



**Education and Safety Joint BPAC Subcommittee Meeting
June 23, 2016 9:30 AM – 10:25 AM
Rutgers University
33 Livingston Avenue
New Brunswick, NJ**

Attendees: Kerri Martin, Valeria Galarza, Trish Sanchez, Linda Rapacki, Charles Brown, Lisa Lee, Leigh Ann Von Hagen, Elise Bremer-Nei, Erika Rush, Gary Poedubicky, Bruce McCracken, Joseph Milanese, Sean Meehan, Alan Huff, Dan Lebur

- 1. NJ Bicycle Safety Action Plan draft** – The subcommittee spent the entirety of the meeting discussing the BSAP draft
 - a. General Comments
 - i. DOT updated their pedestrian safety action plan in 2014, they are now developing a parallel document for bicycle safety, including a “toolbox” for municipal decision-makers
 - ii. FHA now designates combined “focus cities” for both pedestrian and bicycle safety, Newark is the focus city for New Jersey
 - b. Vision Statement
 - i. Very “Vision Zero” influenced
 - ii. The state has adopted language of “toward zero deaths,” so that’s how it is phrased in the action plan draft
 - c. Goals and Actions – designates lead agencies and support agencies for each action; based on the goals of the 2014 PSAP
 - i. Goal 1 comments
 1. Action 4 – worded vaguely, but this is a necessity to accommodate the nuances of local conditions
 2. Action 7 – need to also include “near misses”
 - a. Could we leverage mobile app technology (like Waze) as a reporting tool?
 - ii. Goal 2 comments
 1. Action 6 – is this more appropriate for Goal 1?
 - a. This action is meant more as an outreach to law enforcement about the need for better records
 - b. There is a great need for more customized reporting templates for bicycle crashes
 - c. The Association for Chiefs of Police and Police Traffic Officers Association should be added as supporting agencies
 - iii. Goal 3 comments



1. RSIS is inconsistent with Complete Streets Standards; this should be addressed under Goal 3
2. Action 1 – The current language looks at at-risk populations, but not necessarily the inherent risk of the given facility
 - a. This action should perhaps be more explicit about the built-environment component
3. Action 4 – This could go further to specify the need to quantify the benefits of innovative/emerging approaches and treatments
4. Action 8 – In parallel to Complete Streets policies, there should also be recognition of Sustainable New Jersey and Sustainable NJ for Schools
 - a. And a recognition, broadly, of the role of the education and health systems in promoting active transportation