



**S361 (SCS/1R)**

<b>INTRODUCED BILL:</b> (Includes sponsor(s) statement)	Yes	
<b>REPRINT(S):</b>	Yes	STR 2/25/24 SCS SBA 12/9/24 1R SCS
<b>TECHNICAL REVIEW:</b>	No	
<b>COMMITTEE STATEMENT:</b>	<b>ASSEMBLY:</b>	No
	<b>SENATE:</b>	Yes Transportation Budget & Appropriations

(Audio archived recordings of the committee meetings, corresponding to the date of the committee statement, **may possibly** be found at [www.njleg.state.nj.us](http://www.njleg.state.nj.us))

**FLOOR AMENDMENT STATEMENT:** No

**LEGISLATIVE FISCAL ESTIMATE:** No

**VETO MESSAGE:** No

**GOVERNOR'S PRESS RELEASE ON SIGNING:** Yes

**FOLLOWING WERE PRINTED:**

To check for circulating copies, contact New Jersey State Government Publications at the State Library (609) 278-2640 ext.103 or <mailto:refdesk@njstatelib.org>

**REPORTS:** No

**HEARINGS:** No

**NEWSPAPER ARTICLES:** Available Upon Request

WAYNE PARRY; Staff writer, 'Murphy appoints group to study fatal crashes Gov. Murphy appoints group to work toward no fatal crashes by 2040', *Press of Atlantic City, The* (online), 14 Jan 2025 2A <<https://infoweb.newsbank.com/apps/news/document-view?p=NewsBank&docref=news/19E191239214B920>>

Larry Higgs - For Hunterdon County Democrat, 'Murphy signs law that aims to reduce N.J. traffic deaths New TargetZero Commission tasked with finding data-based solutions as road fatalities rise.', *Hunterdon County Democrat* (online), 16 Jan 2025 001 <<https://infoweb.newsbank.com/apps/news/document-view?p=NewsBank&docref=news/19E1DC99BA58EF78>>

Larry Higgs - For The Star-Ledger, 'Murphy wants to beef up drivers ed, add mobile licenses, fix intersections', *Star-Ledger, The* (online), 15 Jan 2025 005 <<https://infoweb.newsbank.com/apps/news/document-view?p=NewsBank&docref=news/19E1E20B5D7F8F38>>

CL/MM

P.L. 2024, CHAPTER 109, *approved January 13, 2025*  
Assembly, No. 1476 (*First Reprint*)

CORRECTED COPY

- 1 **AN ACT** establishing the “New Jersey Target Zero Commission”  
2 and supplementing Title 27 of the Revised Statutes.  
3  
4 **BE IT ENACTED** *by the Senate and General Assembly of the State*  
5 *of New Jersey:*  
6  
7 1. a. There is established in, but not of, the Department of  
8 Transportation, the “New Jersey Target Zero Commission.”  
9 b. The commission shall consist of 13 members, as follows:  
10 (1) the Commissioner of Transportation, ex officio, or the  
11 commissioner’s designee;  
12 (2) the Superintendent of State Police, ex officio, or the  
13 superintendent’s designee;  
14 (3) the Commissioner of Health, ex officio, or the  
15 commissioner’s designee;  
16 (4) the Commissioner of Community Affairs, ex officio, or the  
17 commissioner’s designee;  
18 (5) the Chief Administrator of the New Jersey Motor Vehicle  
19 Commission, ex officio, or the chief administrator’s designee;  
20 (6) the Commissioner of Human Services, ex officio, or the  
21 commissioner’s designee;  
22 (7) the Director of Highway Traffic Safety, ex officio, or the  
23 director’s designee;  
24 (8) the Director of the Office of Environmental Justice in the  
25 Department of Environmental Protection, ex officio, or the  
26 director’s designee;  
27 (9) the Executive Director of the New Jersey Transit  
28 Corporation, ex officio, or the executive director’s designee;  
29 (10) the Executive Director of the New Jersey Turnpike  
30 Authority, ex officio, or the executive director’s designee;  
31 (11) the Executive Director of the Delaware Valley Regional  
32 Planning Commission, ex officio, or the executive director’s  
33 designee;  
34 (12) the Executive Director of the North Jersey Transportation  
35 Planning Authority, ex officio, or the executive director’s designee;  
36 and

**EXPLANATION** – Matter enclosed in bold-faced brackets **[thus]** in the above bill is not enacted and is intended to be omitted in the law.

Matter underlined thus is new matter.

Matter enclosed in superscript numerals has been adopted as follows:

<sup>1</sup>Senate SBA committee amendments adopted December 9, 2024.

1 (13) the Executive Director of the South Jersey Transportation  
2 Planning Organization, ex officio, or the executive director's  
3 designee.

4 c. The commission shall hold its initial meeting as soon as  
5 practicable, but no later than 60 days after the effective date of  
6 P.L. , c. (C. ) (pending before the Legislature as this bill).  
7 The chairperson of the commission shall be the Commissioner of  
8 Transportation, and the commission shall meet no less than twice  
9 per year at such places and times as the chairperson may designate.  
10 The commission shall hold a minimum of two annual public  
11 hearings. The chairperson may appoint a secretary who need not be  
12 a member of the commission.

13 d. The commission shall meet with key stakeholders,  
14 advocates, and experts, and shall consult with policy experts  
15 'including, but not limited to, policy experts'<sup>1</sup> in the fields of bicycle  
16 and pedestrian safety, mobility, visual or cognitive impairments,  
17 and motor vehicle crashes for expertise and input.

18 e. The Department of Transportation shall provide  
19 professional, stenographic, and clerical staff to the commission, as  
20 may be necessary for the commission to carry out its duties. The  
21 commission shall also be entitled to call upon the services of any  
22 State, county, or municipal department, board, commission, or  
23 agency, as may be available to it for its purposes.

24  
25 2. a. For the purposes of this section:

26 "Active transportation" means pedestrian mobility, such as  
27 walking and running, individual use of personal conveyances for  
28 mobility powered by human effort or electric motors, and personal  
29 conveyances that consider and address accommodations pursuant to  
30 the "Americans with Disabilities Act of 1990" (42 U.S.C. s.12101  
31 et seq.).

32 "Bicycle" means the same as the term is defined in section 2 of  
33 P.L.1975, c.328 (C.39:4-14.5).

34 "Pedestrian" shall include, but not be limited to: a pedestrian as  
35 defined in R.S.39:1-1; a person in a wheelchair or motorized  
36 wheelchair as defined in R.S.39:1-1; and a person employed by or  
37 who contracts with any public utility company in this State, a  
38 property maintenance worker, or any other person who is permitted  
39 by law to be upon the roadway and outside a motor vehicle for work  
40 or recreation and is upon a roadway and outside a motor vehicle for  
41 work or recreation.

42 "Personal conveyance" shall include:

- 43 (1) a bicycle as defined in this section;
- 44 (2) a low-speed electric bicycle as defined in R.S.39:1-1;
- 45 (3) a low-speed electric scooter as defined in R.S.39:1-1;
- 46 (4) a manual wheelchair;

1 (5) a motorized wheelchair as defined in R.S.39:1-1, or similar  
2 mobility assisting devices used by persons with physical  
3 disabilities, or by persons whose ambulatory mobility has been  
4 impaired by age or illness;

5 (6) an electric personal assistive mobility device as defined in  
6 section 1 of P.L.2001, c.430 (C.39:4-14.10);

7 (7) a motorized scooter as defined in R.S.39:1-1;

8 (8) a skateboard;

9 (9) a motorized skateboard as defined in R.S.39:1-1;

10 (10) roller skates as defined in section 1 of P.L.1997, c.411  
11 (C.39:4-10.5); and

12 (11) any other means used by a person for transportation.

13 “Safe system approach” means evaluating traffic safety and  
14 designing a transportation system with the goal of eliminating fatal  
15 and serious injuries for all road users by acknowledging that: traffic  
16 deaths and serious injuries are unacceptable, humans make  
17 mistakes, humans are vulnerable, responsibility is shared, safety is  
18 proactive, and redundancy is crucial.

19 “Target zero strategies” means actionable strategies using the  
20 safe system approach and include, but are not limited to: (1)  
21 prioritizing roadway design and design of sidewalks; crosswalks;  
22 roadway shoulders; personal conveyance parking; access to public  
23 transit, schools, and parks; and intersections and corridors with  
24 paths, trails, and multiuse greenways; (2) focusing on speed  
25 management; (3) ensuring enforcement is equitable; and (4)  
26 utilizing impactful education strategies and inclusive community  
27 engagement.

28 1“Traffic control signal” means a device, whether manually,  
29 electrically, mechanically, or otherwise controlled, by which traffic  
30 is alternatively directed to stop and to proceed, and which has been  
31 approved by the Commissioner of Transportation in accordance  
32 with the “Manual on Uniform Traffic Control Devices for Streets  
33 and Highways.”

34 “Traffic control signal monitoring system” means an integrated  
35 system or device utilizing a camera, or a multiple camera system,  
36 and vehicle sensors, which work in conjunction with a traffic  
37 control signal, and is capable of producing:

38 (1) high resolution color digital recorded images that show: (a)  
39 the traffic control signal while it is displaying a red light; (b) a  
40 motor vehicle unlawfully entering and continuing through the  
41 intersection while the traffic control signal is displaying a red light;  
42 and (c) a portion of the rear of the motor vehicle unlawfully in the  
43 intersection sufficient to clearly reveal the vehicle's license plate  
44 and the make and model of the vehicle; and

45 (2) a video recording of the violation that shows the violation  
46 occurring.<sup>1</sup>

1       b. The purpose and duties of the commission shall be to study,  
2 examine, and review all aspects of traffic safety with a particular  
3 focus on access, equity, and mobility for all road users using the  
4 safe system approach and to advise the Governor, the Legislature,  
5 and the Department of Transportation regarding policies, programs,  
6 research, and priorities to help achieve the goal of eliminating  
7 traffic fatalities and serious injuries. To fulfill this purpose and  
8 these duties, the commission shall:

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

21       (2) identify short-term and long-term data-driven strategies with  
22 measurable goals and target dates to reduce traffic fatalities and  
23 serious injuries with the goal of eliminating all traffic fatalities and  
24 serious injuries by 2040 <sup>1</sup>; provided that the strategies shall not  
25 include implementation of traffic control signal monitoring system  
26 technology to determine whether a traffic control signal violation  
27 occurred and to issue a summons or assess any penalties for such  
28 violation<sup>1</sup>;

29       (3) <sup>1</sup>develop and<sup>1</sup> adopt the action plan <sup>1</sup>pursuant to paragraph  
30 (1) of this subsection, which action plan shall include  
31 implementation of the strategies identified pursuant to paragraph (2)  
32 of this subsection<sup>1</sup> no later than the first day of the 12th month  
33 following the effective date of P.L. , c. (C. ) (pending  
34 before the Legislature as this bill), except that before adopting the  
35 action plan, the commission shall host a public hearing to receive  
36 public feedback concerning the proposed action plan, which  
37 proposed action plan shall be published on the commission's  
38 Internet website no less than 72 hours before the public hearing;

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

1 (5) encourage the elimination of road hazards by advancing  
2 active transportation and mass transit as safe and viable forms of  
3 transportation throughout the State for persons of all ages and  
4 abilities;

5 (6) provide recommendations for changes to State, county, and  
6 municipal law to achieve the goal of eliminating all traffic fatalities  
7 and serious injuries by 2040 <sup>1</sup>; provided that the recommendations  
8 shall not include implementation of traffic control signal monitoring  
9 system technology to determine whether a traffic control signal  
10 violation occurred and to issue a summons or assess any penalties  
11 for such violation<sup>1</sup>;

12 (7) <sup>1</sup>review any relevant, existing safety plans brought to the  
13 commission by its members and<sup>1</sup> develop the action plan to  
14 implement and promote the safe system approach, target zero  
15 strategies, and evidenced-based safety countermeasures to help  
16 achieve the goal of eliminating traffic fatalities and severe injuries  
17 among all road users by 2040 <sup>1</sup>; provided that the action plan shall  
18 not include implementation of traffic control signal monitoring  
19 system technology to determine whether a traffic control signal  
20 violation occurred and to issue a summons or assess any penalties  
21 for such violation<sup>1</sup>;

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

29 (9) serve as an advisor to the Department of Transportation and  
30 other State agencies and transportation authorities with regard to  
31 roadway planning and transportation infrastructure planning;

32 (10) provide advice and assistance to county and municipal  
33 governments <sup>1</sup>regarding the data resources available to them<sup>1</sup> to  
34 develop their own target zero plans; and

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

42  
43 3. The Department of Transportation shall promulgate such  
44 rules and regulations, pursuant to the "Administrative Procedure  
45 Act," P.L.1968, c.410 (C.52:14B-1 et seq.), as are necessary to  
46 effectuate the provisions of P.L. , c. (C. ) (pending before  
47 the Legislature as this bill).

1 4. This act shall take effect immediately.

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5

6 Establishes "New Jersey Target Zero Commission."

## CHAPTER 109

AN ACT establishing the “New Jersey Target Zero Commission” and supplementing Title 27 of the Revised Statutes.

**BE IT ENACTED** by the Senate and General Assembly of the State of New Jersey:

C.27:5F-44 "New Jersey Target Zero Commission" established.

1. a. There is established in, but not of, the Department of Transportation, the “New Jersey Target Zero Commission.”

b. The commission shall consist of 13 members, as follows:

(1) the Commissioner of Transportation, ex officio, or the commissioner’s designee;  
(2) the Superintendent of State Police, ex officio, or the superintendent’s designee;  
(3) the Commissioner of Health, ex officio, or the commissioner’s designee;  
(4) the Commissioner of Community Affairs, ex officio, or the commissioner’s designee;  
(5) the Chief Administrator of the New Jersey Motor Vehicle Commission, ex officio, or the chief administrator’s designee;

(6) the Commissioner of Human Services, ex officio, or the commissioner’s designee;

(7) the Director of Highway Traffic Safety, ex officio, or the director’s designee;

(8) the Director of the Office of Environmental Justice in the Department of Environmental Protection, ex officio, or the director’s designee;

(9) the Executive Director of the New Jersey Transit Corporation, ex officio, or the executive director’s designee;

(10) the Executive Director of the New Jersey Turnpike Authority, ex officio, or the executive director’s designee;

(11) the Executive Director of the Delaware Valley Regional Planning Commission, ex officio, or the executive director’s designee;

(12) the Executive Director of the North Jersey Transportation Planning Authority, ex officio, or the executive director’s designee; and

(13) the Executive Director of the South Jersey Transportation Planning Organization, ex officio, or the executive director’s designee.

c. The commission shall hold its initial meeting as soon as practicable, but no later than 60 days after the effective date of P.L.2024, c.109 (C.27:5F-44 et seq.). The chairperson of the commission shall be the Commissioner of Transportation, and the commission shall meet no less than twice per year at such places and times as the chairperson may designate. The commission shall hold a minimum of two annual public hearings. The chairperson may appoint a secretary who need not be a member of the commission.

d. The commission shall meet with key stakeholders, advocates, and experts and shall consult with policy experts including, but not limited to, policy experts in the fields of bicycle and pedestrian safety, mobility, visual or cognitive impairments, and motor vehicle crashes for expertise and input.

e. The Department of Transportation shall provide professional, stenographic, and clerical staff to the commission as may be necessary for the commission to carry out its duties. The commission shall also be entitled to call upon the services of any State, county, or municipal department, board, commission, or agency as may be available to it for its purposes.

