

Minutes: General BPAC Meeting
March 16, 2017, 10:30 -- 12:00 pm

Summary:

- Welcome and Introductions
- New Jersey Department of Transportation Updates
- Subcommittee Reports
- BPAC as Central NJ Bicycle and Pedestrian Plan Implementation
- NJ Bicycle and Pedestrian Master Plan Implementation Partner
- Vision Zero
- Announcements and Public Comments

New Jersey Department of Transportation Updates:

1. SRTS grants announced
 - a. Towns selected can be found via local aid office
2. Transportation Alternatives grants being selected now
 - a. NJTPA already selected, two other MPOs to go
3. Route 130 Safety Issues discussed postponed due to snow
 - a. Met with students at Burlington City HS and Principal
 - b. Discussion of planning charrette
4. Bike/Ped master plan internal summit being organized
 - a. Internal interviews, then summit with reps from all other sub-committees
5. Working with East Coast Greenway on routing study

Subcommittee Reports:

1. Design and Infrastructure committee
 - a. Half of time - joint meeting with safety subcommittee
 - i. Reviewed design interventions for pedestrian crosswalks
 1. How to signal to pedestrians that cars can't stop past a certain point
 - b. Discussed design and infrastructure resources to help inform conversation
 - c. Discussed MUTCD signs for advanced intersection signage that show number of vehicular lanes at an intersection, but don't show bicycle lanes
 - i. Reviews examples and accuracy
 - d. Discussed implications of MUTCD-released interim approval for several bike strategies (design strategy submitted for experimentation to prove)
 - i. Approval can be granted and jurisdiction can say they want to utilize strategies
 1. Bike boxes at intersections
 2. Bike signal faces
 3. Use of green paint
2. Education and Outreach subcommittee
 - a. Identified gap in materials available for complete streets
 - i. How do you tell the average person what they are?

- ii. Try to get a complete streets policy implemented, but there are barriers because of lack of understanding
 - b. Brainstormed how to fill this messaging gap for the average NJ person
 - c. Looking for ways to advise DOT on how to come up with messaging
 - d. Next meeting: drill down on ideas and come up with specific projects
- 3. Safety subcommittee
 - a. Met jointly with Design and Infrastructure group
 - i. Looking for ways to indicate crosswalks to users on both ends (drivers and pedestrians)
 - ii. Looking at options to be applied across a wide range of contexts (either universal or context specific)
 - 1. I.e. zig zag crossings
 - b. Looked at pedestrian lighting standards
 - i. Better practices to share with DOT, for pedestrians near transit particularly
 - c. Looked into solar roads
 - d. Reviewed 24/7 effectiveness of flashing beacons v. push button beacons
 - e. Will hold interim meeting before the next BPAC meeting
- 4. Legislative and Policy Subcommittee
 - a. Looking at a package of pedestrian safety bills
 - b. Will continue working with Senator Gill on moving these bills forward
 - c. Pulzo Case - looking into putting together case
 - i. Whether or not cyclists have right to use shoulder
 - ii. Whether or not someone is liable if they hit person in shoulder
 - d. Changing 'accident' to 'crash' in all NJDOT undertakings
 - i. Communication with ITS about changing variable message signs
 - ii. Other agencies and levels of government being reviewed for consistency
 - iii. No update on directive to change documents...

BPAC as Central NJ Bicycle and Pedestrian Plan Implementation

- 1. BPAC will play a central role in assisting implementation of bicycle master plan
- 2. The master plan is a collaborative document
 - a. It can't be implemented without many partners → BPAC central to this
- 3. To-do (**PROPOSED**):
 - a. **Amend bylaws** to add equity/ej and sustainability seats on the EC
 - b. **Assist NJDOT with building partnerships** beyond NJDOT/state/MPOs to lay the groundwork for successful implementation over time
 - c. **Subcommittees inform** Year 1 (and beyond) priority actions and development of performance metrics; work on priority actions and provide periodic updates to NJDOT/executive council over time
 - d. **Prepare** annual monitoring report
- 4. Amend bylaws:

- a. Suggestion: Create an equity/EJ subcommittee as part of master plan implementation (ad hoc committee) in 2017
 - i. Helps connect dots to equity and sustainability components of the master plan
 - b. Current EC Structure
 - i. 14-member executive council
 - ii. 4 standing subcommittees
 - iii. Council has ability to create additional subcommittees to be comprised of BPAC associates
 - c. How to fill proposed equity/EJ seats?
 - i. Announcements in newsletters, on BPRC website, nominations by EC/BPAC members
 - ii. Amend bylaws at the same time seats are filled (in order to expedite)
5. Feedback:
- a. Excellent. It would make sense for BPAC to lead on making these issues central to the bike/ped conversation.
 - i. Proposal: these should be regular sub-committees not just temporary ones
 - ii. Proposal: ad hoc committee on these topics should be created *specifically* for master plan
 - b. Proposed Actions:
 - i. Identify names to serve on these subcommittees.
 - ii. Make sure making these committees doesn't detract from existing committees' membership. Need to find a way to do it without dividing up and pulling people out of other committees.
 - iii. Schedule a call with the executive council in order to discuss/review bylaws, vet and talk about ideas.
 - c. Sample topics for proposed subcommittees:
 - i. Ensuring underserved and disadvantaged communities can compete for resources and funding
 - ii. Trying to create community partners that help advance strategies for these groups
 - iii. Sustainability- integrate SustainableJersey into the master plan
 - iv. Maybe the master plan should be something each committee reviews and reports on (regarding their role in implementing the plan)
 - d. Next Steps:
 - i. Charles is taking recommendations via email for any nominations

