specific recommendations for bicyclists and pedestrians were also identified. Part of this support also included setting four proposed targets for the Middlesex County Vision Zero Plan with interim annual targets to reach zero traffic fatalities and serious injuries on County roads by 2040.

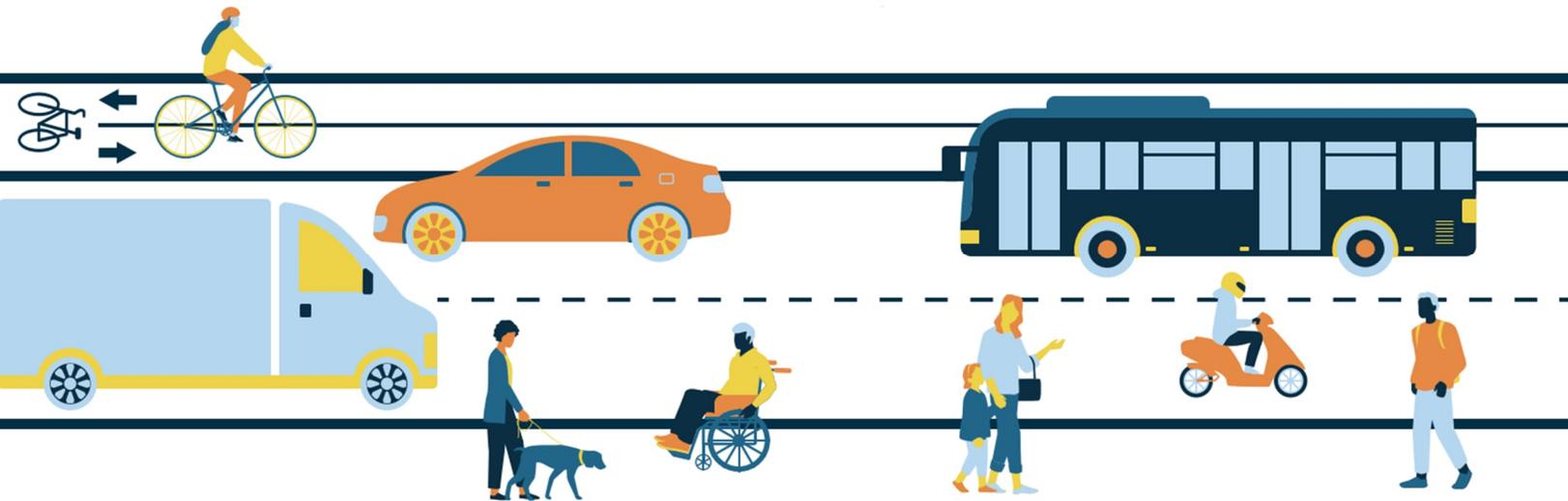
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# Local Safety Action Plan Development Regional Summary Report

June 2025