C.27:5F-45 Definitions.

2. a. For the purposes of this section:

“Active transportation” means pedestrian mobility, such as walking and running, individual use of personal conveyances for mobility powered by human effort or electric motors, and

personal conveyances that consider and address accommodations pursuant to the “Americans with Disabilities Act of 1990” (42 U.S.C. s.12101 et seq.).

“Bicycle” means the same as the term is defined in section 2 of P.L.1975, c.328 (C.39:4-14.5).

“Pedestrian” shall include, but not be limited to: a pedestrian as defined in R.S.39:1-1; a person in a wheelchair or motorized wheelchair as defined in R.S.39:1-1; 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.

“Personal conveyance” shall include:

- (1) a bicycle as defined in this section;
- (2) a low-speed electric bicycle as defined in R.S.39:1-1;
- (3) a low-speed electric scooter as defined in R.S.39:1-1;
- (4) a manual wheelchair;
- (5) a motorized wheelchair as defined in R.S.39:1-1 or similar mobility assisting devices used by persons with physical disabilities or by persons whose ambulatory mobility has been impaired by age or illness;
- (6) an electric personal assistive mobility device as defined in section 1 of P.L.2001, c.430 (C.39:4-14.10);
- (7) a motorized scooter as defined in R.S.39:1-1;
- (8) a skateboard;
- (9) a motorized skateboard as defined in R.S.39:1-1;
- (10) roller skates as defined in section 1 of P.L.1997, c.411 (C.39:4-10.5); and
- (11) any other means used by a person for transportation.

“Safe system approach” means 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.

“Target zero strategies” means 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.

“Traffic control signal” means 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.”

“Traffic control signal monitoring system” means an integrated system or device utilizing a camera, or a multiple-camera system, and vehicle sensors, which work in conjunction with a traffic control signal, and is capable of producing:

- (1) high resolution color digital recorded images that show: (a) the traffic control signal while it is displaying a red light; (b) a motor vehicle unlawfully entering and continuing through the intersection while the traffic control signal is displaying a red light; and (c) a portion of the rear of the motor vehicle unlawfully in the intersection sufficient to clearly reveal the vehicle's license plate and the make and model of the vehicle; and
- (2) a video recording of the violation that shows the violation occurring.

b. The purpose and duties of the commission shall be 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. To fulfill this purpose and these duties, the commission shall:

(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 evidenced-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 and transportation authorities 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.

3. The Department of Transportation shall promulgate such rules and regulations, pursuant to the "Administrative Procedure Act," P.L.1968, c.410 (C.52:14B-1 et seq.), as are necessary to effectuate the provisions of P.L.2024, c.109 (C.27:5F-44 et seq.).

4. This act shall take effect immediately.

Approved January 13, 2025.

# ASSEMBLY, No. 1476

## STATE OF NEW JERSEY 221st LEGISLATURE

PRE-FILED FOR INTRODUCTION IN THE 2024 SESSION

**Sponsored by:**

**Assemblyman ROBERT J. KARABINCHAK**

**District 18 (Middlesex)**

**Assemblyman JOHN ALLEN**

**District 32 (Hudson)**

**Co-Sponsored by:**

**Assemblyman Spearman, Assemblywomen Lopez, Speight and Swain**

**SYNOPSIS**

Establishes “New Jersey Target Zero Commission.”

**CURRENT VERSION OF TEXT**

Introduced Pending Technical Review by Legislative Counsel.



**(Sponsorship Updated As Of: 2/22/2024)**

1 AN ACT establishing the “New Jersey Target Zero Commission”  
2 and supplementing Title 27 of the Revised Statutes.

3

4 **BE IT ENACTED** by the Senate and General Assembly of the State  
5 of New Jersey:

6

7 1. a. There is established in, but not of, the Department of  
8 Transportation, the “New Jersey Target Zero Commission.”

9 b. The commission shall consist of 13 members, as follows:

10 (1) the Commissioner of Transportation, ex officio, or the  
11 commissioner’s designee;

12 (2) the Superintendent of State Police, ex officio, or the  
13 superintendent’s designee;

14 (3) the Commissioner of Health, ex officio, or the commissioner’s  
15 designee;

16 (4) the Commissioner of Community Affairs, ex officio, or the  
17 commissioner’s designee;

18 (5) the Chief Administrator of the New Jersey Motor Vehicle  
19 Commission, ex officio, or the chief administrator’s designee;

20 (6) the Commissioner of Human Services, ex officio, or the  
21 commissioner’s designee;

22 (7) the Director of Highway Traffic Safety, ex officio, or the  
23 director’s designee;

24 (8) the Director of the Office of Environmental Justice in the  
25 Department of Environmental Protection, ex officio, or the director’s  
26 designee;

27 (9) the Executive Director of the New Jersey Transit Corporation,  
28 ex officio, or the executive director’s designee;

29 (10) the Executive Director of the New Jersey Turnpike Authority,  
30 ex officio, or the executive director’s designee;

31 (11) the Executive Director of the Delaware Valley Regional  
32 Planning Commission, ex officio, or the executive director’s designee;

33 (12) the Executive Director of the North Jersey Transportation  
34 Planning Authority, ex officio, or the executive director’s designee;  
35 and

36 (13) the Executive Director of the South Jersey Transportation  
37 Planning Organization, ex officio, or the executive director’s designee

38 c. The commission shall hold its initial meeting as soon as  
39 practicable, but no later than 60 days after the effective date of P.L. ,

40 c. (C. ) (pending before the Legislature as this bill). The  
41 chairperson of the commission shall be the Commissioner of  
42 Transportation, and the commission shall meet no less than twice per  
43 year at such places and times as the chairperson may designate. The  
44 commission shall hold a minimum of two annual public hearings. The  
45 chairperson may appoint a secretary who need not be a member of the  
46 commission.

47 d. The commission shall meet with key stakeholders, advocates,  
48 and experts, and shall consult with policy experts in the fields of

1 bicycle and pedestrian safety, mobility, visual or cognitive  
2 impairments, and motor vehicle crashes for expertise and input.

3 e. The Department of Transportation shall provide professional,  
4 stenographic, and clerical staff to the commission, as may be necessary  
5 for the commission to carry out its duties. The commission shall also  
6 be entitled to call upon the services of any State, county, or municipal  
7 department, board, commission, or agency, as may be available to it  
8 for its purposes.

9

10 2. a. For the purposes of this section:

11 “Active transportation” means pedestrian mobility, such as  
12 walking and running, individual use of personal conveyances for  
13 mobility powered by human effort or electric motors, and personal  
14 conveyances that consider and address accommodations pursuant to  
15 the “Americans with Disabilities Act of 1990” (42 U.S.C. s.12101 et  
16 seq.).

17 “Bicycle” means the same as the term is defined in section 2 of  
18 P.L.1975, c.328 (C.39:4-14.5).

19 “Pedestrian” shall include, but not be limited to: a pedestrian as  
20 defined in R.S.39:1-1; a person in a wheelchair or motorized  
21 wheelchair as defined in R.S.39:1-1; and a person employed by or who  
22 contracts with any public utility company in this State, a property  
23 maintenance worker, or any other person who is permitted by law to  
24 be upon the roadway and outside a motor vehicle for work or  
25 recreation and is upon a roadway and outside a motor vehicle for work  
26 or recreation.

27 “Personal conveyance” shall include:

- 28 (1) a bicycle as defined in this section;  
29 (2) a low-speed electric bicycle as defined in R.S.39:1-1;  
30 (3) a low-speed electric scooter as defined in R.S.39:1-1;  
31 (4) a manual wheelchair;  
32 (5) a motorized wheelchair as defined in R.S.39:1-1, or similar  
33 mobility assisting devices used by persons with physical disabilities, or  
34 by persons whose ambulatory mobility has been impaired by age or  
35 illness;  
36 (6) an electric personal assistive mobility device as defined in  
37 section 1 of P.L.2001, c.430 (C.39:4-14.10);  
38 (7) a motorized scooter as defined in R.S.39:1-1;  
39 (8) a skateboard;  
40 (9) a motorized skateboard as defined in R.S.39:1-1;  
41 (10) roller skates as defined in section 1 of P.L.1997, c.411  
42 (C.39:4-10.5); and  
43 (11) any other means used by a person for transportation.

44 “Safe system approach” means evaluating traffic safety and  
45 designing a transportation system with the goal of eliminating fatal and  
46 serious injuries for all road users by acknowledging that: traffic deaths  
47 and serious injuries are unacceptable, humans make mistakes, humans

1 are vulnerable, responsibility is shared, safety is proactive, and  
2 redundancy is crucial.

3 “Target zero strategies” means actionable strategies using the safe  
4 system approach and include, but are not limited to: (1) prioritizing  
5 roadway design and design of sidewalks; crosswalks; roadway  
6 shoulders; personal conveyance parking; access to public transit,  
7 schools, and parks; and intersections and corridors with paths, trails,  
8 and multiuse greenways; (2) focusing on speed management; (3)  
9 ensuring enforcement is equitable; and (4) utilizing impactful  
10 education strategies and inclusive community engagement.

11 b. The purpose and duties of the commission shall be to study,  
12 examine, and review all aspects of traffic safety with a particular focus  
13 on access, equity, and mobility for all road users using the safe system  
14 approach and to advise the Governor, the Legislature, and the  
15 Department of Transportation regarding policies, programs, research,  
16 and priorities to help achieve the goal of eliminating traffic fatalities  
17 and serious injuries. To fulfill this purpose and these duties, the  
18 commission shall:

19 (1) develop a comprehensive and coordinated action plan to help  
20 achieve the goal of eliminating traffic fatalities and serious injuries on  
21 all public roadways in the State by 2040 through engineering,  
22 education, and enforcement systems that analyze physical  
23 transportation designs with a focus on the equitable treatment of all  
24 transportation users;

25 (2) identify short-term and long-term data-driven strategies with  
26 measurable goals and target dates to reduce traffic fatalities and  
27 serious injuries with the goal of eliminating all traffic fatalities and  
28 serious injuries by 2040;

29 (3) adopt the action plan no later than the first day of the 12th  
30 month following the effective date of P.L. , c. (C. ) (pending  
31 before the Legislature as this bill), except that before adopting the  
32 action plan, the commission shall host a public hearing to receive  
33 public feedback concerning the proposed action plan, which proposed  
34 action plan shall be published on the commission’s Internet website no  
35 less than 72 hours before the public hearing;

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

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

45 (6) provide recommendations for changes to State, county, and  
46 municipal law to achieve the goal of eliminating all traffic fatalities  
47 and serious injuries by 2040;

1 (7) develop the action plan to implement and promote the safe  
2 system approach, target zero strategies, and evidenced-based safety  
3 countermeasures to help achieve the goal of eliminating traffic  
4 fatalities and severe injuries among all road users by 2040;

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

12 (9) serve as an advisor to the Department of Transportation and  
13 other State agencies and transportation authorities with regard to  
14 roadway planning and transportation infrastructure planning;

15 (10) provide advice and assistance to county and municipal  
16 governments to develop their own target zero plans; and

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

24  
25 3. The Department of Transportation shall promulgate such rules  
26 and regulations, pursuant to the "Administrative Procedure Act,"  
27 P.L.1968, c.410 (C.52:14B-1 et seq.), as are necessary to effectuate  
28 the provisions of P.L. , c. (C. ) (pending before the  
29 Legislature as this bill).

30  
31 4. This act shall take effect immediately.

32  
33  
34 STATEMENT

35  
36 This bill establishes the "New Jersey Target Zero Commission"  
37 (commission). The commission is to consist of 13 members as outlined  
38 in the bill.

39 The purpose and duties of the commission are to study, examine,  
40 and review all aspects of traffic safety with a particular focus on  
41 access, equity, and mobility for all road users using the safe system  
42 approach and to advise the Governor, the Legislature, and the  
43 Department of Transportation (DOT) regarding policies, programs,  
44 research, and priorities to help achieve the goal of eliminating traffic  
45 fatalities and serious injuries by 2040. To fulfill its purpose and duties,  
46 the commission is required to:

47 (1) develop a comprehensive and coordinated action plan to help  
48 achieve the goal of eliminating traffic fatalities and serious injuries on

- 1 all public roadways in the State by 2040 through engineering,  
2 education, and enforcement systems that analyze physical  
3 transportation designs with a focus on the equitable treatment of all  
4 transportation users;
- 5 (2) identify short-term and long-term data-driven strategies with  
6 measurable goals and target dates to reduce traffic fatalities and  
7 serious injuries with the goal of eliminating all traffic fatalities and  
8 serious injuries by 2040;
- 9 (3) adopt the action plan no later than the first day of the 12th  
10 month following the effective date of the bill and, prior to adoption of  
11 the action plan, host a public hearing to receive public feedback  
12 concerning the proposed action plan, which must be published on the  
13 commission's Internet website no less than 72 hours before the public  
14 hearing;
- 15 (4) promote effective and transparent collection of traffic safety  
16 data and dissemination of such data via a publicly accessible data  
17 portal that includes, but is not limited to, the most dangerous  
18 intersections in the State, traffic crash data with information on non-  
19 fatal injuries and demographic data, and a high injury network that  
20 indicates the roadways, in the State, with the highest injury rates;
- 21 (5) encourage the elimination of road hazards by advancing active  
22 transportation and mass transit as safe and viable forms of  
23 transportation throughout the State for persons of all ages and abilities;
- 24 (6) provide recommendations for changes to State, county, and  
25 municipal law to achieve the goal of eliminating all traffic fatalities  
26 and serious injuries by 2040;
- 27 (7) develop the action plan to implement and promote the safe  
28 system approach, target zero strategies, and evidenced-based safety  
29 countermeasures to help achieve the goal of eliminating traffic  
30 fatalities and severe injuries among all road users by 2040;
- 31 (8) create and maintain an interactive Internet website to provide  
32 information about the commission, including, but not limited to,  
33 information on the membership of the commission, plans and agendas,  
34 educational materials about target zero, and a link to the safety portal;
- 35 (9) serve as an advisor to the Department of Transportation and  
36 other State agencies and transportation authorities with regard to  
37 roadway planning and transportation infrastructure planning;
- 38 (10) provide advice and assistance to county and municipal  
39 governments to develop their own target zero plans; and
- 40 (11) report annually to the Governor and to the Legislature.

