



BPAC Safety Subcommittee Meeting
September 10 2025 10:30 am to 11:10 am
Online Zoom Meeting

Attendance (in chat):

- **Peter Bilton (chair), NJTPA**
- Tamira Chambliss, DHWTS
- Laura Cerutti, DHWTS
- Liza Betz, Union County
- Paul Mickiewicz, NJBWC
- Hannah Younes, Rutgers-VTC
- Bobby Johnson, Rutgers-VTC
- Mrudhula Sai Boppey, Rutgers-VTC
- Sarina Praseedom, NV5
- William Riviere, EZ Ride
- Linda Rapacki, Ridewise
- Loretta Kelly, NJDOH
- Andres Holzmann, Passaic County
Department of Planning and Economic
Development
- Anne Heasley, Sustainable Jersey
- Jen Farris, DVRCP
- Jenna Monaghan,
- Joseph Milanese, Dewberry
- Kathleen Ebert, Greater Mercer TMA

Agenda:

- 1. Topic Discussions**
 - a. School Zone Safety Presentation (Hannah Younes)**
 - b. Updates on topics from past subcommittee meetings**

Meeting Notes:

- **Hannah Younes (VTC)** gave a presentation on **School Zone Safety**.
 - **NJBWC** asked if there have been any speed studies to see the changes in speed when new pavement has been installed.
 - Hannah responded that she would look into this.
 - **Department of Highway Traffic Safety** asked if implementing a bike lane was possible on higher speed roads.
 - **Hannah answered:** Yes, bike lanes are a proven countermeasure to lower vehicle speeds and make the roadway safer.
 - **Union County** asked if sidewalks were installed on both sides of a roadway, would this make a difference in the speed of traffic? Or is a change on the road itself needed to create a change in vehicle speeds?
 - **Hannah Answered:** A change on the roadway itself is needed (road narrowing, adding a bike lane would be more effective).
 - **NJTPA** commented that “Safer Roads Safer Speeds” addresses physical changes to the road to address speeds and road safety. More attention is needed among the funding agencies to determine the needs of communities.
 - **NJBWC** said it is understandable that communities with no sidewalks would see the implementation of a sidewalk as the greatest need/first priority.
 - **NJTPA** asked if all these safe routes to school projects federally funded?
 - **Hannah Answered:** Most, except for the roundabout and the Jersey City Bike Lane. Very few SRTS projects are looking at traffic calming.
 - **NJTPA** commented that the types of safety interventions need to consider the perspective of the residents.
 - The interventions need to meet local goals, project goals.
 - **NJBWC** asked if NJTPA has done before-and-after comparisons of the Complete Streets Technical Assistance program?
 - **NJTPA** answered that opportunity is coming soon. The recommendations made from the CSTA are either small changes or big changes that are going to take time to implement.
 - **Sustainable Jersey** commented that last year there was an attempt to reach out to municipalities on the status of implementation of the recommendations made. Getting responses back has been difficult.
 - **Hannah** commented that the data used is from RITUS. Rowan University has access to it. For retroactive data, if we know the street name, we may be able to see the before and after with speeds.
 - **NJTPA** stated that this data is aggregated data, not observed speed data. The MPOs have started to use this data.
 - **Hannah** commented that in the focus group, engineers voiced concerns about legislative hurdles (speed humps, etc.). There are also requirements for the average daily traffic that might not be needed anymore. Updates to the legislation are needed.

