

**Legislative BPAC Subcommittee Meeting
December 13, 12:30pm to 1:30pm
Rutgers University
33 Livingston Avenue, New Brunswick, NJ**

Attendees:

Leigh Ann Von Hagen - VTC
Sonia Szczesna – Tri-State Transportation Campaign (leading)
Jerry Foster - GMTMA
Charles Brown – VTC
Denise Nickel – Middlesex County
Alejandro Guzman – Hudson TMA
Gerald Fittipaldi
John Boyle – Bicycle Coalition of Greater Philadelphia

State

County/Municipal

Private

Cyndi Steiner – NJ Bike & Walk Coalition

Following up on White Paper presented to the governor, now want to compile information to disseminate to legislators, every-day people

Start with Vision Zero, editing so that it can be communicated to anyone unfamiliar

Then review, game plan

End with autonomous vehicles

Summaries of White Papers

First Order:

Sonia presented a draft of the Vision Zero white paper for everyone’s review. A discussion was held about the wording and interpretation of the document, being mindful not to contextualize the national movement within a New Jersey setting while maintaining a common dialogue/wording... Then went into context-specific of New Jersey: urban/suburban/rural subcontexts. A list of 7 New Jersey topics.

Second Order:

Review/gam eplan

Long Notes

Item 1

1. Charles: important to site sources in footnotes on Vision Zero document
2. Leigh Ann: make it less academic sounding
3. Charles: look at national vision zero document and build off their wording, tie back to national movement to give it more validity (different from “Toward Zero Deaths”) and contextualize it within New Jersey → “Vision, Strategies, Action: Guidelines for an Effective Vision Zero Action Plan”
 - i. Available online: “9 Components of a Strong Vision Zero Commitment”

1. Need to contextualize this report for New Jersey
 2. Who's the audience?
 3. Start with the governor making a declaration for Vision Zero, put together task force, create action plan
 - a. Problem is the state has already "adopted" a plan so they think they're done
 - b. Important to draw from the National movement for validity and affirmation, while using the local knowledge of this committee to create a New Jersey-contextualized document. Important to use common language.
 - c. Trying to bring together several different industries: public health, engineering, governance, etc.
 - i. Municipal boards of health working with local government to create vision zero document, but it seemed like more of a PSA than a policy
 - ii. What public health brings to the table is a concentration on *people*: society, laws, interrelationship between people, etc., which different from transportation safety. *A need for a change in the narrative.*
 - iii. Transportation planning currently doesn't prioritize people (safety of road user vs. traffic)
 1. Targets speed, then volume, then safety; this needs to be flipped to safety, volume, speed.
 - d. Leigh-Ann: keep it basic, as "101 as we can," which will be the beginnings of a common power point that people can use to start the conversation in subsequent meetings
 - e. Vision Zero is not well known, but it's a marketable concept; nobody should be dying on our roads; we need to go to meetings and start saying these things out loud, start the conversation.
 - f. The assumption is zero deaths, not allowable mix of deaths on our roads
4. Jerry: Needs to be an engineering component on speed, volume and safety
 - a. Review design features/standards recommended by FHWA proven safety counter measures (there are 11 or 12)
 5. What makes NJ different?
 - a. NJ tops the nation in pedestrian share as a percentage of all fatalities, twice the national average
 - b. Most densely populated state
 - i. Implementation is unique to the state – there are varying levels of government
 - ii. Home rule
 - iii. More layers of government (at least three jurisdictions over the roads), MPOs
 1. Long-term strategy: Important to target regional governance, MPOs should adopt vision zero as a priority in scoring for funding
 - iv. Jersey City, Philly, NYC are great examples of VZ: everyone around NJ is doing it but NJ is still the highest in fatalities.
 - c. Wealth is in the suburbs—not the cities, tendency to skew resources toward suburbs
 - i. At the MPO level as well
 - d. Enforcement: "policing is the answer" is a common refrain but is untrue
 - e. Lack of bike-ped infrastructure in relation to eastern states
 - i. With a lack of infrastructure is a lack of data (e.g., sidewalk inventory- DVRPC)
 - ii. Hard to make decisions without good data

- f. Integration issues with mass transit have to drive to get to most places in NJ, but many urban residents lack cars
 - g. Educating motorists/pedestrians
 - h. Equity issues
6. Governance issues
- a. States will do sidewalks
 - i. Need to determine sidewalk funding as either homeowner level or municipal level
 - ii. Most roads are municipal (where a lot of injuries occur), counties have fewer streets but more fatalities
 - b. County only paves roads
7. What would an action plan for NJ look like?
- a. Montana already has one
 - b. Most states have probably followed FHWA
 - c. Charles: start at city level-- more likely to change the minds of municipality than county/state
 - i. Emphasize Jersey City