[First Reprint]

**ASSEMBLY, No. 1476**

**STATE OF NEW JERSEY**  
**221st LEGISLATURE**

PRE-FILED FOR INTRODUCTION IN THE 2024 SESSION

**Sponsored by:**

**Assemblyman ROBERT J. KARABINCHAK**

**District 18 (Middlesex)**

**Assemblyman JOHN ALLEN**

**District 32 (Hudson)**

**Assemblywoman LINDA S. CARTER**

**District 22 (Somerset and Union)**

**Assemblyman ANTHONY S. VERRELLI**

**District 15 (Hunterdon and Mercer)**

**Senator PATRICK J. DIEGNAN, JR.**

**District 18 (Middlesex)**

**Senator RAJ MUKHERJI**

**District 32 (Hudson)**

**Co-Sponsored by:**

**Assemblyman Spearman, Assemblywomen Lopez, Speight, Swain, Collazos-Gill, Assemblymen Calabrese, Danielsen, Assemblywoman Reynolds-Jackson, Assemblyman Bailey, Assemblywoman Ramirez, Assemblyman Freiman, Assemblywomen Haider, Lampitt, McCoy, Assemblymen Tully, Sampson, Senators Timberlake, Burgess, McKeon, Zwicker, Turner, Cryan, Ruiz, McKnight and Cruz-Perez**

**SYNOPSIS**

Establishes "New Jersey Target Zero Commission."

**CURRENT VERSION OF TEXT**

As reported by the Senate Budget and Appropriations Committee on December 9, 2024, with amendments.

**(Sponsorship Updated As Of: 12/19/2024)**

1 AN ACT establishing the “New Jersey Target Zero Commission”  
2 and supplementing Title 27 of the Revised Statutes.

3

4 **BE IT ENACTED** by the Senate and General Assembly of the State  
5 of New Jersey:

6

7 1. a. There is established in, but not of, the Department of  
8 Transportation, the “New Jersey Target Zero Commission.”

9 b. The commission shall consist of 13 members, as follows:

10 (1) the Commissioner of Transportation, ex officio, or the  
11 commissioner’s designee;

12 (2) the Superintendent of State Police, ex officio, or the  
13 superintendent’s designee;

14 (3) the Commissioner of Health, ex officio, or the  
15 commissioner’s designee;

16 (4) the Commissioner of Community Affairs, ex officio, or the  
17 commissioner’s designee;

18 (5) the Chief Administrator of the New Jersey Motor Vehicle  
19 Commission, ex officio, or the chief administrator’s designee;

20 (6) the Commissioner of Human Services, ex officio, or the  
21 commissioner’s designee;

22 (7) the Director of Highway Traffic Safety, ex officio, or the  
23 director’s designee;

24 (8) the Director of the Office of Environmental Justice in the  
25 Department of Environmental Protection, ex officio, or the  
26 director’s designee;

27 (9) the Executive Director of the New Jersey Transit  
28 Corporation, ex officio, or the executive director’s designee;

29 (10) the Executive Director of the New Jersey Turnpike  
30 Authority, ex officio, or the executive director’s designee;

31 (11) the Executive Director of the Delaware Valley Regional  
32 Planning Commission, ex officio, or the executive director’s  
33 designee; (12) the Executive Director of the North Jersey  
34 Transportation Planning Authority, ex officio, or the executive  
35 director’s designee; and

36 (13) the Executive Director of the South Jersey Transportation  
37 Planning Organization, ex officio, or the executive director’s  
38 designee.

39 c. The commission shall hold its initial meeting as soon as  
40 practicable, but no later than 60 days after the effective date of  
41 P.L. , c. (C. ) (pending before the Legislature as this bill).  
42 The chairperson of the commission shall be the Commissioner of  
43 Transportation, and the commission shall meet no less than twice  
44 per year at such places and times as the chairperson may designate.

**EXPLANATION** – Matter enclosed in bold-faced brackets **[thus]** in the above bill is not enacted and is intended to be omitted in the law.

Matter underlined thus is new matter.

Matter enclosed in superscript numerals has been adopted as follows:

<sup>1</sup>Senate SBA committee amendments adopted December 9, 2024.

1 The commission shall hold a minimum of two annual public  
2 hearings. The chairperson may appoint a secretary who need not be  
3 a member of the commission.

4 d. The commission shall meet with key stakeholders, advocates,  
5 and experts, and shall consult with policy experts 'including, but  
6 not limited to, policy experts<sup>1</sup> in the fields of bicycle and pedestrian  
7 safety, mobility, visual or cognitive impairments, and motor vehicle  
8 crashes for expertise and input.

9 e. The Department of Transportation shall provide professional,  
10 stenographic, and clerical staff to the commission, as may be  
11 necessary for the commission to carry out its duties. The  
12 commission shall also be entitled to call upon the services of any  
13 State, county, or municipal department, board, commission, or  
14 agency, as may be available to it for its purposes.

15

16 2. a. For the purposes of this section:

17 "Active transportation" means pedestrian mobility, such as  
18 walking and running, individual use of personal conveyances for  
19 mobility powered by human effort or electric motors, and personal  
20 conveyances that consider and address accommodations pursuant to  
21 the "Americans with Disabilities Act of 1990" (42 U.S.C. s.12101  
22 et seq.).

23 "Bicycle" means the same as the term is defined in section 2 of  
24 P.L.1975, c.328 (C.39:4-14.5).

25 "Pedestrian" shall include, but not be limited to: a pedestrian as  
26 defined in R.S.39:1-1; a person in a wheelchair or motorized  
27 wheelchair as defined in R.S.39:1-1; and a person employed by or  
28 who contracts with any public utility company in this State, a  
29 property maintenance worker, or any other person who is permitted  
30 by law to be upon the roadway and outside a motor vehicle for work  
31 or recreation and is upon a roadway and outside a motor vehicle for  
32 work or recreation.

33 "Personal conveyance" shall include:

34 (1) a bicycle as defined in this section;

35 (2) a low-speed electric bicycle as defined in R.S.39:1-1;

36 (3) a low-speed electric scooter as defined in R.S.39:1-1;

37 (4) a manual wheelchair;

38 (5) a motorized wheelchair as defined in R.S.39:1-1, or similar  
39 mobility assisting devices used by persons with physical  
40 disabilities, or by persons whose ambulatory mobility has been  
41 impaired by age or illness;

42 (6) an electric personal assistive mobility device as defined in  
43 section 1 of P.L.2001, c.430 (C.39:4-14.10);

44 (7) a motorized scooter as defined in R.S.39:1-1;

45 (8) a skateboard;

46 (9) a motorized skateboard as defined in R.S.39:1-1;

1 (10) roller skates as defined in section 1 of P.L.1997, c.411  
2 (C.39:4-10.5); and

3 (11) any other means used by a person for transportation.

4 “Safe system approach” means evaluating traffic safety and  
5 designing a transportation system with the goal of eliminating fatal  
6 and serious injuries for all road users by acknowledging that: traffic  
7 deaths and serious injuries are unacceptable, humans make  
8 mistakes, humans are vulnerable, responsibility is shared, safety is  
9 proactive, and redundancy is crucial.

10 “Target zero strategies” means actionable strategies using the  
11 safe system approach and include, but are not limited to: (1)  
12 prioritizing roadway design and design of sidewalks; crosswalks;  
13 roadway shoulders; personal conveyance parking; access to public  
14 transit, schools, and parks; and intersections and corridors with  
15 paths, trails, and multiuse greenways; (2) focusing on speed  
16 management; (3) ensuring enforcement is equitable; and (4)  
17 utilizing impactful education strategies and inclusive community  
18 engagement.

19 <sup>1</sup>“Traffic control signal” means a device, whether manually,  
20 electrically, mechanically, or otherwise controlled, by which traffic  
21 is alternatively directed to stop and to proceed, and which has been  
22 approved by the Commissioner of Transportation in accordance  
23 with the “Manual on Uniform Traffic Control Devices for Streets  
24 and Highways.”

25 “Traffic control signal monitoring system” means an integrated  
26 system or device utilizing a camera, or a multiple camera system,  
27 and vehicle sensors, which work in conjunction with a traffic  
28 control signal, and is capable of producing:

29 (1) high resolution color digital recorded images that show: (a)  
30 the traffic control signal while it is displaying a red light; (b) a  
31 motor vehicle unlawfully entering and continuing through the  
32 intersection while the traffic control signal is displaying a red light;  
33 and (c) a portion of the rear of the motor vehicle unlawfully in the  
34 intersection sufficient to clearly reveal the vehicle's license plate  
35 and the make and model of the vehicle; and

36 (2) a video recording of the violation that shows the violation  
37 occurring.<sup>1</sup>

38 b. The purpose and duties of the commission shall be to study,  
39 examine, and review all aspects of traffic safety with a particular  
40 focus on access, equity, and mobility for all road users using the  
41 safe system approach and to advise the Governor, the Legislature,  
42 and the Department of Transportation regarding policies, programs,  
43 research, and priorities to help achieve the goal of eliminating  
44 traffic fatalities and serious injuries. To fulfill this purpose and  
45 these duties, the commission shall:

46 (1) <sup>1</sup>review any relevant, existing safety plans brought to the  
47 commission by its members, identify ways to advance target zero  
48 strategies, and<sup>1</sup> develop a comprehensive and coordinated action

1 plan to help achieve the goal of eliminating traffic fatalities and  
2 serious injuries on all public roadways in the State by 2040 through  
3 engineering, education, and enforcement systems that analyze  
4 physical transportation designs with a focus on the equitable  
5 treatment of all transportation users<sup>1</sup>; provided that the action plan  
6 shall not include implementation of traffic control signal monitoring  
7 system technology to determine whether a traffic control signal  
8 violation occurred and to issue a summons or assess any penalties  
9 for such violation<sup>1</sup>;

10 (2) identify short-term and long-term data-driven strategies with  
11 measurable goals and target dates to reduce traffic fatalities and  
12 serious injuries with the goal of eliminating all traffic fatalities and  
13 serious injuries by 2040 <sup>1</sup>; provided that the strategies shall not  
14 include implementation of traffic control signal monitoring system  
15 technology to determine whether a traffic control signal violation  
16 occurred and to issue a summons or assess any penalties for such  
17 violation<sup>1</sup>;

18 (3) <sup>1</sup>develop and<sup>1</sup> adopt the action plan <sup>1</sup>pursuant to paragraph  
19 (1) of this subsection, which action plan shall include  
20 implementation of the strategies identified pursuant to paragraph (2)  
21 of this subsection<sup>1</sup> no later than the first day of the 12th month  
22 following the effective date of P.L. , c. (C. ) (pending  
23 before the Legislature as this bill), except that before adopting the  
24 action plan, the commission shall host a public hearing to receive  
25 public feedback concerning the proposed action plan, which  
26 proposed action plan shall be published on the commission's  
27 Internet website no less than 72 hours before the public hearing;

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

35 (5) encourage the elimination of road hazards by advancing  
36 active transportation and mass transit as safe and viable forms of  
37 transportation throughout the State for persons of all ages and  
38 abilities;

39 (6) provide recommendations for changes to State, county, and  
40 municipal law to achieve the goal of eliminating all traffic fatalities  
41 and serious injuries by 2040 <sup>1</sup>; provided that the recommendations  
42 shall not include implementation of traffic control signal monitoring  
43 system technology to determine whether a traffic control signal  
44 violation occurred and to issue a summons or assess any penalties  
45 for such violation<sup>1</sup>;

46 (7) <sup>1</sup>review any relevant, existing safety plans brought to the  
47 commission by its members and<sup>1</sup> develop the action plan to

1 implement and promote the safe system approach, target zero  
2 strategies, and evidenced-based safety countermeasures to help  
3 achieve the goal of eliminating traffic fatalities and severe injuries  
4 among all road users by 2040 <sup>1</sup>; provided that the action plan shall  
5 not include implementation of traffic control signal monitoring  
6 system technology to determine whether a traffic control signal  
7 violation occurred and to issue a summons or assess any penalties  
8 for such violation<sup>1</sup>;

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

16 (9) serve as an advisor to the Department of Transportation and  
17 other State agencies and transportation authorities with regard to  
18 roadway planning and transportation infrastructure planning;

19 (10) provide advice and assistance to county and municipal  
20 governments <sup>1</sup>regarding the data resources available to them<sup>1</sup> to  
21 develop their own target zero plans; and

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

29  
30 3. The Department of Transportation shall promulgate such rules  
31 and regulations, pursuant to the “Administrative Procedure Act,”  
32 P.L.1968, c.410 (C.52:14B-1 et seq.), as are necessary to effectuate  
33 the provisions of P.L. , c. (C. ) (pending before the  
34 Legislature as this bill).

35  
36 4. This act shall take effect immediately.

