



NJ BPAC General Meeting
May 15, 2025, 9:30 am to 11:30 am
Zoom Online Meeting

Executive Committee:

Elise Bremer- Nei (NJDOT) | Leigh Ann Von Hagen (Rutgers-VTC) | Andrea Lubin (NJTIP) | Cassidy Boulan (DVRPC) | John Boyle (BCGP) | Michael Dannemiller (Middlesex County) | Keith Hamas (NJTPA) | Anne Heasly (Sustainable Jersey) | Debra Kagan (NJBWC) | Loretta Kelly (NJDOH) | Open Position (NJDHS) | Byron Nicholas (Hudson County) | Jessica O'Connor (NJMVC) | Mackenzie Piggott (NJDEP) | Linda Rapacki (RideWise TMA) | Mike Viscardi (NJT) | Michael Rizol (DHTS) | Open Position (Environmental Justice/Equity)

Subcommittee Chairs:

Keith Hamas, Chair, Safety Subcommittee, khamas@njtpa.org,
Michael Dannemiller, Chair, Design & Infrastructure Subcommittee,
michael.dannemiller@co.middlesex.nj.us
Lyndsey Scofield, Chair, Policy Subcommittee, lscofield@jcnj.org

General Meeting Notes:

The meeting began at 9:37 am with **Leigh Ann Von Hagen** welcoming everyone and introducing **Elise Bremer-Nei** to share updates from the New Jersey Department of Transportation on the following topics:

1. **[New Jersey Long Range Transportation Plan](#)**: The 2050 NJLRTP will focus on public and road infrastructure and expanding transportation networks. The Plan will emphasize resiliency, innovation, safety, and mobility, will outline future goals, and will integrate with other policies. The projected release is scheduled for Fall 2025.
2. **New NJDOT Resource Center reports** have either been released or are in progress, including the following:
 - **[Advancing Complete Streets for Neurodivergent Individuals](#)**: A primer that considers research of transportation patterns and barriers experienced by people with Autism Spectrum Disorder and/or developmental or intellectual disabilities. The report advances recommendations to make transportation safer and more inclusive.
 - **[New Jersey Micromobility Guide](#)**: A resource for micromobility users across the state that summarizes the laws, safety best practices, regulations, and tips for users.

- [Low-Cost Pedestrian Safety Countermeasures at Intersections and Crossings](#): A report covering case studies from New Jersey where communities have advanced pedestrian safety through cost-effective measures such as painted curb extensions, bollards, daylighting, ergonomically-designed crosswalks, and looks at successful cases of implementation.
 - [How Can We Better Evaluate Traffic Safety of Children in School Zones?](#): A report that focuses on speed studies and incorporating the safe systems approach.
3. **May 2025 is Bike Month and Walk and Bike to School Month:** Walk and Bike to School month events emphasize the importance of increasing physical activity and encouraging healthy lifestyles as well as address bike and pedestrian safety issues, congestion, and environmental concerns. May 7th was designated Walk and Bike to School Day, but communities are celebrating throughout the month. Governor Murphy has released two proclamations acknowledging this, and more information on events and activities regarding Bike Month and New Jersey Walk and Bike to School Month this May can be found [here](#).
 4. **New Jersey Target Zero Commission:** The Target Zero Commission has been working to develop the Target Zero Action Plan. Rutgers-VTC was asked to convene a [working group](#), coordinate with the commission, and develop the action plan. The commission met on April 14 to establish a working group of agency representatives, subject matter experts, stakeholders, and advocates from across the state. The working group held its first meeting on April 30 and set up its next 5 monthly meetings to meet the deadline for the completion of the action plan by December 2025. The Target Zero Action Plan input form is live and open to the public.
 5. **Complete Streets Policies:**
 - [Haddon Township](#) and [West Orange Township](#) have recently adopted Complete Streets policies. Both policies were adopted as ordinances with model Complete and Green Streets language, and Haddon's policy includes a checklist. New Jersey now has a [total](#) of 182 municipal Complete Streets policies in addition to the 8 county policies in place and New Jersey's statewide policy.
 6. **NJDOT Local Bicycle/Pedestrian Planning Assistance Program Updates:**
 - NJDOT is developing a planning study report of the Route 47/Delsea Drive Corridor in the Borough of Clayton, Gloucester County to address bicycle and pedestrian safety and mobility, primarily in the central business district, along an approximately one-mile-long segment. The report will include a Complete Streets policy, a walkability assessment, and a review process with NJDOT Traffic Engineering.
 - **Collingswood School Travel Plan:** The Borough of Collingswood, Camden County, is developing a School Travel Plan focused on making bike routes to schools safer using field data collection, stakeholder interviews, traffic analysis, and MioVision traffic cameras. The final report is expected to be ready in the fall.
 - **Hackensack, Bergen County Comprehensive Bike Plan:** Hackensack is developing a comprehensive bike plan to identify barriers, needs, and gaps within the current transportation network. The plan will focus on improving bike safety and infrastructure throughout the city. An action plan will be developed afterwards, based on the results.

