



**BPAC Policy Subcommittee Meeting
May 15, 2025 10:30 am to 11:10 am
Online Zoom Meeting**

Attendance:

- Joe Rapp, NJDOT
- Peter Bilton, NJTPA
- Debra Kagan, NJBWC
- Ningning Xie, Rutgers
- Omeed Rahin, Avenues in Motion TMA
- Paul Mickiewicz, NJBWC
- Ayla Schermer, Bike JC
- Leigh Ann Von Hagen, VTC
- Hailey Anilonis, NJDOT
- Zeke Weston, New Jersey Future
- Simon Nwachukwu, NJDOT
- Jack Molenaar, Middlesex County Transportation
- Dennis Davidson
- Lyndsey Scofield, City of Jersey City

Meeting Notes:

1. Target Zero Action Plan Discussion

- The group discussed the need for improved education on what individuals should do during highway collisions or breakdowns, such as whether to stay in their vehicles.
- Several organizations emphasized the importance of speed management, recommending tools such as automated enforcement, standardized speed limits in high-density areas, and pushback on the 85th percentile standard.
- Intelligent speed assistance technology was highlighted as a promising solution, with references to recent webinars from Virginia and New York shared as resources.
- State, county, and municipal fleets were encouraged to adopt crash-reduction technologies including mirrors, cameras, and guards.

- The use of feedback from emergency services was considered valuable for supporting education on speed management.
- Suggestions were made to code emergency calls by urgency to allow for slower response speeds when appropriate, reducing crashes involving emergency vehicles.

2. Speed Management and Roadway Design

- A proactive design approach was recommended, focusing on speed and volume targets rather than reactive responses to existing conditions.
- The group suggested prioritizing safety over throughput in bus stop design.
- The need for clear policies on autonomous vehicle regulation at the municipal level was identified.
- Participants supported shared travel modes over single-occupancy vehicle use.

3. Electric Vehicles and Vehicle Safety

- Concerns were raised about the weight and acceleration capacity of electric vehicles and their potential impact on crash survivability.
- The group proposed tracking these factors through crash reports, especially in high-volume pedestrian areas such as churches and other major trip generators.

4. Legislation and Policy Updates

- Education initiatives around the Safe Passing Law were discussed, focusing on informing drivers of legal passing distances when overtaking cyclists.
- Universal daylighting and other proven countermeasures were identified as effective means to reduce crash risk.
- The group discussed legislation updates such as increasing consequences for repeat offenders (e.g., super speeder laws) while avoiding the criminalization of minor infractions.
- Integrating mental health support and peer influence strategies into policy approaches was suggested.

5. Coordination Between State and Local Plans

- Participants raised questions about how local action plans can align with or influence policies for state-owned roads, especially concerning speed limits.
- Opportunities to coordinate state policies with locally led Vision Zero plans were discussed.

6. Design Standards and Access Management

- Updates to desirable typical roadway cross-sections and NJDOT's access management code were suggested.
- The need for consistent, universal lighting standards was highlighted.
- Proposed updates to the Municipal Land Use Law (MLUL) were mentioned.

7. 2025 Subcommittee Goals and Priorities

- The group emphasized the need to prioritize RSIS reforms.
- Frustration was expressed about the impacts of parking minimums on land use, transportation choice, and housing affordability.
- Education on how parking policies influence active transportation was seen as a key strategy.
- A case study from San Francisco was referenced, illustrating how removing bundled parking in housing lotteries led to reduced vehicle ownership.

- Participants explored how to approach e-bike and micromobility legislation in a supportive, rather than prohibitive, manner.
- Narrowing roadway widths and implementing road diets were supported as strategies to reduce vehicle speeds.
- The 85th percentile rule and MUTCD updates were discussed.
- Clarification was provided on the limitations of using speed humps on roads with more than 3,000 vehicles per day, unless NJDOT Commissioner approval is granted.
- Successful municipal ordinances that address micromobility were suggested as models for wider adoption.
- Better utilization of public road space was a recurring theme, with road diets proposed as a means to achieve safer and more equitable streets.