# ASSEMBLY, No. 1476

## STATE OF NEW JERSEY 221st LEGISLATURE

PRE-FILED FOR INTRODUCTION IN THE 2024 SESSION

**Sponsored by:**

**Assemblyman ROBERT J. KARABINCHAK**

**District 18 (Middlesex)**

**Assemblyman JOHN ALLEN**

**District 32 (Hudson)**

**Assemblywoman LINDA S. CARTER**

**District 22 (Somerset and Union)**

**Assemblyman ANTHONY S. VERRELLI**

**District 15 (Hunterdon and Mercer)**

**Co-Sponsored by:**

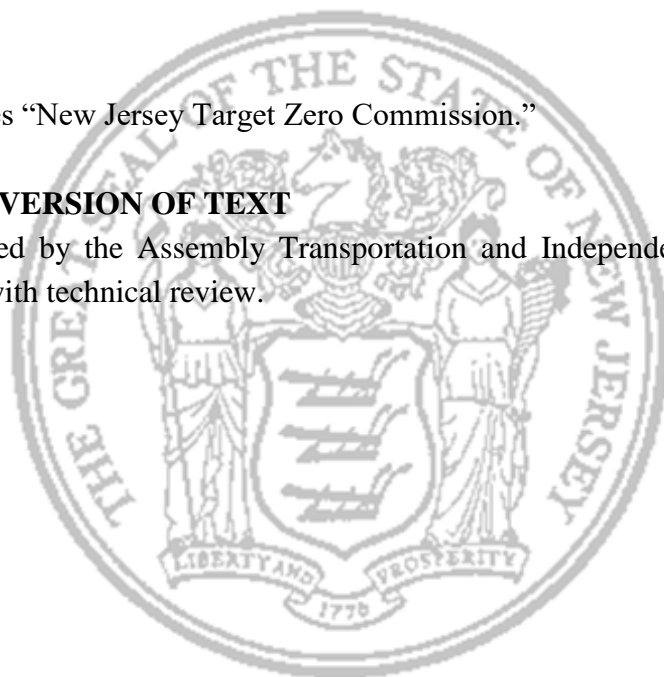
**Assemblyman Spearman, Assemblywomen Lopez, Speight, Swain, Collazos-Gill, Assemblymen Calabrese, Danielsen, Assemblywoman Reynolds-Jackson, Assemblyman Bailey, Assemblywoman Ramirez, Assemblyman Freiman, Assemblywomen Haider, Lampitt, McCoy, Assemblymen Tully and Sampson**

**SYNOPSIS**

Establishes "New Jersey Target Zero Commission."

**CURRENT VERSION OF TEXT**

As reported by the Assembly Transportation and Independent Authorities Committee with technical review.



**(Sponsorship Updated As Of: 10/17/2024)**

1 AN ACT establishing the “New Jersey Target Zero Commission”  
2 and supplementing Title 27 of the Revised Statutes.

3

4 **BE IT ENACTED** by the Senate and General Assembly of the State  
5 of New Jersey:

6

7 1. a. There is established in, but not of, the Department of  
8 Transportation, the “New Jersey Target Zero Commission.”

9 b. The commission shall consist of 13 members, as follows:

10 (1) the Commissioner of Transportation, ex officio, or the  
11 commissioner’s designee;

12 (2) the Superintendent of State Police, ex officio, or the  
13 superintendent’s designee;

14 (3) the Commissioner of Health, ex officio, or the commissioner’s  
15 designee;

16 (4) the Commissioner of Community Affairs, ex officio, or the  
17 commissioner’s designee;

18 (5) the Chief Administrator of the New Jersey Motor Vehicle  
19 Commission, ex officio, or the chief administrator’s designee;

20 (6) the Commissioner of Human Services, ex officio, or the  
21 commissioner’s designee;

22 (7) the Director of Highway Traffic Safety, ex officio, or the  
23 director’s designee;

24 (8) the Director of the Office of Environmental Justice in the  
25 Department of Environmental Protection, ex officio, or the director’s  
26 designee;

27 (9) the Executive Director of the New Jersey Transit Corporation,  
28 ex officio, or the executive director’s designee;

29 (10) the Executive Director of the New Jersey Turnpike Authority,  
30 ex officio, or the executive director’s designee;

31 (11) the Executive Director of the Delaware Valley Regional  
32 Planning Commission, ex officio, or the executive director’s designee;

33 (12) the Executive Director of the North Jersey Transportation  
34 Planning Authority, ex officio, or the executive director’s designee;  
35 and

36 (13) the Executive Director of the South Jersey Transportation  
37 Planning Organization, ex officio, or the executive director’s designee.

38 c. The commission shall hold its initial meeting as soon as  
39 practicable, but no later than 60 days after the effective date of P.L. ,

40 c. (C. ) (pending before the Legislature as this bill). The  
41 chairperson of the commission shall be the Commissioner of  
42 Transportation, and the commission shall meet no less than twice per  
43 year at such places and times as the chairperson may designate. The  
44 commission shall hold a minimum of two annual public hearings. The  
45 chairperson may appoint a secretary who need not be a member of the  
46 commission.

47 d. The commission shall meet with key stakeholders, advocates,  
48 and experts, and shall consult with policy experts in the fields of

1 bicycle and pedestrian safety, mobility, visual or cognitive  
2 impairments, and motor vehicle crashes for expertise and input.

3 e. The Department of Transportation shall provide professional,  
4 stenographic, and clerical staff to the commission, as may be necessary  
5 for the commission to carry out its duties. The commission shall also  
6 be entitled to call upon the services of any State, county, or municipal  
7 department, board, commission, or agency, as may be available to it  
8 for its purposes.

9

10 2. a. For the purposes of this section:

11 “Active transportation” means pedestrian mobility, such as  
12 walking and running, individual use of personal conveyances for  
13 mobility powered by human effort or electric motors, and personal  
14 conveyances that consider and address accommodations pursuant to  
15 the “Americans with Disabilities Act of 1990” (42 U.S.C. s.12101 et  
16 seq.).

17 “Bicycle” means the same as the term is defined in section 2 of  
18 P.L.1975, c.328 (C.39:4-14.5).

19 “Pedestrian” shall include, but not be limited to: a pedestrian as  
20 defined in R.S.39:1-1; a person in a wheelchair or motorized  
21 wheelchair as defined in R.S.39:1-1; and a person employed by or who  
22 contracts with any public utility company in this State, a property  
23 maintenance worker, or any other person who is permitted by law to  
24 be upon the roadway and outside a motor vehicle for work or  
25 recreation and is upon a roadway and outside a motor vehicle for work  
26 or recreation.

27 “Personal conveyance” shall include:

28 (1) a bicycle as defined in this section;

29 (2) a low-speed electric bicycle as defined in R.S.39:1-1;

30 (3) a low-speed electric scooter as defined in R.S.39:1-1;

31 (4) a manual wheelchair;

32 (5) a motorized wheelchair as defined in R.S.39:1-1, or similar  
33 mobility assisting devices used by persons with physical disabilities, or  
34 by persons whose ambulatory mobility has been impaired by age or  
35 illness;

36 (6) an electric personal assistive mobility device as defined in  
37 section 1 of P.L.2001, c.430 (C.39:4-14.10);

38 (7) a motorized scooter as defined in R.S.39:1-1;

39 (8) a skateboard;

40 (9) a motorized skateboard as defined in R.S.39:1-1;

41 (10) roller skates as defined in section 1 of P.L.1997, c.411  
42 (C.39:4-10.5); and

43 (11) any other means used by a person for transportation.

44 “Safe system approach” means evaluating traffic safety and  
45 designing a transportation system with the goal of eliminating fatal and  
46 serious injuries for all road users by acknowledging that: traffic deaths  
47 and serious injuries are unacceptable, humans make mistakes, humans

1 are vulnerable, responsibility is shared, safety is proactive, and  
2 redundancy is crucial.

3 “Target zero strategies” means actionable strategies using the safe  
4 system approach and include, but are not limited to: (1) prioritizing  
5 roadway design and design of sidewalks; crosswalks; roadway  
6 shoulders; personal conveyance parking; access to public transit,  
7 schools, and parks; and intersections and corridors with paths, trails,  
8 and multiuse greenways; (2) focusing on speed management; (3)  
9 ensuring enforcement is equitable; and (4) utilizing impactful  
10 education strategies and inclusive community engagement.

11 b. The purpose and duties of the commission shall be to study,  
12 examine, and review all aspects of traffic safety with a particular focus  
13 on access, equity, and mobility for all road users using the safe system  
14 approach and to advise the Governor, the Legislature, and the  
15 Department of Transportation regarding policies, programs, research,  
16 and priorities to help achieve the goal of eliminating traffic fatalities  
17 and serious injuries. To fulfill this purpose and these duties, the  
18 commission shall:

19 (1) develop a comprehensive and coordinated action plan to help  
20 achieve the goal of eliminating traffic fatalities and serious injuries on  
21 all public roadways in the State by 2040 through engineering,  
22 education, and enforcement systems that analyze physical  
23 transportation designs with a focus on the equitable treatment of all  
24 transportation users;

25 (2) identify short-term and long-term data-driven strategies with  
26 measurable goals and target dates to reduce traffic fatalities and  
27 serious injuries with the goal of eliminating all traffic fatalities and  
28 serious injuries by 2040;

29 (3) adopt the action plan no later than the first day of the 12th  
30 month following the effective date of P.L. , c. (C. ) (pending  
31 before the Legislature as this bill), except that before adopting the  
32 action plan, the commission shall host a public hearing to receive  
33 public feedback concerning the proposed action plan, which proposed  
34 action plan shall be published on the commission’s Internet website no  
35 less than 72 hours before the public hearing;

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

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

45 (6) provide recommendations for changes to State, county, and  
46 municipal law to achieve the goal of eliminating all traffic fatalities  
47 and serious injuries by 2040;

- 1 (7) develop the action plan to implement and promote the safe  
2 system approach, target zero strategies, and evidenced-based safety  
3 countermeasures to help achieve the goal of eliminating traffic  
4 fatalities and severe injuries among all road users by 2040;
- 5 (8) create and maintain an interactive Internet website to provide  
6 information about the commission, including: the membership of the  
7 commission; the commission's plans, progress reports, meeting  
8 notices, agendas, and minutes; educational materials about target zero;  
9 a link to the safety portal required pursuant to paragraph (4) of this  
10 subsection; and any other information the commission deems  
11 necessary;
- 12 (9) serve as an advisor to the Department of Transportation and  
13 other State agencies and transportation authorities with regard to  
14 roadway planning and transportation infrastructure planning;
- 15 (10) provide advice and assistance to county and municipal  
16 governments to develop their own target zero plans; and
- 17 (11) report annually to the Governor and, pursuant to section 2 of  
18 P.L.1991, c.164 (C.52:14-19.1), to the Legislature on the findings and  
19 activities of the commission, including the number of road traffic  
20 fatalities and serious injuries and the review of the implementation of  
21 the action plans. The commission shall submit the report before the  
22 third Sunday in November of each year, which is World Day of  
23 Remembrance for Road Traffic Victims.
- 24
- 25 3. The Department of Transportation shall promulgate such rules  
26 and regulations, pursuant to the "Administrative Procedure Act,"  
27 P.L.1968, c.410 (C.52:14B-1 et seq.), as are necessary to effectuate  
28 the provisions of P.L. , c. (C. ) (pending before the  
29 Legislature as this bill).
- 30
- 31 4. This act shall take effect immediately.

ASSEMBLY TRANSPORTATION AND INDEPENDENT  
AUTHORITIES COMMITTEE

STATEMENT TO

**ASSEMBLY, No. 1476**

**STATE OF NEW JERSEY**

DATED: MAY 6, 2024

The Assembly Transportation and Independent Authorities Committee reports favorably Assembly Bill No. 1476.

As reported, this bill establishes the “New Jersey Target Zero Commission” (commission). The commission is to consist of 13 members as outlined in the bill.

The purpose and duties of the commission are 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 (DOT) regarding policies, programs, research, and priorities to help achieve the goal of eliminating traffic fatalities and serious injuries by 2040. To fulfill its purpose and duties, the commission is required to:

(1) 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;

(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;

(3) adopt the action plan no later than the first day of the 12th month following the effective date of the bill and, prior to adoption of the action plan, host a public hearing to receive public feedback concerning the proposed action plan, which must 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;

(7) develop the action plan to implement and promote the safe system approach, target zero strategies, and evidenced-based safety countermeasures to help achieve the goal of eliminating traffic fatalities and severe injuries among all road users by 2040;

(8) create and maintain an interactive Internet website to provide information about the commission, including, but not limited to, information on the membership of the commission, plans and agendas, educational materials about target zero, and a link to the safety portal;

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

(10) provide advice and assistance to county and municipal governments to develop their own target zero plans; and

(11) report annually to the Governor and to the Legislature.

This bill was prefiled for introduction in the 2024-2025 session pending technical review. As reported, the bill includes the changes required by technical review, which has been performed.

# SENATE BUDGET AND APPROPRIATIONS COMMITTEE

## STATEMENT TO

### **ASSEMBLY, No. 1476**

with committee amendments

# **STATE OF NEW JERSEY**

DATED: DECEMBER 9, 2024

The Senate Budget and Appropriations Committee reports favorably and with committee amendments Assembly Bill No. 1476.

As amended and reported, this bill establishes the “New Jersey Target Zero Commission” (commission). The commission is to consist of 13 members as outlined in the bill.

The purpose and duties of the commission are 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 (DOT) regarding policies, programs, research, and priorities to help achieve the goal of eliminating traffic fatalities and serious injuries. To fulfill its purpose and duties, the commission is required 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 does not include implementation of traffic control signal monitoring system technology;

(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 do not include implementation of traffic control signal monitoring system technology;

(3) develop and adopt the action plan, that includes implementation of certain strategies, no later than the first day of the 12th month following the effective date of the bill and, prior to adoption of the action plan, host a public hearing to receive public feedback concerning the proposed action plan, which must 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 do not include implementation of traffic control signal monitoring system technology;

(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 evidenced-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 does not include implementation of traffic control signal monitoring system technology;

(8) create and maintain an interactive Internet website to provide information about the commission, including, but not limited to: information on the membership of the commission; plans, progress reports, meeting notes, agendas, and minutes of the commission; educational materials about target zero; and a link to the safety portal;

(9) serve as an advisor to the Department of Transportation and other State agencies and transportation authorities 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 to the Legislature.

As amended and reported, Assembly Bill No. 1476 is identical to the Senate Committee Substitute for Senate Bill No. 361, which was also amended and reported by the committee on this date.

#### COMMITTEE AMENDMENTS:

The committee amended the bill to:

(1) include definitions for “traffic control signal” and “traffic control signal monitoring system” and to clarify that the commission’s action plans, strategies, and recommendations are not to 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 a violation;

(2) require the commission to review relevant, existing safety plans brought to the commission by its members and identify ways to advance target zero strategies;

(3) provide that an action plan is to include certain short-term and long-term data-driven strategies;

(4) provide that the commission may consult with policy experts outside the fields specified in the bill; and

(5) specify that the commission is required to provide advice and assistance to county and municipal governments regarding the data resources available to them to develop their own target zero plans. Prior to this amendment, the bill required the commission to provide advice and assistance to county and municipal governments to develop their own target zero plans.

FISCAL IMPACT:

This bill has not been certified as requiring a fiscal note.

# SENATE, No. 361

## STATE OF NEW JERSEY 221st LEGISLATURE

PRE-FILED FOR INTRODUCTION IN THE 2024 SESSION

**Sponsored by:**

**Senator PATRICK J. DIEGNAN, JR.**

**District 18 (Middlesex)**

**Senator RAJ MUKHERJI**

**District 32 (Hudson)**

**SYNOPSIS**

Establishes “New Jersey Target Zero Commission.”