7. **2025 Strategic Highway Safety Plan:** Work on the 2025 Strategic Highway Safety Plan has begun. The report format is different than that of previous plans, and is following the Safe System Approach principles and objectives to reduce fatalities and serious injuries on roadways.
8. **New Jersey Bicycle and Pedestrian Master Plan:** The master plan was last published in 2016. A new 2026 BPMP update will be developed, and phase 1 is underway to produce a 4th edition. This phase includes data collection and research, evaluation of the success of the 2016 BPMP, review of the latest plans throughout the country, and focus group interviews. The product will be a draft Table of Contents the 2026 plan.
9. **NJDOT Complete Streets Policy:** New Jersey's Complete Streets policy was updated in December 2024, building on the award-winning 2009 policy. The policy has expanded to include individuals with mobility impairments and disabilities, and it also introduces the "Comprehensive Solutions Approach" to address infrastructure needs.

Leigh Ann Von Hagen introduced **Sam Rosenthal, VTC**, who presented the NJ Micromobility Guide:

- The guide was created to improve safety for micromobility users and was released by the New Jersey Bicycle and Pedestrian Resource Center.
- The need for this guide stems from the fact that micromobility is growing in popularity, it provides an alternative to driving which can reduce environmental impacts of vehicle use, and there is a lack of knowledge about micromobility regulations and rules.
- New Jersey passed legislation defining low-speed e-bikes and scooters in 2019, and enacted the Safe Passing Law in 2022.
- The Micromobility Guide will be especially useful in assisting individuals with limited mobility, young people, older people, drivers, road users, eco-conscious residents, law enforcement officers, and planners and policymakers.
- The guide identifies 11 different categories of micromobility devices based on technical or legal differences (Title 39) and includes a 1-page cheat sheet for each category. The guide provides best practices and guidelines for users of each type of device to optimize safety and usability.
- The guide includes regulations on speed limiters and best practices to prevent and reduce the risks of lithium-ion battery fires.
- The guide also shares best practices on micromobility usage on trails, micromobility device parking, and how to travel with devices on transit.

Leigh Ann Von Hagen introduced **Gregory Woltman, VTC**, who provided Target Zero Commission updates:

- Governor Murphy recently signed legislation supporting the program.
- The Target Zero Commission's statewide goal is to eliminate fatalities and serious injuries on New Jersey roads by 2040.
- The commission will coordinate efforts across 10 key state agencies and New Jersey's three metropolitan planning organizations (MPOs).
- Key elements of the Target Zero Commission include:
 - o A Target Zero Action Plan, developed through a data-driven approach

- o A public website and crash data dashboard, including a High Injury Network
 - o An annual commission report, the first of which is anticipated for November 2026
- Internal meetings for commission members, working group member meetings, and public meetings will be held regularly. There are 6 working group meetings planned; the first occurred in April. VTC will coordinate working group meetings and work on the development of an action plan.
- The role of the working group is to collect and review information on existing programs, apply the Safe System Approach to those programs, and report to the Commission. The later working group meetings will focus on drafting the action plan. The action plan will advance the Safe System Approach's six principles.
- County action plans are being completed as well, with High Injury Networks and targeted projections and strategies for county roads. Middlesex and Hudson counties' completed action plans were highlighted. Middlesex County identified 56 action items categorized by the five Safe System Approach objectives, ranked by priority. Hudson County's plan was organized around four major themes: changing the culture of safety, designing and building streets that are safe for everyone, partnering and collaboration, and enhancing transit and active transportation.
- State plans have also been developed. Connecticut's Vision Zero council was formed in 2023 with subcommittees based on the four E's: engineering, enforcement, education, and equity.
- The NJ Action Plan Input Form has been released and is open for BPAC members to provide resources, suggestions, success stories, and any other important considerations.
- VTC will be working on a plan for how to prioritize action items based on the RICE method (Reach, Impact, Confidence, Effort), timeframe (short-, medium-, or long-term action), feasibility (do we have the infrastructure or policy to do this?), and cost (can we do this with limited resources?).
- Questions can be sent to targetzero@rutgers.edu.
- Subcommittee groups will be discussing target zero issues during breakout groups today.