- **NJTPA** asked if these are state laws.
 - **Hannah** answered that yes they are, Target Zero Action Plan has some action items related to this.
 - **Union County asked:** Has there been any examination at the difference in crash data from before and after implementation of a project.
 - **Hannah** answered that drawing a conclusion on this could be difficult because the data is sporadic.
 - **NJTPA** asked if members have updates on any of their projects
 - **Hannah:** NJ Policy Lab is doing a project to look at the power of e-bikes. As part of the project looking at participants in a survey on e-bikes. Link here: <https://lnkd.in/e9Cy2bB2>
 - The survey looks at:
 - If you use an e-bike how the access to an e-bike effects your daily life and well-being.
 - If you do not have an e-bike, would an e-bike rebate make you more likely to get an e-bike and what are some barriers holding people back from getting an e-bike.
 - **NJBWC:** There is a good online training for e-bike riding targeted at teenagers. Law enforcement is interested in this option.
 - The training strategy is to target parents to be more familiar with the types of bikes they are buying their children. Incorporate local schools, law enforcement. Provide strategies to how parents can monitor a teen rider. The topic will be the subject of the **Safe Network Webinar on 9/30.**
 - **Ridewise:** The youth riding e-bikes is surprising given the cost of the e-bikes. Ridership among middle schoolers has increased. There are safety concerns (unsafe riding habits, no helmets).
 - **NJBWC:** Surprised at how easy it is to modify e-bikes, that is a factor in unsafe riding habits.
 - **Union County:** the media has alerted people of e-bikes that are actually motorcycles since they have no pedals. There are no protective devices on these riders. Not enough knowledge about the difference between an e-bike and a motorcycle.
 - **Union County Asked:** Is there a warning for when you go to purchase? There is very little information offered to the buyers on the dangers of the devices.
 - **Hannah responded:** NJ policy lab is looking into this as a part of the study. About half of the states require a training video as part of the e-bike rebate program. A lot of states do not have any training/safety education requirements.
 - Have not looked at e-bike injuries among children, only 18+ ones.

- Link to study:
<https://www.sciencedirect.com/science/article/pii/S2950105925000051>
- **NJBWC:** Feels like there will be municipal action against e-bikes, given the angst. There needs to be education on e-bikes.
 - **Union County commented:** There is a struggle with regulating e-bikes. Addressing what residents want, what is a popular device among children, and keeping roadways safe.
 - **NJTPA Commented:** It is not just a local issue, it needs to be addressed at all levels of government.
- **DHWTS Commented:** When DHWTS attends the statewide traffic officers meeting, this is discussed every month, and e-bike safety is a multi-layered issue. It is happening at the local level with municipal ordinances. People will go to the schools, have conversations about safety on e-bikes.
 - The Brain Injury Alliance is a great starting point when looking for resources on e-bikes.

2024 Safety Subcommittee Goals

The following goals are to be continued from the previous year, see [BPAC 2023 Year-in-Review Report for 2024](#):

1. Determine action items that can support Strategic Highway Safety Plan actions.
 - a. Coordinate with New Jersey Transit on bicycle and pedestrian integration and bus stop safety.
 - b. Review existing school zone speed enforcement programs and develop recommendations for New Jersey - led by Mike Morris, NJDHTS
 - c. Develop guidance for the implementation of a comprehensive traffic safety curriculum in NJ elementary schools - led by Tara Shepherd, goHunterdon
 - d. Continued and more comprehensive reporting of existing actions in NJ SHSP
2. Identify ways to create a unified State, county, and local road safety and maintenance reporting system.
 - a. A need for more specific actions and guidance
3. Determine how best to support Zero Deaths Initiatives throughout the state.

The following are new goals to be initiated by the Safety Subcommittee in 2024

4. Host discussions or presentations on the following topics during BPAC subcommittee meetings or as general meeting topics, when appropriate:
 - a. Connections between bike lanes and other facilities across jurisdictional boundaries
 - b. Left and right turning phases through crosswalks during a pedestrian phase, and the use of leading pedestrian intervals (LPIs) and other countermeasures to increase safety at intersection, in coordination with with the other BPAC subcommittees
 - c. Best practices for e-bikes and e-scooters and what challenges to consider, in particular e-micromobility battery fires and methods for prevention, in coordination with the Policy Subcommittee
 - d. Automated Speed Enforcement or Right on Red Restrictions, in coordination with the Policy Subcommittee
 - e. Trail crossing design guidelines
5. Facilitate coordination between counties and municipalities in the state as they develop their Comprehensive Safety Action Plans through various programs. (ongoing, many CSAPs are in progress, some going to public outreach phases in 2025)
6. Provide updates and challenges to education campaigns in the state.
7. Provide updates on different safety programs and projects in South Jersey.