**CURRENT VERSION OF TEXT**

As introduced.



(Sponsorship Updated As Of: 2/15/2024)

1 AN ACT establishing the “New Jersey Target Zero Commission”  
2 and supplementing Title 27 of the Revised Statutes

3  
4 **BE IT ENACTED** by the Senate and General Assembly of the State of  
5 New Jersey:

6  
7 1. a. There is established in, but not of, the Department of  
8 Transportation, the “New Jersey Target Zero Commission.”

9 b. The commission shall consist of 13 members, as follows:

10 (1) the Commissioner of Transportation, ex officio, or the  
11 commissioner’s designee;

12 (2) the Superintendent of State Police, ex officio, or the  
13 superintendent’s designee;

14 (3) the Commissioner of Health, ex officio, or the  
15 commissioner’s designee;

16 (4) the Commissioner of Community Affairs, ex officio, or the  
17 commissioner’s designee;

18 (5) the Chief Administrator of the New Jersey Motor Vehicle  
19 Commission, ex officio, or the chief administrator’s designee;

20 (6) the Commissioner of Human Services, ex officio, or the  
21 commissioner’s designee;

22 (7) the Director of Highway Traffic Safety, ex officio, or the  
23 director’s designee;

24 (8) the Director of the Office of Environmental Justice in the  
25 Department of Environmental Protection, ex officio, or the  
26 director’s designee;

27 (9) the Executive Director of the New Jersey Transit  
28 Corporation, ex officio, or the executive director’s designee;

29 (10) the Executive Director of the New Jersey Turnpike  
30 Authority, ex officio, or the executive director’s designee;

31 (11) the Executive Director of the Delaware Valley Regional  
32 Planning Commission , ex officio, or the executive director’s  
33 designee;

34 (12) the Executive Director of the North Jersey Transportation  
35 Planning Authority, ex officio, or the executive director’s designee;  
36 and

37 (13) the Executive Director of the South Jersey Transportation  
38 Planning Organization, ex officio, or the executive director’s  
39 designee.

40 c. The commission shall hold its initial meeting as soon as  
41 practicable, but no later than 60 days after the effective date of  
42 P.L. , c. (C. ) (pending before the Legislature as this bill).

43 The chairperson of the commission shall be the Commissioner of  
44 Transportation, and the commission shall meet no less than twice  
45 per year at such places and times as the chairperson may designate.

46 The commission shall hold a minimum of two annual public  
47 hearings. The chairperson may appoint a secretary who need not be  
48 a member of the commission.

1 d. The commission shall meet with key stakeholders, advocates,  
2 and experts, and shall consult with policy experts in the fields of  
3 bicycle and pedestrian safety, mobility, visual or cognitive  
4 impairments, and motor vehicle crashes for expertise and input.

5 e. The Department of Transportation shall provide professional,  
6 stenographic, and clerical staff to the commission, as may be  
7 necessary for the commission to carry out its duties. The  
8 commission shall also be entitled to call upon the services of any  
9 State, county, or municipal department, board, commission, or  
10 agency, as may be available to it for its purposes.

11

12 2. a. For the purposes of this section:

13 “Active transportation” means pedestrian mobility, such as  
14 walking and running, individual use of personal conveyances for  
15 mobility powered by human effort or electric motors, and personal  
16 conveyances that consider and address accommodations pursuant to  
17 the “Americans with Disabilities Act of 1990” (42 U.S.C. s.12101  
18 et seq.).

19 “Bicycle” means the same as the term is defined in section 2 of  
20 P.L.1975, c.328 (C.39:4-14.5).

21 “Pedestrian” shall include, but not be limited to: a pedestrian as  
22 defined in R.S.39:1-1; a person in a wheelchair or motorized  
23 wheelchair as defined in R.S.39:1-1; and a person employed by or  
24 who contracts with any public utility company in this State, a  
25 property maintenance worker, or any other person who is permitted  
26 by law to be upon the roadway and outside a motor vehicle for work  
27 or recreation and is upon a roadway and outside a motor vehicle for  
28 work or recreation.

29 “Personal conveyance” shall include:

30 (1) a bicycle as defined in this section;

31 (2) a low-speed electric bicycle as defined in R.S.39:1-1;

32 (3) a low-speed electric scooter as defined in R.S.39:1-1;

33 (4) a manual wheelchair;

34 (5) a motorized wheelchair as defined in R.S.39:1-1, or similar  
35 mobility assisting devices used by persons with physical  
36 disabilities, or by persons whose ambulatory mobility has been  
37 impaired by age or illness;

38 (6) an electric personal assistive mobility device as defined in  
39 section 1 of P.L.2001, c.430 (C.39:4-14.10);

40 (7) a motorized scooter as defined in R.S.39:1-1;

41 (8) a skateboard;

42 (9) a motorized skateboard as defined in R.S.39:1-1;

43 (10) roller skates as defined in section 1 of P.L.1997, c.411  
44 (C.39:4-10.5); and

45 (11) any other means used by a person for transportation.

46 “Safe system approach” means evaluating traffic safety and  
47 designing a transportation system with the goal of eliminating fatal  
48 and serious injuries for all road users by acknowledging that: traffic

1 deaths and serious injuries are unacceptable, humans make  
2 mistakes, humans are vulnerable, responsibility is shared, safety is  
3 proactive, and redundancy is crucial.

4 “Target zero strategies” means actionable strategies using the  
5 safe system approach and include, but are not limited to: (1)  
6 prioritizing roadway design and design of sidewalks; crosswalks;  
7 roadway shoulders; personal conveyance parking; access to public  
8 transit, schools, and parks; and intersections and corridors with  
9 paths, trails, and multiuse greenways; (2) focusing on speed  
10 management; (3) ensuring enforcement is equitable; and (4)  
11 utilizing impactful education strategies and inclusive community  
12 engagement.

13 b. The purpose and duties of the commission shall be to study,  
14 examine, and review all aspects of traffic safety with a particular  
15 focus on access, equity, and mobility for all road users using the  
16 safe system approach and to advise the Governor, the Legislature,  
17 and the Department of Transportation regarding policies, programs,  
18 research, and priorities to help achieve the goal of eliminating  
19 traffic fatalities and serious injuries. To fulfill this purpose and  
20 these duties, the commission shall:

21 (1) develop a comprehensive and coordinated action plan to help  
22 achieve the goal of eliminating traffic fatalities and serious injuries  
23 on all public roadways in the State by 2040 through education and  
24 enforcement systems that analyze physical transportation designs  
25 with a focus on the equitable treatment of all transportation users;

26 (2) identify additional short-term and long-term data-driven  
27 strategies with measurable goals and target dates that could reduce  
28 traffic fatalities and serious injuries with the goal of eliminating all  
29 traffic fatalities and serious injuries by 2040;

30 (3) adopt the action plan no later than the first day of the 12th  
31 month following the effective date of P.L. , c. (C. )  
32 (pending before the Legislature as this bill), except that before  
33 adopting the action plan, the commission shall host a public hearing  
34 to receive public feedback concerning the proposed action plan,  
35 which proposed action plan shall be published on the commission’s  
36 Internet website no less than 72 hours before the public hearing;

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

44 (5) encourage the elimination of road hazards by advancing  
45 active transportation and mass transit as safe and viable forms of  
46 transportation throughout the State for persons of all ages and  
47 abilities;

1 (6) develop the action plan to implement and promote the safe  
2 system approach, target zero strategies, and evidenced-based safety  
3 countermeasures to help achieve the goal of eliminating traffic  
4 fatalities and severe injuries among all road users by 2040;

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

12 (8) serve as an advisor to the Department of Transportation and  
13 other State agencies and transportation authorities with regard to  
14 roadway planning and transportation infrastructure planning;

15 (9) provide advice and assistance to county and municipal  
16 governments regarding the resources available to develop their own  
17 target zero plans; and

18 (10) report annually to the Governor and, pursuant to section 2 of  
19 P.L.1991, c.164 (C.52:14-19.1), to the Legislature on the findings  
20 and activities of the commission, including the number of road  
21 traffic fatalities and serious. The commission shall submit the  
22 report before the third Sunday in November of each year, which is  
23 World Day of Remembrance for Road Traffic Victims.  
24

25 3. The Department of Transportation shall promulgate such rules  
26 and regulations, pursuant to the "Administrative Procedure Act,"  
27 P.L.1968, c.410 (C.52:14B-1 et seq.), as are necessary to effectuate  
28 the provisions of P.L. , c. (C. ) (pending before the  
29 Legislature as this bill).  
30

31 4. This act shall take effect immediately.  
32  
33

34 STATEMENT  
35

36 This bill establishes the "New Jersey Target Zero Commission"  
37 (commission). The commission is to consist of 13 members as  
38 outlined in the bill.

39 The purpose and duties of the commission are to study, examine,  
40 and review all aspects of traffic safety with a particular focus on  
41 access, equity, and mobility for all road users using the safe system  
42 approach and to advise the Governor, the Legislature, and the  
43 Department of Transportation regarding policies, programs,  
44 research, and priorities to help achieve the goal of eliminating  
45 traffic fatalities and serious injuries.

46 Under the bill, the commission is required to take steps to  
47 achieve its purpose and duties, including:

- 1 (1) developing a comprehensive and coordinated action plan to  
2 help achieve the goal of eliminating traffic fatalities and serious  
3 injuries on all public roadways in the State by 2040;
- 4 (2) identifying additional short-term and long-term data-driven  
5 strategies with measurable goals and target dates that could reduce  
6 traffic fatalities and serious injuries with the goal of eliminating all  
7 traffic fatalities and serious injuries by 2040;
- 8 (3) adopting the action plan no later than the first day of the  
9 12th month following the effective date of the bill;
- 10 (4) promoting effective and transparent collection of traffic  
11 safety data and dissemination of such data via a publicly accessible  
12 data portal;
- 13 (5) encouraging the elimination of road hazards by advancing  
14 active transportation and mass transit as safe and viable forms of  
15 transportation throughout the State;
- 16 (6) developing the action plan to implement and promote the safe  
17 system approach, target zero strategies, and evidenced-based safety  
18 countermeasures;
- 19 (7) creating and maintaining an interactive Internet website to  
20 provide information about the commission;
- 21 (8) serving as an advisor to the Department of Transportation and  
22 other State agencies and transportation authorities;
- 23 (9) providing advice and assistance to county and municipal  
24 governments regarding the resources available to develop their own  
25 target zero plans; and
- 26 (10) reporting annually to the Governor and to the Legislature on  
27 the findings and activities of the commission.

SENATE COMMITTEE SUBSTITUTE FOR  
**SENATE, No. 361**

**STATE OF NEW JERSEY**  
**221st LEGISLATURE**

ADOPTED FEBRUARY 15, 2024

**Sponsored by:**

**Senator PATRICK J. DIEGNAN, JR.**

**District 18 (Middlesex)**

**Senator RAJ MUKHERJI**

**District 32 (Hudson)**

**Co-Sponsored by:**

**Senators Timberlake, Burgess, McKeon, Zwicker, Turner and Cryan**

**SYNOPSIS**

Establishes “New Jersey Target Zero Commission.”

**CURRENT VERSION OF TEXT**

Substitute as adopted by the Senate Transportation Committee.



**(Sponsorship Updated As Of: 11/18/2024)**

1 AN ACT establishing the “New Jersey Target Zero Commission”  
2 and supplementing Title 27 of the Revised Statutes.

3

4 **BE IT ENACTED** by the Senate and General Assembly of the State  
5 of New Jersey:

6

7 1. a. There is established in, but not of, the Department of  
8 Transportation, the “New Jersey Target Zero Commission.”

9 b. The commission shall consist of 13 members, as follows:

10 (1) the Commissioner of Transportation, ex officio, or the  
11 commissioner’s designee;

12 (2) the Superintendent of State Police, ex officio, or the  
13 superintendent’s designee;

14 (3) the Commissioner of Health, ex officio, or the commissioner’s  
15 designee;

16 (4) the Commissioner of Community Affairs, ex officio, or the  
17 commissioner’s designee;

18 (5) the Chief Administrator of the New Jersey Motor Vehicle  
19 Commission, ex officio, or the chief administrator’s designee;

20 (6) the Commissioner of Human Services, ex officio, or the  
21 commissioner’s designee;

22 (7) the Director of Highway Traffic Safety, ex officio, or the  
23 director’s designee;

24 (8) the Director of the Office of Environmental Justice in the  
25 Department of Environmental Protection, ex officio, or the director’s  
26 designee;

27 (9) the Executive Director of the New Jersey Transit Corporation,  
28 ex officio, or the executive director’s designee;

29 (10) the Executive Director of the New Jersey Turnpike Authority,  
30 ex officio, or the executive director’s designee;

31 (11) the Executive Director of the Delaware Valley Regional  
32 Planning Commission, ex officio, or the executive director’s designee;

33 (12) the Executive Director of the North Jersey Transportation  
34 Planning Authority, ex officio, or the executive director’s designee;  
35 and

36 (13) the Executive Director of the South Jersey Transportation  
37 Planning Organization, ex officio, or the executive director’s designee.

38 c. The commission shall hold its initial meeting as soon as  
39 practicable, but no later than 60 days after the effective date of P.L. ,

40 c. (C. ) (pending before the Legislature as this bill). The  
41 chairperson of the commission shall be the Commissioner of  
42 Transportation, and the commission shall meet no less than twice per  
43 year at such places and times as the chairperson may designate. The  
44 commission shall hold a minimum of two annual public hearings. The  
45 chairperson may appoint a secretary who need not be a member of the  
46 commission.

47 d. The commission shall meet with key stakeholders, advocates,  
48 and experts, and shall consult with policy experts in the fields of

1 bicycle and pedestrian safety, mobility, visual or cognitive  
2 impairments, and motor vehicle crashes for expertise and input.

3 e. The Department of Transportation shall provide professional,  
4 stenographic, and clerical staff to the commission, as may be necessary  
5 for the commission to carry out its duties. The commission shall also  
6 be entitled to call upon the services of any State, county, or municipal  
7 department, board, commission, or agency, as may be available to it  
8 for its purposes.

9

10 2. a. For the purposes of this section:

11 “Active transportation” means pedestrian mobility, such as  
12 walking and running, individual use of personal conveyances for  
13 mobility powered by human effort or electric motors, and personal  
14 conveyances that consider and address accommodations pursuant to  
15 the “Americans with Disabilities Act of 1990” (42 U.S.C. s.12101 et  
16 seq.).

