



BPAC Safety Subcommittee Meeting
September 27, 2023 10:20 am to 11:10 am
Online Zoom Meeting

Attendees:

- Aimee Jefferson (Chair), NJTPA
- Greg Woltman, Rutgers-VTC
- Paul Mickiewicz, NJ Bike and Walk Coalition
- Jon Dugan, Rutgers-VTC
- Kayt Hester, Hudson TMA
- Ken Wedeen, Somerset County
- Liza Betz, Union County
- Alan Huff, SJTPO
- Bettina Zimny, NV5
- Charles Romanow, WSP
- Daniel Granato, Metuchen PD
- Danielle Baer, Urban Engineers
- Delfina Picchio, Keep Middlesex Moving
- Jesse McGowan, Sam Schwartz
- Jonathan Eagle, Somerset County
- Laura Torchio, NV5
- Mackenzie Piggott, NJDEP
- Steven Wong, Parsons Transportation
- Sutapa Bandyopadhyay, FHWA
- Syd Chan, Sam Schwartz

Topics

1) Discussion on the new NJTPA Active Transportation Plan

- a) The Active Transportation Plan has an inherent connection to safety. The completion of the ATP provides a clear direction for developing a regional network.
- b) The network developed in the ATP is intended to connect locations with high potential for active transportation. However, many of the connecting roads are regional roads with certain challenges. To address the safety concerns inherent in wide and fast regional roads, the ATP provides guidance and summarizes best practices for improving and encouraging active transportation network connectivity and safety.
- c) NJTPA has undertaken some public outreach efforts to discuss how best to advance the ATP. There is a question about how best to engage localities and counties for them to buy into the plan. Additionally, if some of the data is available openly online, for example, the project area buffer dataset, local and county projects that intersect with the ATP facility planned network could have better integration. Currently, such data is currently available upon request, and NJTPA is in the process of adding it to an online data portal and interactive map.

- d) Regional connectivity is a common thread between TA Set-Aside, Safe Routes to School, etc. local grant programs. Especially with the earlier discussion of the new Greenway, participants are interested in ensuring that there is priority given to local bike-ped projects with regional connectivity and/or a relationship to a larger project. The Local Safety Program (under HSIP) is not focused on regional connectivity; the program more specifically focuses on crashes and mitigating existing crash risk.
- e) The Greenway and the ATP provide an excellent opportunity for Trail Towns, as mentioned in the Trails Summit in 2021. Local towns have the chance to buy-in and leverage their connectivity to these major regional trails. The 9/11 Trail has plans to connect to the Greenway, and Jersey City has developed a Greenway connectivity plan to provide access from the Greenway to the Jersey City Waterfront and neighborhoods.
- f) In terms of local implementation, the Greenway and the ATP provide a top-down view of a regional network. Municipality-based efforts are very often more successful from grassroots origins. Additionally, implementation at the local level depends entirely on the people in roles of leadership, both in the local government and local group organizations.

2) Strategic Highway Safety Plan Data Viewer Information

- a) The NJTPA has made the Strategic Highway Safety Plan (SHSP) Data Viewer, which shows many different datasets, available here:
<https://experience.arcgis.com/experience/db7ee60868df44e7a61ce8bc27914f01/>
- b) <https://www.njtpa.org/localsafety.aspx>

3) Road Safety Audit Information

- a) Road Safety Audits are a layer on the SHSP Data Viewer. An audit is generally initiated by a municipality or county, depending on who owns the road.
- b) Road safety audits can also be initiated as part of specific programs. The NJTPA Complete Streets Technical Assistance program allows people to perform audits as part of a Walkable Community Workshop. A community may undertake a road safety audit when developing a school travel plan through the Safe Routes to School program.

4) New Complete Streets Technical Assistance Program final reports now available

- a) In the last meeting, NJTPA shared information on the Complete Streets Technical Assistance Program. The final reports from Round 3 are now available online:
<https://www.njtpa.org/completestreets.aspx>

5) Other Announcements

- a) NJ Bike & Walk Coalition's last *Smart Cycling on the Bike* workshop for this season is this Saturday, September 30, from 1-5 pm in Verona. Please register here:
<https://www.eventbrite.com/e/smart-cycling-classes-tickets-707083695367>
- b) NJTPA is presenting a webinar on Local Safety Action Plans tomorrow, September 28. Register here: [https://njtpa.org/Get-Involved/Info-Resources/Calendar/2023/September/Local-Safety-Action-Plans-Informational-Session-\(1\).aspx](https://njtpa.org/Get-Involved/Info-Resources/Calendar/2023/September/Local-Safety-Action-Plans-Informational-Session-(1).aspx)

Subcommittee Goals for 2023:

The following goals are to be continued from the previous year, see [BPAC 2021 Year-in-Review Report for 2022](#):

1. Work with the Legislative and Policy subcommittee on outreach for the Safe Passing Law.
2. Determine action items that can support Strategic Highway Safety Plan actions.
3. Identify ways to create a unified state, county, and local road safety and maintenance reporting system. (led by Lisa Lee)
4. Coordinate with NJ Transit on bicycle and pedestrian safety around bus stops.
5. Determine how best to support Zero Deaths initiatives throughout the state.

The following goals relate to pertinent Strategic Highway Safety Plan Bicycle and Pedestrian Emphasis Area Goals:

6. SHSP Action Team: Review existing school zone speed enforcement programs and develop recommendations for New Jersey - led by Mike Morris, NJDHTS
7. SHSP Action Team: Develop guidance for the implementation of a comprehensive traffic safety curriculum in NJ elementary schools - led by Tara Shepherd, goHunterdon

The following are new goals to be initiated by the Safety Subcommittee in 2023

8. Collaborate with the BPAC Design and Infrastructure Subcommittee to extend goal 3 above to incorporate bike- and pedestrian-friendly designs into upcoming resurfacing projects. An example is being developed by DVRPC in its [Bike-Friendly Resurfacing Program](#).
9. Engage in additional follow-up with Civic Eye Collaborative on Pedestrian Safety Enforcement Education (PSEE) and Bicycle Safety Enforcement Education (BSEE) for recommendations to update the programs. Updates would include recent innovations in technology, new discussions and attitudes toward equity, and the new Safe Passing Law.