NJ Bicycle and Pedestrian Master Plan Implementation Partner

- 1. Current actions on master plan comments
 - a. BPAC restructuring
 - b. Internal Summit
 - c. Public Survey
 - i. In response to pushback that the master plan survey was perceived as an advocate survey
 - d. External summit

Vision Zero

1. Presentation idea from Legislative subcommittee
 - a. Vision Zero 101
 - b. Not an advocacy presentation, just a primer
2. Joe Cutrufo, Tri-State Transportation Campaign:
 - a. Vision Zero (VZ) from Sweden, recently started being adopted in U.S. cities
 - i. “No Loss of Life is Acceptable” video from: www.visionzeroinitiative.com
 - b. Tenants of Vision Zero:
 - i. Traffic crashes are entirely preventable. We should not accept any amount of traffic deaths greater than zero.
 - ii. VZ takes a systems approach to fatality prevention
 1. Shifting conversation from behavior and human error to system and road design
 - iii. VZ is drive by data
 1. Does not use an anecdotal approach to interventions
 2. TrafficSTAT in NYC is used to identify problem spots in city
 - iv. VZ addresses all road users
 1. Does not silo interventions, it’s about all road users
 - v. VZ brings a new urgency to the conversation
 1. Shifts conversation from reducing to *eliminating* traffic deaths
 - c. U.S. road deaths are on the rise
 - i. Vehicles are becoming safer, but the roads on which they operate are not.
 - ii. Around 1 person dies every 15 minutes on U.S. roads
 - d. Since NYC adopted VZ, traffic fatalities have fallen
 - i. NYC offers best data source for VZ impacts (first city in the U.S. to adopt it).
 - e. Key Components of the NYC Campaign:
 - i. Speed kills - VZ focuses on lowering ‘default’ speed limits
 1. 25 mph now speed limit in NYC
 - ii. Language matters - VZ changes the way we discuss traffic safety
 1. ‘Crash’ instead of ‘accident’
3. Questions:
 - a. Is there a relationship between VZ programs and driver education?
 - i. In NYC: There’s an effort underway to add bike/ped awareness components to statewide driver education.
 - b. What are the root causes of reduced road deaths in NYC?
 - i. Red light cameras; Bloomberg administration policies (bike lanes, etc.).
 - c. Does NYC pair emergency vehicle response time data?
 - i. NYC uses taxi speeds as a proxy for city congestion, but use of emergency response time data is less clear. If not used, it would be a good measure for congestion and safety
 - d. Is VZ an infrastructure-driven approach? Technology-driven?
 - i. It is more about these two things than traditional traffic safety campaigns, but messaging is still a component. Because VZ takes a systems approach it is centrally about design and data (learning where crashes are and *aren’t* happening).

- e. How best should VZ be scaled-up from a municipal to statewide level? What's the strategy; Take it at the state level or go municipality by municipality?
 - i. It's difficult to say. National policies are too big here (though we do have Toward Zero Deaths and a bill in the House). There are two states with statewide policies (North Carolina and Washington). The difficulty comes with road jurisdiction at different levels of government.
- f. How do VZ programs approach negative perception of enforcement programs, specifically in areas with low-income and minority populations? How are concerns about harassment approached by NYC?
 - i. Unknown, NYC has focused more on design changes than enforcement.
- g. Apart from recording near-misses, what other data sources have NYC discussed?
 - i. Self-reported near misses, grassroots bike cameras, cameras in for-hire cars, reviewing truck routes to identify high-risk corridors.

Announcements and Public Comments

1. Olivia Glen, New Jersey Conservation Coalition: Tomorrow is NJ's annual land conservation rally (3/17) at the Hyatt Regency Hotel. Land preservation, land trusts, DEP, etc. will be in attendance, there is a \$95 day-of registration fee. All BPAC members are welcomed to attend.
 - a. There will be workshops discussed trail funding, health funding, and the Middlesex Greenway.
2. NJ Bike Walk Coalition opening its second bike depot.
3. Council Comments:
 - a. Is there a need for non-voting EC member from a TMA?
 - b. Condolences and thanks from Elise Bremer
 - c. Jennifer attended the APTA conference
 - d. James is working to finalize date for complete streets summit; it will be on a Tuesday in October.
 - e. Charles' and James' work on Barriers to Bicycling for Black and Latino Populations was made into a four-part blog series by Better Bike Share and has been very well-received.

Meeting adjourned at 12:00.

Next General Body Meeting: June 15, 2017