17 “Bicycle” means the same as the term is defined in section 2 of  
18 P.L.1975, c.328 (C.39:4-14.5).

19 “Pedestrian” shall include, but not be limited to: a pedestrian as  
20 defined in R.S.39:1-1; a person in a wheelchair or motorized  
21 wheelchair as defined in R.S.39:1-1; and a person employed by or who  
22 contracts with any public utility company in this State, a property  
23 maintenance worker, or any other person who is permitted by law to  
24 be upon the roadway and outside a motor vehicle for work or  
25 recreation and is upon a roadway and outside a motor vehicle for work  
26 or recreation.

27 “Personal conveyance” shall include:

- 28 (1) a bicycle as defined in this section;
- 29 (2) a low-speed electric bicycle as defined in R.S.39:1-1;
- 30 (3) a low-speed electric scooter as defined in R.S.39:1-1;
- 31 (4) a manual wheelchair;
- 32 (5) a motorized wheelchair as defined in R.S.39:1-1, or similar  
33 mobility assisting devices used by persons with physical disabilities, or  
34 by persons whose ambulatory mobility has been impaired by age or  
35 illness;
- 36 (6) an electric personal assistive mobility device as defined in  
37 section 1 of P.L.2001, c.430 (C.39:4-14.10);
- 38 (7) a motorized scooter as defined in R.S.39:1-1;
- 39 (8) a skateboard;
- 40 (9) a motorized skateboard as defined in R.S.39:1-1;
- 41 (10) roller skates as defined in section 1 of P.L.1997, c.411  
42 (C.39:4-10.5); and
- 43 (11) any other means used by a person for transportation.

44 “Safe system approach” means evaluating traffic safety and  
45 designing a transportation system with the goal of eliminating fatal and  
46 serious injuries for all road users by acknowledging that: traffic deaths  
47 and serious injuries are unacceptable, humans make mistakes, humans

1 are vulnerable, responsibility is shared, safety is proactive, and  
2 redundancy is crucial.

3 “Target zero strategies” means actionable strategies using the safe  
4 system approach and include, but are not limited to: (1) prioritizing  
5 roadway design and design of sidewalks; crosswalks; roadway  
6 shoulders; personal conveyance parking; access to public transit,  
7 schools, and parks; and intersections and corridors with paths, trails,  
8 and multiuse greenways; (2) focusing on speed management; (3)  
9 ensuring enforcement is equitable; and (4) utilizing impactful  
10 education strategies and inclusive community engagement.

11 b. The purpose and duties of the commission shall be to study,  
12 examine, and review all aspects of traffic safety with a particular focus  
13 on access, equity, and mobility for all road users using the safe system  
14 approach and to advise the Governor, the Legislature, and the  
15 Department of Transportation regarding policies, programs, research,  
16 and priorities to help achieve the goal of eliminating traffic fatalities  
17 and serious injuries. To fulfill this purpose and these duties, the  
18 commission shall:

19 (1) develop a comprehensive and coordinated action plan to help  
20 achieve the goal of eliminating traffic fatalities and serious injuries on  
21 all public roadways in the State by 2040 through engineering,  
22 education, and enforcement systems that analyze physical  
23 transportation designs with a focus on the equitable treatment of all  
24 transportation users;

25 (2) identify short-term and long-term data-driven strategies with  
26 measurable goals and target dates to reduce traffic fatalities and  
27 serious injuries with the goal of eliminating all traffic fatalities and  
28 serious injuries by 2040;

29 (3) adopt the action plan no later than the first day of the 12th  
30 month following the effective date of P.L. , c. (C. ) (pending  
31 before the Legislature as this bill), except that before adopting the  
32 action plan, the commission shall host a public hearing to receive  
33 public feedback concerning the proposed action plan, which proposed  
34 action plan shall be published on the commission’s Internet website no  
35 less than 72 hours before the public hearing;

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

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

45 (6) provide recommendations for changes to State, county, and  
46 municipal law to achieve the goal of eliminating all traffic fatalities  
47 and serious injuries by 2040;

1 (7) develop the action plan to implement and promote the safe  
2 system approach, target zero strategies, and evidenced-based safety  
3 countermeasures to help achieve the goal of eliminating traffic  
4 fatalities and severe injuries among all road users by 2040;

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

12 (9) serve as an advisor to the Department of Transportation and  
13 other State agencies and transportation authorities with regard to  
14 roadway planning and transportation infrastructure planning;

15 (10) provide advice and assistance to county and municipal  
16 governments to develop their own target zero plans; and

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

24  
25 3. The Department of Transportation shall promulgate such rules  
26 and regulations, pursuant to the "Administrative Procedure Act,"  
27 P.L.1968, c.410 (C.52:14B-1 et seq.), as are necessary to effectuate  
28 the provisions of P.L. , c. (C. ) (pending before the  
29 Legislature as this bill).

30  
31 4. This act shall take effect immediately.

[First Reprint]

SENATE COMMITTEE SUBSTITUTE FOR  
**SENATE, No. 361**

**STATE OF NEW JERSEY**  
**221st LEGISLATURE**

ADOPTED FEBRUARY 15, 2024

**Sponsored by:**

**Senator PATRICK J. DIEGNAN, JR.**

**District 18 (Middlesex)**

**Senator RAJ MUKHERJI**

**District 32 (Hudson)**

**Co-Sponsored by:**

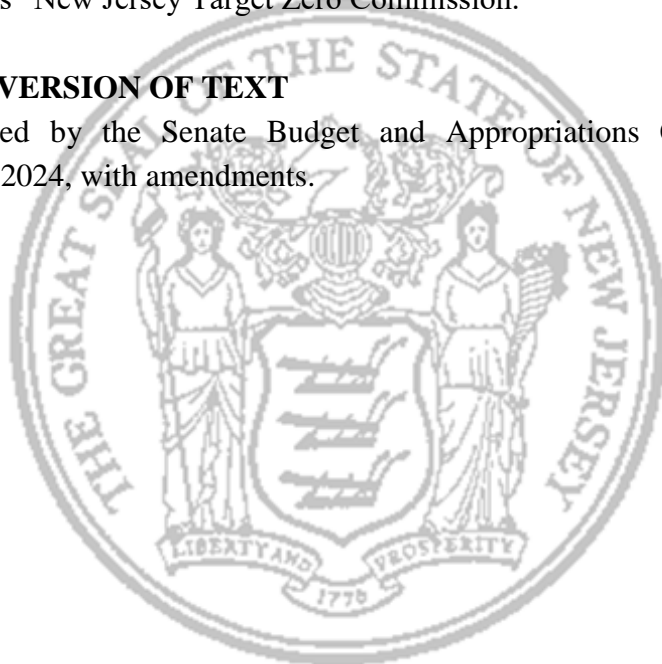
**Senators Timberlake, Burgess, McKeon, Zwicker, Turner, Cryan, Ruiz,  
McKnight and Cruz-Perez**

**SYNOPSIS**

Establishes “New Jersey Target Zero Commission.”

**CURRENT VERSION OF TEXT**

As reported by the Senate Budget and Appropriations Committee on  
December 9, 2024, with amendments.



**(Sponsorship Updated As Of: 12/12/2024)**

1 AN ACT establishing the “New Jersey Target Zero Commission”  
2 and supplementing Title 27 of the Revised Statutes.

3

4 **BE IT ENACTED** by the Senate and General Assembly of the State  
5 of New Jersey:

6

7 1. a. There is established in, but not of, the Department of  
8 Transportation, the “New Jersey Target Zero Commission.”

9 b. The commission shall consist of 13 members, as follows:

10 (1) the Commissioner of Transportation, ex officio, or the  
11 commissioner’s designee;

12 (2) the Superintendent of State Police, ex officio, or the  
13 superintendent’s designee;

14 (3) the Commissioner of Health, ex officio, or the  
15 commissioner’s designee;

16 (4) the Commissioner of Community Affairs, ex officio, or the  
17 commissioner’s designee;

18 (5) the Chief Administrator of the New Jersey Motor Vehicle  
19 Commission, ex officio, or the chief administrator’s designee;

20 (6) the Commissioner of Human Services, ex officio, or the  
21 commissioner’s designee;

22 (7) the Director of Highway Traffic Safety, ex officio, or the  
23 director’s designee;

24 (8) the Director of the Office of Environmental Justice in the  
25 Department of Environmental Protection, ex officio, or the  
26 director’s designee;

27 (9) the Executive Director of the New Jersey Transit  
28 Corporation, ex officio, or the executive director’s designee;

29 (10) the Executive Director of the New Jersey Turnpike  
30 Authority, ex officio, or the executive director’s designee;

31 (11) the Executive Director of the Delaware Valley Regional  
32 Planning Commission, ex officio, or the executive director’s  
33 designee; (12) the Executive Director of the North Jersey  
34 Transportation Planning Authority, ex officio, or the executive  
35 director’s designee; and

36 (13) the Executive Director of the South Jersey Transportation  
37 Planning Organization, ex officio, or the executive director’s  
38 designee.

39 c. The commission shall hold its initial meeting as soon as  
40 practicable, but no later than 60 days after the effective date of  
41 P.L. , c. (C. ) (pending before the Legislature as this bill).  
42 The chairperson of the commission shall be the Commissioner of  
43 Transportation, and the commission shall meet no less than twice  
44 per year at such places and times as the chairperson may designate.  
45 The commission shall hold a minimum of two annual public

**EXPLANATION** – Matter enclosed in bold-faced brackets **[thus]** in the above bill is not enacted and is intended to be omitted in the law.

Matter underlined **thus** is new matter.

Matter enclosed in superscript numerals has been adopted as follows:

<sup>1</sup>Senate SBA committee amendments adopted December 9, 2024.

1 hearings. The chairperson may appoint a secretary who need not be  
2 a member of the commission.

3 d. The commission shall meet with key stakeholders, advocates,  
4 and experts, and shall consult with policy experts <sup>1</sup>including, but  
5 not limited to, policy experts<sup>1</sup> in the fields of bicycle and pedestrian  
6 safety, mobility, visual or cognitive impairments, and motor vehicle  
7 crashes for expertise and input.

8 e. The Department of Transportation shall provide professional,  
9 stenographic, and clerical staff to the commission, as may be  
10 necessary for the commission to carry out its duties. The  
11 commission shall also be entitled to call upon the services of any  
12 State, county, or municipal department, board, commission, or  
13 agency, as may be available to it for its purposes.  
14

15 2. a. For the purposes of this section:

16 “Active transportation” means pedestrian mobility, such as  
17 walking and running, individual use of personal conveyances for  
18 mobility powered by human effort or electric motors, and personal  
19 conveyances that consider and address accommodations pursuant to  
20 the “Americans with Disabilities Act of 1990” (42 U.S.C. s.12101  
21 et seq.).

22 “Bicycle” means the same as the term is defined in section 2 of  
23 P.L.1975, c.328 (C.39:4-14.5).

24 “Pedestrian” shall include, but not be limited to: a pedestrian as  
25 defined in R.S.39:1-1; a person in a wheelchair or motorized  
26 wheelchair as defined in R.S.39:1-1; and a person employed by or  
27 who contracts with any public utility company in this State, a  
28 property maintenance worker, or any other person who is permitted  
29 by law to be upon the roadway and outside a motor vehicle for work  
30 or recreation and is upon a roadway and outside a motor vehicle for  
31 work or recreation.

32 “Personal conveyance” shall include:

- 33 (1) a bicycle as defined in this section;
- 34 (2) a low-speed electric bicycle as defined in R.S.39:1-1;
- 35 (3) a low-speed electric scooter as defined in R.S.39:1-1;
- 36 (4) a manual wheelchair;
- 37 (5) a motorized wheelchair as defined in R.S.39:1-1, or similar  
38 mobility assisting devices used by persons with physical  
39 disabilities, or by persons whose ambulatory mobility has been  
40 impaired by age or illness;
- 41 (6) an electric personal assistive mobility device as defined in  
42 section 1 of P.L.2001, c.430 (C.39:4-14.10);
- 43 (7) a motorized scooter as defined in R.S.39:1-1;
- 44 (8) a skateboard;
- 45 (9) a motorized skateboard as defined in R.S.39:1-1;
- 46 (10) roller skates as defined in section 1 of P.L.1997, c.411  
47 (C.39:4-10.5); and
- 48 (11) any other means used by a person for transportation.

1 “Safe system approach” means evaluating traffic safety and  
2 designing a transportation system with the goal of eliminating fatal  
3 and serious injuries for all road users by acknowledging that: traffic  
4 deaths and serious injuries are unacceptable, humans make  
5 mistakes, humans are vulnerable, responsibility is shared, safety is  
6 proactive, and redundancy is crucial.

7 “Target zero strategies” means actionable strategies using the  
8 safe system approach and include, but are not limited to: (1)  
9 prioritizing roadway design and design of sidewalks; crosswalks;  
10 roadway shoulders; personal conveyance parking; access to public  
11 transit, schools, and parks; and intersections and corridors with  
12 paths, trails, and multiuse greenways; (2) focusing on speed  
13 management; (3) ensuring enforcement is equitable; and (4)  
14 utilizing impactful education strategies and inclusive community  
15 engagement.

16 <sup>1</sup>“Traffic control signal” means a device, whether manually,  
17 electrically, mechanically, or otherwise controlled, by which traffic  
18 is alternatively directed to stop and to proceed, and which has been  
19 approved by the Commissioner of Transportation in accordance  
20 with the “Manual on Uniform Traffic Control Devices for Streets  
21 and Highways.”