Leigh Ann Von Hagen, VTC, announced that Montclair adopted a new Complete Streets ordinance and has created a new position of Complete Streets Coordinator for the city. The ordinance includes a checklist, an oversight board, and a full-time director position

NJTPA noted that the NJ Micromobility Guide offers insight for users but suggested including information for town officials or managers on how to best accommodate micromobility devices, understand what is required of them, and best practices.

Sam Rosenthal, VTC, noted that future research could include developing a model policy for municipalities or a compilation of best practices and guidance for municipalities and government agencies to legally and safely accommodate micromobility devices.

NJTPA suggested that online webinars, videos, and questionnaires to promote the micromobility guide and provide an easy overview could make this information more accessible to municipalities or law enforcement.

Leigh Ann Von Hagen, VTC, mentioned the Keep Middlesex Moving 2025 E-Micromobility Conference on June 25, 2025 from 8:30am-1:30pm. The event will be at Saint Peter's University Hospital (254 Easton Avenue) in New Brunswick. The registration form can be found here: <https://bit.ly/emicrobimobility>.

NJTPA noted that the Authority submitted a recent grant request to work with municipalities on micromobility issues. The Authority also announced the SAFE Network webinar happening next week that is available to members (<https://njbwc.org/safe/>) and discussed concerns about encouraging safe use rather than just regulating action.

NJTPA will also be involved in an event regarding how to create positive legislation regarding micromobility, aiming to combat the commonly negative or reactive legislation in place that could limit the use of micromobility rather than encourage safe use and shared space. A representative from Jersey City will be speaking on how the city is working around this. The event will be on Wednesday, May 28 at 1pm.

Leigh Ann Von Hagen, VTC, noted that the Target Zero Working Group is trying not to overlap with the Strategic Highway Safety Plan. A big challenge with the Working Group is that there is a short timeline with a deadline for the Action Plan by the end of this year. Thus, crash data and analysis may be omitted since the SHSP is covering this.

Leigh Ann Von Hagen, VTC opened the subcommittee breakout rooms at 10:30am.
(*See subcommittee notes for additional information.*)

Subcommittee participants returned to the general meeting at 11:15. Subcommittee chairs reported back:

Lyndsey Scofield, The City of Jersey City, presented the policy group's discussion, highlighting the importance of daylighting, autonomous vehicle policy, and relevant policy topics.

Keith Hamas, NJTPA presented the safety group's discussion, which covered the importance of including neurodivergent users, issuing surveys to gather public opinion on automated enforcement, education gaps, and better post-crash care. A need for an approach for rural roads was also discussed.

Greg Woltman, Rutgers-VTC presented notes from the design group's discussion, highlighting a need to reduce vehicle speed through traffic calming design and education. Other suggestions included updated signage, increasing fines, and eliminating right-turn-on-red statewide. A need for understanding of road hierarchy, altering the way we respond to crashes (crash response teams), and working with the media to change how we talk about crashes were also discussed.

NJDEP discussed trail development plans from the Green Acres Program. **Mackenzie Piggott, NJDEP**, asked everyone to email her with any thoughts on trails and provided a link for more information on the New Jersey Trails Playbook - <https://dep.nj.gov/greenacres/trails-program-plan/>.

NJBWC asked about crossing guard training and funding.

Elise Bremer-Nei, NJDOT, discussed themes that had arisen from the focus groups conducted for the Bicycle and Pedestrian Master Plan, such as the need to better coordinate between, and designate roles to, different organizations so everyone can “do their piece.” She said several participants indicated that they want the plan to help “connect the dots.” NJDOT noted that doing so requires first making people aware of where the dots are and what they represent.

Leigh Ann Von Hagen, VTC, mentioned a need for inclusion. Transportation looks different for parents of young children, disabled individuals, the LGBTQ+ community, etc. There is no “one size fits all” to improving safety. There are concerns about the equity component of this process and how this could affect federal support.

NJ Transit provided updates on bike stations and lockers. The first 5 pilots in Stage 1 of the bike station program were state-funded. The agency is hoping to get concurrence from the Federal Transit Administration for Stage 2, which will include 12 stations, and it is hoped that federal funding will be secured even though the NEPA process is onerous. Many of the bike stations and lockers being installed will be solar-powered Oonee structures. Link from the chat box: [NJ TRANSIT Bike Lockers and Shelters by Fred Storey](#)

NJBWC noted that the Summit Bike Depot will be operational soon, which will hold around 36 bikes. Users will pay a monthly fee for access.

