



**BPAC Safety Subcommittee Meeting
May 25, 2022 9:50 am to 11:10 am
Online Zoom Meeting**

Attendees:

1. **Aimee Jefferson, NJTPA (chair)**
2. Opal McCalla, NJ Transit
3. Trish Sanchez, Rutgers VTC
4. Erlea Maldonado, EZ Ride
5. William Riviere, NJDOT
6. Amy Kaminski, FHWA-NJ
7. Matthew Maher, Stantec
8. Jon Dugan, Rutgers VTC
9. Mike Manzella, Jersey City
10. Jen Buison, NJ Transit
11. Ranjit Walia, CEC
12. Lisa Lee, EZ Ride
13. Andy Abere, Princeton FreeWheelers
14. Monika Pal, Rutgers VTC
15. Susan Blickstein, SGB
16. Alan Huff, SJTPO
17. Samantha Donovan, Sam Schwartz Consulting
18. Andrew Lappitt, Middlesex County
19. Bill Feeney, NJ Transit
20. Linda Rapacki, RideWise TMA
21. Lisa Serieyssol, Greater Mercer TMA, Princeton Vision Zero Task Force
22. John Federico, WSP
23. Keith Hamas, NJTPA
24. Charles Romanow, WSP
25. Liza Betz, Union County
26. Mike Johnson, EZ Ride
27. Bettina Zimny, NV5
28. Louis Hoffman, Rutgers NJTIP
29. Talya Schwartz Naor
30. Ayla Schermer, Federal Transit Administration
31. John Strachan, NJ DHTS
32. Martine Smith, NJ Transit
33. Nicholas Fazio, Plainsboro Township Police Dept.
34. Ray Reeve, NJ DHTS
35. Reba Oduro, NJDOT

Meeting notes:

- Subcommittee chair, Aimee Jefferson from NJTPA, provided an introduction, reviewed the notes from May's meeting and opened discussion on various tasks in the subcommittee workplan.
- Zig Zag Crossings:
 - Zig zag crossings are in experimentation in New Jersey. NJDOT was granted permission to experiment by FHWA.
 - There are some states where zig zag crossings have been implemented such as Virginia and Washington. Virginia DOT found that zig zag markings slowed average vehicle speeds and increased motorist awareness of pedestrians and cyclists.
 - Article on zig zag markings in Virginia: <https://usa.streetsblog.org/2015/11/20/zig-zag-road-striping-calms-traffic-in-virginia/>



- Pedestrian Lighting
 - WSP helped to create a brochure on pedestrian lighting for BPAC a few years ago.
- Running list of Advocacy Groups
 - No action has been taken yet.
- Safety Plans
 - SJTPO will be working on four county road safety plans with the Safe System Approach.
 - They will bring municipalities into the process as much as possible.
 - HSIP-funded projects will be included in the plans.
 - The plans will:
 - follow the Safe System Approach
 - involve a variety of stakeholders
 - include design considerations
 - focus on systemic safety countermeasures, identifying where they are appropriate
 - outline investment strategies
 - This effort requires considerable data collection and is largely based on crash data.
 - SJTPO is looking at county and municipal safety systems and not State Safety Plans.
 - The emphasis will be on countermeasures that have some chance of success.
 - The value of the contract is \$3 million. It will be one of the largest technical studies undertaken by SJTPO.

Discussion: Will there be a connection between the road safety plans and SS4A? SJTPO said that since the contract for the plans has not been finalized, the connection has not yet been established but it will be investigated. SJTPO is not applying for grants under this round of SS4A.

- Safe Streets and Roads for All (SS4A)
 - The application deadline for the first round of Safe Streets and Roads for All (SS4A) grants is September 15, 2022.
 - Subcommittee members asked if updates and resources on SS4A could be provided so people know how to apply.
 - The subcommittee chair informed attendees that SS4A is open to Metropolitan Planning Organizations (MPOs), counties, municipalities, transit agencies, and multi-jurisdictional groups comprised of those entities.
 - The representative from FHWA-NJ provided links to information on SS4A:
 - Resources: <https://www.transportation.gov/grants/SS4A/resources>
 - FAQs: <https://www.transportation.gov/grants/ss4a/faqs>
 - Webinar Series: <https://www.transportation.gov/grants/SS4A/webinars>
(Note that there are three upcoming webinars on “How to Apply,” with different types of information covered at each.)



- She further mentioned that these webinars will touch upon a systemic approach, which is not based on reactive designing but more on proactive engagement. It involves learning about the issues in a particular area, what leads to crashes there, and implementing solutions in other areas with similar facilities to prevent crashes before they can occur. Examples of solutions are adding lighting at the intersection, installing rumble strips, etc.
- The primary goal of SS4A is to improve roadway safety by supporting communities in developing comprehensive safety action plans based on a Safe System Approach and implementing projects and strategies that significantly reduce or eliminate transportation-related fatalities and serious injuries involving pedestrians, bicyclists, public transportation, personal conveyance, and micromobility users, commercial vehicle operators, and motorists. Funding can also be used to support robust stakeholder engagement in order to ensure that all community members have a voice in developing plans, projects, and strategies.
- SJTPO encouraged anyone interested in applying to develop a Local Road Safety Plan and reach out to their MPO so that they coordinate efforts rather than duplicate them.
- **E-Scooters**
 - RideWise TMA mentioned that we need to be aware that these kinds of devices are coming and we are not prepared for them. She has spoken to police other organizations but none of them are aware of micromobility safety measures and regulations.
 - The representative from EZ Ride mentioned that e-bikes are becoming more common for food deliveries and there are many of them on the road now. He believes that NJ should not be regulating e-scooters/bikes/boards the same as bicycles and that there should be separate regulations for e-bikes.
 - It was pointed out that e-bikes are efficient and could improve congestion if we make space for them.
- **Safe Passing Law**
 - The status of the Safe Passing Law outreach campaign was discussed. A meeting scheduled for May 4th was postponed but there was a working group meeting in mid-May.
 - There is a lot of discussion happening with the NJ Brain Injury Alliance.
 - In future meetings, the subcommittee can help work on education and outreach for e-scooters and the Safe Passing Law. The group can identify some concrete actions and work with the DOT to implement them.
- **Pedestrian/Bike Counts**
 - Middlesex County Planning is a part of the SHSP Data action team working on this effort. Several interviews with MPOs and other states have been conducted.