22 “Traffic control signal monitoring system” means an integrated  
23 system or device utilizing a camera, or a multiple camera system,  
24 and vehicle sensors, which work in conjunction with a traffic  
25 control signal, and is capable of producing:

26 (1) high resolution color digital recorded images that show: (a)  
27 the traffic control signal while it is displaying a red light; (b) a  
28 motor vehicle unlawfully entering and continuing through the  
29 intersection while the traffic control signal is displaying a red light;  
30 and (c) a portion of the rear of the motor vehicle unlawfully in the  
31 intersection sufficient to clearly reveal the vehicle's license plate  
32 and the make and model of the vehicle; and

33 (2) a video recording of the violation that shows the violation  
34 occurring.<sup>1</sup>

35 b. The purpose and duties of the commission shall be to study,  
36 examine, and review all aspects of traffic safety with a particular  
37 focus on access, equity, and mobility for all road users using the  
38 safe system approach and to advise the Governor, the Legislature,  
39 and the Department of Transportation regarding policies, programs,  
40 research, and priorities to help achieve the goal of eliminating  
41 traffic fatalities and serious injuries. To fulfill this purpose and  
42 these duties, the commission shall:

43 (1) <sup>1</sup>review any relevant, existing safety plans brought to the  
44 commission by its members, identify ways to advance target zero  
45 strategies, and<sup>1</sup> develop a comprehensive and coordinated action  
46 plan to help achieve the goal of eliminating traffic fatalities and  
47 serious injuries on all public roadways in the State by 2040 through  
48 engineering, education, and enforcement systems that analyze

1 physical transportation designs with a focus on the equitable  
2 treatment of all transportation users<sup>1</sup>; provided that the action plan  
3 shall not include implementation of traffic control signal monitoring  
4 system technology to determine whether a traffic control signal  
5 violation occurred and to issue a summons or assess any penalties  
6 for such violation<sup>1</sup>;

7 (2) identify short-term and long-term data-driven strategies with  
8 measurable goals and target dates to reduce traffic fatalities and  
9 serious injuries with the goal of eliminating all traffic fatalities and  
10 serious injuries by 2040<sup>1</sup>; provided that the strategies shall not  
11 include implementation of traffic control signal monitoring system  
12 technology to determine whether a traffic control signal violation  
13 occurred and to issue a summons or assess any penalties for such  
14 violation<sup>1</sup>;

15 (3) <sup>1</sup>develop and<sup>1</sup> adopt the action plan <sup>1</sup>pursuant to paragraph  
16 (1) of this subsection, which action plan shall include  
17 implementation of the strategies identified pursuant to paragraph (2)  
18 of this subsection<sup>1</sup> no later than the first day of the 12th month  
19 following the effective date of P.L. , c. (C. ) (pending  
20 before the Legislature as this bill), except that before adopting the  
21 action plan, the commission shall host a public hearing to receive  
22 public feedback concerning the proposed action plan, which  
23 proposed action plan shall be published on the commission's  
24 Internet website no less than 72 hours before the public hearing;

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

32 (5) encourage the elimination of road hazards by advancing  
33 active transportation and mass transit as safe and viable forms of  
34 transportation throughout the State for persons of all ages and  
35 abilities;

36 (6) provide recommendations for changes to State, county, and  
37 municipal law to achieve the goal of eliminating all traffic fatalities  
38 and serious injuries by 2040<sup>1</sup>; provided that the recommendations  
39 shall not include implementation of traffic control signal monitoring  
40 system technology to determine whether a traffic control signal  
41 violation occurred and to issue a summons or assess any penalties  
42 for such violation<sup>1</sup>;

43 (7) <sup>1</sup>review any relevant, existing safety plans brought to the  
44 commission by its members and<sup>1</sup> develop the action plan to  
45 implement and promote the safe system approach, target zero  
46 strategies, and evidenced-based safety countermeasures to help  
47 achieve the goal of eliminating traffic fatalities and severe injuries

1 among all road users by 2040<sup>1</sup>; provided that the action plan shall  
2 not include implementation of traffic control signal monitoring  
3 system technology to determine whether a traffic control signal  
4 violation occurred and to issue a summons or assess any penalties  
5 for such violation<sup>1</sup>;

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

13 (9) serve as an advisor to the Department of Transportation and  
14 other State agencies and transportation authorities with regard to  
15 roadway planning and transportation infrastructure planning;

16 (10) provide advice and assistance to county and municipal  
17 governments <sup>1</sup>regarding the data resources available to them<sup>1</sup> to  
18 develop their own target zero plans; and

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

26  
27 3. The Department of Transportation shall promulgate such rules  
28 and regulations, pursuant to the "Administrative Procedure Act,"  
29 P.L.1968, c.410 (C.52:14B-1 et seq.), as are necessary to effectuate  
30 the provisions of P.L. , c. (C. ) (pending before the  
31 Legislature as this bill).

32  
33 4. This act shall take effect immediately.

# SENATE TRANSPORTATION COMMITTEE

## STATEMENT TO

### SENATE COMMITTEE SUBSTITUTE FOR SENATE, No. 361

# STATE OF NEW JERSEY

DATED: FEBRUARY 15, 2024

The Senate Transportation Committee reports favorably a Senate Committee Substitute for Senate Bill No. 361.

As reported, this bill establishes the “New Jersey Target Zero Commission” (commission). The commission is to consist of 13 members as outlined in the bill.

The purpose and duties of the commission are 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 (DOT) regarding policies, programs, research, and priorities to help achieve the goal of eliminating traffic fatalities and serious injuries. To fulfill its purpose and duties, the commission is required to:

(1) 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;

(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;

(3) adopt the action plan no later than the first day of the 12th month following the effective date of the bill and, prior to adoption of the action plan, host a public hearing to receive public feedback concerning the proposed action plan, which must 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;

(7) develop the action plan to implement and promote the safe system approach, target zero strategies, and evidenced-based safety countermeasures to help achieve the goal of eliminating traffic fatalities and severe injuries among all road users by 2040;

(8) create and maintain an interactive Internet website to provide information about the commission, including, but not limited to: information on the membership of the commission; plans, progress reports, meeting notes, agendas, and minutes of the commission; educational materials about target zero; and a link to the safety portal;

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

(10) provide advice and assistance to county and municipal governments to develop their own target zero plans; and

(11) report annually to the Governor and to the Legislature.

This committee substitute is identical to Assembly Bill No. 1476.

# SENATE BUDGET AND APPROPRIATIONS COMMITTEE

## STATEMENT TO

### SENATE COMMITTEE SUBSTITUTE FOR **SENATE, No. 361**

with committee amendments

# STATE OF NEW JERSEY

DATED: DECEMBER 9, 2024

The Senate Budget and Appropriations Committee reports favorably and with committee amendments the Senate Committee Substitute for Senate Bill No. 361.

As amended and reported, this bill establishes the “New Jersey Target Zero Commission” (commission). The commission is to consist of 13 members as outlined in the bill.

The purpose and duties of the commission are 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 (DOT) regarding policies, programs, research, and priorities to help achieve the goal of eliminating traffic fatalities and serious injuries. To fulfill its purpose and duties, the commission is required 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 does not include implementation of traffic control signal monitoring system technology;

(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 do not include implementation of traffic control signal monitoring system technology;

(3) develop and adopt the action plan, that includes implementation of certain strategies, no later than the first day of the 12th month following the effective date of the bill and, prior to adoption of the action plan, host a public hearing to receive public

feedback concerning the proposed action plan, which must 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 do not include implementation of traffic control signal monitoring system technology;

(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 evidenced-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 does not include implementation of traffic control signal monitoring system technology;

(8) create and maintain an interactive Internet website to provide information about the commission, including, but not limited to: information on the membership of the commission; plans, progress reports, meeting notes, agendas, and minutes of the commission; educational materials about target zero; and a link to the safety portal;

(9) serve as an advisor to the Department of Transportation and other State agencies and transportation authorities 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 to the Legislature.

As amended and reported, the Senate Committee Substitute for Senate Bill No. 361 is identical to Assembly Bill No. 1476, which was also amended and reported by the committee on this date.

#### COMMITTEE AMENDMENTS:

The committee amended the bill to:

(1) include definitions for "traffic control signal" and "traffic control signal monitoring system" and to clarify that the commission's action plans, strategies, and recommendations are not to 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 a violation;

(2) require the commission to review relevant, existing safety plans brought to the commission by its members and identify ways to advance target zero strategies;

(3) provide that an action plan is to include certain short-term and long-term data-driven strategies;

(4) provide that the commission may consult with policy experts outside the fields specified in the bill; and

(5) specify that the commission is required to provide advice and assistance to county and municipal governments regarding the data resources available to them to develop their own target zero plans. Prior to this amendment, the bill required the commission to provide advice and assistance to county and municipal governments to develop their own target zero plans.

**FISCAL IMPACT:**

This bill has not been certified as requiring a fiscal note.

# Governor Murphy Signs Legislation Creating Target Zero Commission

01/13/2025

## *Commission Aims to End Traffic Fatalities in New Jersey*

**TRENTON** – Governor Phil Murphy today signed A1476/S361 into law, creating the Target Zero Commission with the goal of eliminating traffic deaths and serious injuries in New Jersey by 2040. The 13-member group will consist of state officials from the Department of Transportation (DOT), State Police, along with the Division of Highway Traffic Safety, the New Jersey Turnpike Authority, regional transportation officials, and others who will work together to make New Jersey's roads safer for drivers and pedestrians.

Governor Murphy was joined at the bill's signing by Arland Macasieb, a cyclist and former professional triathlete who survived a life-altering crash with a car while riding his bike on a New Jersey road in 2021. Despite ongoing medical challenges due to his injuries from the crash, Macasieb continues to advocate for legislation that increases safety for cyclists and non-motorists.

"The actions we take today will ensure that New Jersey families no longer have to endure the pain of losing a loved one to traffic fatalities. The Commission will collaborate to prioritize safety and mobility, forging a clear path to making sure everyone, whether walking, biking, driving, or using public transit, can travel safely in New Jersey," **said Governor Murphy**.

Traffic deaths and injuries have sharply increased in New Jersey. From 2023 to 2024, fatalities increased 14% and pedestrian fatalities increased 32%.

The Target Zero Commission will focus on data-driven strategies that prioritize roadway design, speed management, and safety for all road users, including pedestrians, cyclists, and drivers. The Commission will advise the Governor, Legislature, and the DOT regarding policies, programs, research, and priorities that will aid in attaining the goal of eliminating traffic fatalities.

Under the law, the Commission is directed to propose an action plan within one year of the bill's signing, with a chance for the public to provide feedback on the proposed plan. The Commission will also collect traffic safety data for the public, including data on dangerous intersections and crash demographics. Additionally, the Commission will provide data and resources to local municipalities to assist them in developing their own Target Zero plans.

"I share Governor Murphy's vision that a stronger New Jersey includes making sure that everyone, whether walking, biking, driving or using public transit, can travel safely," **said DOT Commissioner Fran O'Connor**. "The New Jersey Department of Transportation takes the responsibility of improving roadway safety very seriously and is committed to eliminating roadway fatalities. This commission will explore new ideas and technologies to create actionable strategies to address critical roadways safety issues in New Jersey."

“The Target Zero Commission represents a powerful collaboration between state agencies, and the people of New Jersey to achieve a singular, life-saving goal: eliminating traffic fatalities,” **said Colonel Patrick J. Callahan, Superintendent of the New Jersey State Police.** “By leveraging data-driven strategies and prioritizing roadway design, speed management, and equity, we can ensure that every pedestrian, cyclist, and driver has a safer journey. Together, we’re not just creating safer roads—we’re building stronger communities and a brighter future for every resident of our state.”

“As the most densely populated state in the nation, it is critically important that New Jersey uses all available tools to ensure that pedestrians, cyclists, and drivers share the road safely,” **said Attorney General Matthew J. Platkin.** “This bill creates a commission that brings together experts in transportation and traffic safety to advise lawmakers on the kinds of research and public policies that will eliminate traffic fatalities and injuries.”

“This bill exemplifies New Jersey’s strong commitment to traffic safety,” **said Michael J. Rizol Jr., Director of the New Jersey Division of Highway Traffic Safety.** “Our collective and collaborative efforts are essential in ensuring that New Jersey roads become even safer for all. I look forward to participating in this important work.”

“With the signing of this important legislation, the Motor Vehicle Commission looks forward to joining partners across government in developing a comprehensive plan to make transportation safer and more accessible for all New Jerseyans as part of the Target Zero Commission,” **said Motor Vehicle Commission Acting Chief Administrator Latrecia Littles-Floyd.** “Through collaborative efforts that push towards a ‘target zero’ future, we will work to reduce traffic injuries and fatalities, make our roads less hazardous, and develop policies and strategies that will better protect our residents as they go about their lives and navigate our state’s busy transportation system.”

The primary sponsors of the [Target Zero Commission legislation](#) are Assemblyman Robert Karabinchak, Assemblyman John Allen, Assemblywoman Linda Carter, Assemblyman Anthony Verrelli, Senator Patrick Diegnan, and Senator Raj Mukherji.

“The New Jersey Target Zero Commission represents a collaborative effort to eliminate deaths and serious injuries on our state’s roadways,” **said Senator Patrick Diegnan, Chair of the Senate Transportation Committee.** “Out of incomprehensible tragedies, the grieving family members who have been supportive of this legislation continue to keep alive the indomitable spirit of their loved ones, turning heartbreaking loss into life-changing advocacy. They embody why making our roads safe for all road users must be a priority for our state. The Commission will create a clear and comprehensive plan to save lives and protect our communities with a goal of putting to an end the devastation traffic crashes cause.”

“The signing of the Target Zero bill represents a commitment to eliminating traffic fatalities and building safer communities for generations to come,” **said Senator Raj Mukherji, Vice Chair of the Senate Transportation Committee.** “Today, New Jersey takes a bold step toward a future where every life on the road matters. No one should have to mourn the loss of a loved one to a traffic fatality.”

“New Jersey’s rise in traffic fatalities is a trend that we absolutely must reverse,” **said Assemblyman Robert Karabinchak.** “I can’t imagine the pain of losing a loved one in a senseless traffic accident. No parent should ever have to bury a family member because our roads are not safe. No family should endure the devastation caused by reckless drivers or dangerous roadways. These deaths are preventable, and we must take action to improve safety.”

“This legislation serves as a reminder that traffic fatalities can be avoided if the right resources are in place,” **said Assemblyman John Allen.** “The commission established by this bill will help us plan and allocate resources so that we

can reach zero, and ultimately an end to pedestrian fatalities.”

“Bringing together traffic safety experts to explore ways to improve access, equity, and mobility is essential to achieving Target Zero,” **said Assemblywoman Linda Carter**. “As we work to make our roads safer, we must consider the needs of drivers, pedestrians, and everyone who uses our roadways.”

“The signing of the New Jersey Target Zero Commission into law marks a significant step in our efforts to enhance roadway safety and ultimately create safer communities for all,” **said Assemblyman Anthony S. Verrelli**. “This legislation will empower us to protect New Jersey’s road users through data-driven policies, infrastructure redesigns and educational initiatives, all aimed at achieving our goal of zero fatalities.”

“Nothing is more important to the New Jersey Turnpike Authority than the safety of those who travel and work on our roadways every day,” **said New Jersey Turnpike Authority Executive Director James D. Carone**. “We are gratified to have a seat at the table with the Target Zero Commission to seek out ways to make the New Jersey Turnpike, the Garden State Parkway, and all New Jersey roadways even safer.”

