



**NJ BPAC Policy Subcommittee Meeting
December 6, 2023 10:20 am to 11:10 am
Online Zoom Meeting**

Attendees:

- Hailey Graf (chair), NJ Transit
- Corey Hannigan, Tri-State Transportation Campaign
- Mike Manzella, City of Jersey City
- Lyndsey Scofield, City of Jersey City
- Debra Kagan, NJBWC
- Sam Rosenthal, Rutgers-VTC
- Anne Heasley, Sustainable Jersey
- Leigh Ann Von Hagen, VTC
- Mike Viscardi, NJ Transit
- Colin Roche, VTC
- Laura Torchio, NV5
- Mackenzie Piggott, NJDEP
- Andrea Lubin, Rutgers-NJTIP, VTC
- Mike Dannemiller, Middlesex County
- Sutapa Bandyopadhyay, FHWA
- Samantha Donovan, Sam Schwartz
- Joe Rapp, NJDOT

Agenda:

- 1. Introductions**
- 2. Reflection and Follow-Up on the 2023 NJ Safety Summit and NJ Complete Streets Summit**
 - a. Capacity for the Safety Summit was limited and some people were unable to attend.
 - b. The presence of police and other first responders at the Safety Summit was a positive indicator, since we would like to coordinate more with these community members on different projects.
- 3. Trail Designations**
 - a. What processes exist to classify trails as for transportation rather than for recreation? (ex. Henry Hudson Trail)
 - i. Many of New Jersey's trails are substandard according to AASHTO compliance standards. The DNR trail is an example of not being completely accessible since most segments are unpaved and less than the recommended width for a fully accessible trail.
 - ii. However, members feel that having any trail (even an unpaved one) is better than no trail and securing the right of way is difficult enough without also

mandating that they must be completely ADA compliant. How do we balance these priorities?

- iii. The Henry Hudson Trail extension is eventually going to be completely designed to transitway standards, but the focus first is on getting the trail built and then upgrading it later. This means it will initially lack proper lighting and other amenities, but the participant feels that getting the trail built first is more important than waiting to build it to perfect standards.
 - iv. Question about Casino Revenue Fund-Supported Programs aka “casino money” - Senior Citizen & Disabled Residents Transportation Assistance Program – Is that funding available for trails? Answer: it’s for paratransit - <https://www.nj.gov/casinorevenue/funded/>
 - v. Trails that are receiving NJDOT funding for transportation plans are being built to recreation standards. Do we have a way of evaluating which trails are designated for which purpose?
 - vi. One problem is that the same trail may also fall under different classifications based on who you ask. At a local level, they’re “open space,” but at a regional level they’re “transportation space.” The delineation may not serve our purpose since you want to achieve both goals in mind.
 - vii. Status as a “recreation” corridor may prohibit a trail from being upgraded to transportation-level infrastructure so it may not be possible for both goals to move forward at the same time.
 - viii. How do we define “greenways”? Does a greenway necessitate a paved path? Greenways could simply be a wildlife corridor which wouldn’t require ADA compliance.
- b. What additional maintenance responsibilities can this entail, for example, snow removal in winter?
- i. Lighting, snow removal, maintenance: how do we address these issues if it’s a transitway?
 - ii. Who maintains trails? Jurisdiction? Does NJDOT maintain them because they’re used for transportation? There is ambiguity over whose responsibility it is.
 - iii. Some trails fall under the jurisdiction of county or municipal parks or public works departments.
 - iv. The current approach to active transportation is too siloed and lacks a comprehensive regional approach.
 - v. Rules around trails can be influenced by publicly-declared states of emergency, as was the case, for example, during the COVID-19 emergency, because the trails are seen as recreation when, realistically, people use them for transportation.
 - vi. The need for 24-hour access to trails is an important topic. How is this handled by an urban parks department?

4. Review of 2023 Subcommittee Accomplishments

- a. Review of Subcommittee goals (see below)

- b. Review of additional topics discussed in 2023

Subcommittee Goals from 2023

- Share a policy and legislation tracker for relevant bills in the NJ Legislature.
- Study and provide insight into the new federal legislation (BIL/IIJA) and its impact on future policy.
- Work with the Strategic Highway Safety Plan Complete Streets Task Force on Adopting a Complete and Green Streets Ordinance Toolkit.
- Develop or update a primer about various policies and legislation in NJ that regulate bicycle and pedestrian transportation issues, including Residential Site Improvement Standards, Municipal Land Use Law, Title 39, Access Code, and the Functional Classification System.

5. Discussion of 2024 Subcommittee Goals

- a. Open discussion of 2023 goals to keep for next year (see below)
 - i. 2022 year-end report: <https://njbikeped.org/wp-content/uploads/BPAC-Year-in-Review-2022.pdf>
 - ii. **Residential Site Improvement Standards (RSIS)** involve the Department of Consumer Affairs (NJDCA) RSIS Streets and Parking subcommittee, which has previously pushed back on statewide elimination of parking minimums, discussing proposals internally. We should hear back from them in about a month.
 - iii. The NJDCA RSIS Streets and Parking subcommittee still needs to present to the stormwater committee.
 - iv. E-bikes are becoming a growing topic of concern. Possible public backlash on their use.
 - Proposed legislation in NJ to register class 1 e-bikes. It seems like a reactive approach.
 - Battery fires are another high-profile topic that NJ should get ahead of.
 - The subcommittee should continue sharing best practices for e-bikes and e-scooters and what challenges should we be considering.
 - v. How does New Jersey get to a statewide trail plan?
- b. Are there any goals to add, to replace, to note as accomplished, or any that are obsolete or no longer of interest?