NJ Transit mentioned that people tend to leave bikes at the Newark Penn Station bike parking stations, and that service or cargo bikes take up a large amount of space, so Oonee pods may not be ideal.

NJBWC noted that many people want a place to store their bikes 24/7, rather than just for a short amount of time, which poses other problems for bike storage facilities.

The City of Jersey City internally kicked off its Transportation Master Plan and will be doing outreach starting this summer. The city will also be updating its Vision Zero Action Plan, along with Hoboken, hopefully starting in late June.

Rutgers-VTC staff mentioned concerns about e-scooter and bike parking overlap, and the differing space needed to park them. E-scooters take up the full space of a bike, but do not necessarily park well, so there may be a need to develop designated parking areas for e-scooters separate from bicycle parking.

The City of Jersey City mentioned that they are starting to look at targeted e-bike delivery parking areas, mostly using existing parking spaces. They are investigating hydraulic parking for e-bikes in Oonee pods to ease the parking crunch and provide user-friendliness, but they acknowledge that there is a need for better scooter parking. Jersey City has not accommodated scooters in their micromobility stations, so this is something they might look into. Oonee has added battery-swapping for parking kiosks as well, which has seen good usage, and builds on the battery safety discussions.

Rutgers-VTC shared the following relevant resources:

- [NYC Charge Safe, Ride Safe](#)
- [School Bicycle Parking Guide](#) for an example of skateboard parking

The meeting ended at 12:00.

Attendees:

- Leigh Ann Von Hagen, Rutgers-VTC
- James Sinclair, Rutgers-VTC
- Samuel Rosenthal, Rutgers-VTC
- Gregory Woltman, Rutgers-VTC
- Elise Bremer-Nei, NJDOT
- Sean Meehan, Rutgers-VTC
- Andrew Olsen, Rutgers-VTC
- Julia Kohn, Rutgers-VTC
- Nikita Soni, Rutgers-VTC
- Hannah Younes, Rutgers-VTC
- Keith Hamas, NJTPA
- Lyndsey Scofield, Jersey City
- Michael Dannemiller, Middlesex County
- Dennis Davidson
- Tiffany Robinson, NJBWC
- Alan Huff, FHWA-NJ
- Andrew Lappitt, Michael Baker International
- Astha Negi, Middlesex County
- Charles Romanow, WSP
- Jelena Lasko, NJDOT
- Chris Townley, GMTMA
- John Wheeler
- Linda Rapacki, Ridewise
- Liza Betz, Union County
- Paul Mickiewicz, NJBWC
- Bettina Zimmy, NV5
- Omeed Rahin, Avenues in Motion
- Hailey Anilonis, NJDOT
- David Verdia, NV5
- Mackenzie Piggott, NJDEP
- Pritesh Prajapati, NJDOT
- Simon Nwachukwu, NJDOT
- Mike Viscardi, NJ TRANSIT
- Loresa Daniel, NJDHTS
- Tom Houck, NJDOT
- Danielle Baer, Urban Engineers
- Kenneth Weeden, Somerset County
- Mohammad Islam, NJDOT
- Polli Schildge, Asbury Park Complete Streets
- Ramond Joseph, NJ DCA
- Joseph Milanese, Dewberry
- Elizabeth Ward, NV5
- Debra Kagan, NJBWC
- Jack Molenaar, Middlesex County
- Jessica Johnson, Avenues in Motion
- Deanna Stockton, Princeton
- Joe Rapp, NJDOT
- James Bonanno, Asbury Park
- Thomas DiBiase, Michael Baker International
- Linnea Goderstad, Cambridge Systematics
- Mike Manzella, Jersey City
- Anya Saretzky, Cross County Connection
- Katrina Budischak, McCormick Taylor
- Peter Bilton, NJTPA
- Denise Nickel, Middlesex County
- Janice Marino-Doyle, NJDOT
- Syd Chan, Newark Traffic Safety Coalition
- Michael Russo, McCormick Taylor
- Samantha DeAndrea, Somerset County
- Zeke Weston, NJ Future
- Christopher Paige, FHWA
- Jen Farris, DVRPC
- Emily La Polla, Avenues in Motion
- Dorothy McCullum
- Jonathan Eagle, Somerset County
- John Niesz, Bayonne School District
- Ningning Xie, Rutgers
- Ayla Schermer, Bike JC
- Kamal Saleh, Union County