“DVRPC is excited to be a part of the New Jersey Target Zero Commission and work side-by-side with state agencies to promote data-supported infrastructure improvements with a focus on access, equity, and mobility for all,” **said Ariella Maron, Executive Director of the Delaware Valley Regional Planning Commission**. “With a goal of zero fatalities and serious injuries by 2040, and the promise to embrace the Safe System Approach, state leaders are meeting the need for improved traffic safety for all users and all modes. We look forward to working together toward our shared safety goals.”

“We’ve been working with our region’s counties and municipalities to integrate the safe system approach into our planning work and to identify ways to make travel safer for everyone,” **said David W. Behrend, Executive Director of the North Jersey Transportation Planning Authority**. “I look forward to working with the Commission to further these efforts and ultimately reach our shared goal of zero traffic fatalities and serious injuries.”

“SJTPO is honored to serve as one of 13 members of the New Jersey Target Zero Commission (Bill A1476/S361). The passage of the Bill will be monumental in fostering collaboration across the State as we all work towards the common goal of getting everyone home safely every day,” **said Jennifer Marandino, Executive Director, South Jersey Transportation Planning Organization**. “The South Jersey Transportation Planning Organization has a long history of promoting traffic safety through educational initiatives and transportation planning. SJTPO is the first Metropolitan Planning Organization in the State to spearhead the development of Countywide Local Road Safety Plans. The plans propose projects and behavioral strategies aimed at reducing serious injuries and fatalities on the region’s county and municipal roadway network.”

“I am proud to express my strong support for the passage of A1476/S361 upon its signing by Governor Murphy,” **said Essex County Commissioner Brendan Gill**. “This landmark legislation is a testament to the hard work, dedication, and vision of the bill’s sponsors, our Governor, and the countless advocates who fought tirelessly to make this a reality. Their collective efforts have brought about a critical change that will positively impact lives across our state. I congratulate Governor Murphy for his leadership, the legislators for their commitment to progress, and every advocate whose voices and actions helped shape this achievement. Together, we have demonstrated the power of collaboration and the importance of prioritizing the needs of our communities. This is a victory for all of New Jersey, and I look forward to seeing the transformative benefits this legislation will bring.”

"I applaud Governor Murphy's leadership in signing this crucial road safety legislation, as any roadway death that is preventable is unacceptable. I am looking forward to working with the Murphy administration as we implement Vision Zero strategies in Hudson County," **said Hudson County Executive Craig Guy.**

"After working with legislators for over two years, it's such a relief to finally see the NJ Target Zero Commission bill become law. Knowing that my pain has been transformed into something that could save hundreds of lives fills me with a sense of hope," **said Sangeeta Badlani, Founder of Nikhil Badlani Foundation, Families for Safe Streets NJ and Co-Founder of the Vision Zero NJ Alliance.** "New Jersey is now at the forefront of safety policy in the United States. This statewide Commission and Action Plan won't bring back the loved ones we've lost, but it does mark a crucial step toward a future where roadways are safer, and families are spared from enduring similar heartbreak."

"I don't want to see any other families suffer the loss that we had to suffer when our son Nikhil was killed," **said Sunil Badlani, Founding Member of Nikhil Badlani Foundation and Families for Safe Streets NJ.** "This Commission must develop an action plan to address the preventable loss of 600-700 New Jerseyans each year. Together, we must create a future where every journey is safe, and no life is needlessly lost on our roads."

"New Jersey now has a clear goal: 'target zero.' By 2040, not one more fatality on our roads, not one more sad statistic, not in our state," **said Jim Hunt, Co-Founder of the Vision Zero NJ Alliance.** "It is tragic that today any one of us could be next no matter how we travel. And those who have died, leaving too many behind, are a painful part of a larger story. Every day there are near misses, or crashes not recorded, that cause serious injuries. The Vision Zero NJ Alliance will help in every way possible to end this road violence and urges the Target Zero Commission to begin its work immediately."

"New Jersey has taken a crucial step towards protecting all road users, especially the most vulnerable: people walking, cycling, and rolling," **said Debra Kagan, Executive Director, New Jersey Bike & Walk Coalition and Co-Founder of the Vision Zero NJ Alliance.** "This landmark piece of legislation, the first of its kind in the nation, is the result of years of advocacy and hard work on the part of thousands of safety advocates, community groups, state agencies, and local officials. The Commission can now take the bold actions required to make our streets safe for all and put an end to the traffic violence that has brought devastation to our communities and our loved ones."

"With the Target Zero Commission, New Jersey is setting a new gold standard for other states – bringing together thirteen agencies with a statewide goal to protect all road users and end the carnage on our streets once and for all," **said Corey Hannigan, Active Transportation Program Manager, Tri-State Transportation Campaign and Chair of Vision Zero NJ Alliance.** "What this says to the victims' families is – we see you. We hear you. We agree the status quo is unacceptable, and we are ready to make a change so that no one else has to suffer these preventable tragedies."

"Eva, my beloved wife of sixty years, was killed just a block from our home while walking in the crosswalk by a teenage driver," **said Sandor Barcza, Families for Safe Streets NJ.** "That driver faced no consequences. We need the Target Zero Commission called for in this legislation to determine how to stop the epidemic of traffic violence."

"My 22-year-old brother, Damian Baranowski, was cycling when he was killed on June 29th, 2024. New Jersey Target Zero Commission could have saved his life," **said Karolina Baranowski, Families for Safe Streets NJ.** "This bill will protect countless lives and prevent future families and loved ones from experiencing the unimaginable pain of tragic loss."

"With one of the highest pedestrian fatality rates in the nation, New Jersey is confronting a heartbreaking safety crisis that affects families and communities across the state," **said Zeke Weston, New Jersey Future.** "New Jersey Future

deeply appreciates Governor Murphy's leadership in signing the Target Zero Commission Bill into law. This important step brings us closer to creating safer, more inclusive communities—where every New Jerseyan, including older adults and people with disabilities, can walk and bike through their neighborhoods with confidence, dignity, and peace of mind.”

“The establishment of this commission represents a significant step towards creating safer streets for all New Jersey residents, complementing the ongoing work of Transportation Management Associations (TMAs) like EZ Ride that are dedicated to improving bicycle and pedestrian safety in the state,” **said Krishna Murthy, President & CEO, EZ Ride.**

“This legislation demonstrates a commitment to prioritizing equitable, data-driven strategies aimed at eliminating traffic fatalities and serious injuries by 2040, ensuring safer roads for all. On behalf of EZ Ride and all the TMAs in New Jersey, I applaud the establishment of the New Jersey Target Zero Commission.”

“The Bicycle Coalition of Greater Philadelphia applauds the passage of the NJ Target Zero Bill, a significant step towards eliminating traffic fatalities and ensuring safer roads for all. The signing of this bill reminds us of our beloved colleague and fellow cyclist, Andrea Gonzalez, who was tragically killed by a driver in Cherry Hill, NJ, in October 2023,” **said Christopher D. Gale, MPA, Executive Director, Bicycle Coalition of Greater Philadelphia.** “Her loss and the many other lives lost due to crashes with vehicles moves us to keep this urgent issue at the forefront and we are committed to working alongside New Jersey lawmakers to achieve zero deaths on our transportation network.”

“This is a beautiful day when we can all come together and work for those that are no longer here like my husband Tim and our 5-year-old daughter Bridget who were killed by a drugged driver,” **said Pam O'Donnell of Families for Safe Streets/The Catch You Later Foundation.** “When we all work together and have an open dialogue, we can move mountains. I trust this committee will do just that. It is my hope NJ can be an example with this bill, one death is too many.”

“Traffic fatalities are some of the most challenging calls any first responder will face in their career. I've lost many night's sleep over the trauma I've borne witness to and believe that no one should lose a loved one to violence on our roads,” **said Stephen Dunn, Firefighter EMT, Rescue Co. 1, Elizabeth, NJ.** “The Target Zero Commission is the first step in a long journey towards ending the epidemic of death on our streets and relieving first responders of the terrible burden we have been tasked with mitigating for far too long.”

“The formation of the Target Zero Commission is a critical step toward a safer future for the people of New Jersey. We applaud the Vision Zero New Jersey Alliance and the leaders who have taken bold action to prioritize safety for everyone,” **said Dennis Markatos-Soriano, Executive Director of the East Coast Greenway Alliance.** “This effort aligns closely with our mission at the East Coast Greenway Alliance, which strives to develop safe and accessible routes for active transportation and recreation across the Garden State and beyond.”

“The Brain Injury Alliance of New Jersey is grateful to Governor Murphy for signing this vital legislation into law. As an organization dedicated to brain injury prevention, we actively advocate for policies that protect public safety,” **said Wendy Berk, CEO, Brain Injury Alliance of NJ.** “We are proud to have supported this bill throughout the legislative process and remain committed to its mission of eliminating traffic-related fatalities and serious injuries. Our efforts will continue to focus on ensuring safer roads for all. The Brain Injury Alliance of New Jersey applauds the efforts of Families for Safe Streets and acknowledges that the memory of their loved ones will play a crucial role in saving lives.”

“2024 was a particularly deadly year for New Jersey as traffic deaths rose 15% and pedestrian fatalities by 33%,” **said Zoe Baldwin, VP of State Programs for Regional Plan Association.** “RPA is thrilled to join Governor Murphy as he

enacts this groundbreaking initiative that recognizes traffic safety as a public health issue that cannot be solved by the Department of Transportation alone. With 13 state agencies now at the table and tasked with creating a comprehensive, data-driven action plan, New Jersey has not only committed to eliminating roadway fatalities by 2040, it has built a solid framework in which to make that happen.”

“The National Safety Council commends New Jersey's landmark legislation establishing the Target Zero Commission, demonstrating the state's strong commitment to keep all road users - whether driving, cycling or walking - safe,” **said NSC President and CEO Lorraine Martin**. “We look forward to partnering with the state to achieve our shared goal of eliminating preventable injuries and fatalities on our roads.”

“Vision Zero is more than just setting up a commission – it's working to change a mindset and change transportation to make it safer to get around New Jersey. We need a vision where there's equitable treatment – and safety – for all active transportation and where walking, biking, mass transit and driving are given equal precedent,” **said Doug O'Malley, Director of Environment New Jersey**. “Transforming transportation means more bike buses, safer sidewalks and access to transit that will make transportation safer and follow the path led by Hoboken on Vision Zero. We thank Governor Murphy for signing this bill into law and the work of prime sponsors Sen. Diegnan and Asm. Karabinchak to make this bill become a reality.”

“In 2024, there were 691 deaths on our roadways—an unacceptable number,” **said Lauren Paterno, Senior Government Affairs Advisor, AAA Clubs of New Jersey**. “S361/A1476, sponsored by Senator Diegnan and Assemblyman Karabinchak, will help government agencies and the broader traffic safety community work together to make our transportation system as safe as possible for all roadway users. AAA commends the Governor for signing this vital legislation, which will reduce deaths and injuries on New Jersey roads.”

“Eliminating traffic fatalities by 2040 isn't just a goal—it's a commitment to valuing every life. By signing this bill, New Jersey affirms its leadership in traffic safety,” **said Leigh Ann Von Hagen, Executive Director, Alan M. Voorhees Transportation Center at Rutgers University**. “This legislation reinforces New Jersey's commitment to measurable goals and accountability which—along with collaboration on research and actionable strategies at every level—creates a future where protecting the most vulnerable people on our roads and saving lives is within reach.”

“This is a critical step toward making our roads safer for everyone,” **said Alex Ambrose, Policy Analyst at New Jersey Policy Perspective**. “By signing this law, Governor Murphy has set New Jersey on a path toward eliminating traffic fatalities and serious injuries for drivers, passengers, pedestrians, and cyclists alike. It's up to lawmakers, NJ DOT, and all stakeholders to work together to turn the Commission's recommendations into action. Every traffic death is preventable – and this new law brings us one step closer to making that a reality.”

“Asbury Park Complete Streets Coalition applauds the signing of this bold legislation, which will bring about implementation of road safety measures to prevent crashes, injuries, and save the lives of vulnerable road users: anyone outside of a car, and ensure safety for drivers themselves,” **said Polli Schildge, Founding Member and Director, Asbury Park Complete Streets Coalition**. “Crashes, injuries, and fatalities are a human health crisis, affecting everyone, and disproportionately communities like those in Asbury Park, where many residents of all ages must walk and roll for daily transportation. The signing of the New Jersey Target Zero Bill signals a commitment to provide safe, equitable access for everyone on streets and roads in New Jersey.”

“The establishment of New Jersey's Target Zero Commission marks a crucial shift toward treating every traffic death as preventable, not inevitable,” **said Johan Andrade, President, Hudson County Complete Streets**. “We've already seen the life-saving success of Vision Zero programs in Hoboken and Jersey City, where comprehensive safety measures

have dramatically reduced serious crashes. This statewide commission will help expand these proven strategies across New Jersey, ensuring everyone – whether walking, cycling, taking transit, or driving – can reach their destination safely.”

“New Jersey's commitment to eliminating traffic deaths and serious injuries by 2040 will benefit every New Jerseyan, particularly those walking and biking in cities like Trenton, who are disproportionately impacted by traffic violence,” **said Sonia Szczesna, Trenton Cycling Revolution**. “Everyone on our streets deserves to get home safely each day, and Trenton Cycling Revolution looks forward to continuing working alongside residents, advocates, and policymakers to achieve this goal together.”

“SafeStreetsJC has advocated for zero traffic deaths for over a decade and celebrates New Jersey is embracing this long-awaited, life-saving pledge,” **said James Lee, Trustee, Safe Streets Jersey City**. “Our zero-death milestone in Jersey City proves change is possible, but we must remember this is just the beginning of the journey; real progress requires action, persistence, and accountability – let us remember the lives lost and have the courage to be unwavering as we embark on this important shared state project to reimagine our roadways for safe travel for all.”

“The signing of the New Jersey Target Zero Commission into law today brings us one step closer to the ultimate goal of eliminating fatal & serious injuries for ALL road users because ZERO is the only acceptable number,” **said Wendy Kukowski, Families for Safe Streets NJ, whose life partner, Oscar Zanoni, was killed on Jan. 3, 2020**.

“Bike Hoboken thanks Governor Murphy and the state legislature for establishing the Target Zero Commission, a critical step toward safer streets for everyone,” **said Andrew Wilson, Executive Director of Bike Hoboken**. “By prioritizing the elimination of fatal and serious injuries through comprehensive evaluation and data-driven solutions, this initiative will help achieve our vision of a safer, more inclusive transportation network. Together, we can create a future where cyclists, pedestrians, and drivers all move safely and with confidence across New Jersey.”