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


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