



BPAC Policy Subcommittee Meeting
February 18, 2026 10:15 am to 11:10 am
Online Zoom Meeting

Attendance:

- **Lyndsey Scofield (Chair), City of Jersey City**
- Leigh Ann Von Hagen, VTC
- Elise Bremer-Nei, NJDOT
- John Boyle, BCGP
- Andrea Lubin, VTC
- Analise Draghi, VTC
- David Guinan, NJSP
- Emmanuelle Morgen, Hudson County Complete Streets
- Erik DeLine, Borough of Glen Ridge
- Felix Ban, NJDOT
- Gary Kahn, NJMVC
- Hailey Anilonis, NJDOT
- Jenifer Marandino, SJTPO
- Joe Rapp, NJDOT
- John Mullen
- John Wenz, NJ Human Relations Advisory Council
- Michael Elling, Deep-Cycle Transit Solutions
- Michael Rizol, NJDHTS
- Paul Mickiewicz, NJBWC
- Tim Evans, NJ Future
- Trevor Howard, City of Newark

Agenda:

- New Legislation (E-bikes & more)

Meeting Notes:

1. Speed Humps

- **Lyndsey Scofield (Jersey City)** began the conversation with new speed hump legislation.
 - This legislation, an amended section 2 of P.L.2004, c.1073 (N.J.S.A. 39:4-8.10), was passed in December and increases the threshold from 3,000 to fewer than 4,000 vehicles per day for flat-top speed tables with a minimum flat-top length of 10 feet without approval from NJDOT.
 - She asked if participants would like to see the threshold increased.
- **Leigh Ann Von Hagen (VTC)** asked if anyone knew where the 4,000 vehicles per day threshold came from, and why it is applied to this one specific type of speed hump. She

- noted that other states and cities have their own thresholds — there isn't one standard — so there is variation between states and cities.
- She also noted that Title 39 comes into play when placing speed humps in school zones.
 - Speed humps and traffic calming are included in the Target Zero Action Plan as a topic to address.
- **NJBWC** stated that they're frustrated by the push back from emergency responders that heavily influences elected officials even when residents call for slower travel speeds.
 - **Lyndsey Scofield (Jersey City)** asked if the Target Zero action regarding revisiting speed hump standards will come from NJDOT studies, or if it will come from a specific legislator or organization.
 - **Leigh Ann Von Hagen (VTC)** answered that now that the action is in the Target Zero Action Plan, the study could come from support from the Target Zero Commission.
 - **Leigh Ann Von Hagen (VTC)** noted that some municipalities in New Jersey are comfortable implementing speed humps, and others are not. It depends on how they view engineering flexibility and judgement. Many municipalities avoid speed humps because of the Title 39 threshold.
 - **City of Newark** stated that Newark has too many speed humps, becoming ineffective.
 - **Lyndsey Scofield (Jersey City)** also noted that Jersey City has a lot of speed humps on side streets. On main, high injury network streets, raised crosswalks and raised intersections are not implemented because they fall under the Title 39 regulations by acting as speed humps. This applies constraints when implementing a grant project. In certain locations, the City has been able to implement a raised intersection on a high-volume roadway due to engineering judgement and local context.
 - Jersey City has also considered alternative designs that allow emergency vehicles to pass through speed humps.
 - **City of Newark** noted disparity between what the federal government wants to do, what the state wants to do, and what local jurisdictions want to do when it comes to funding and projects.
 - **Leigh Ann Von Hagen (VTC)** agreed that there is some messaging from the federal government that urges people not to obstruct the free flow of motor vehicles with their projects. She acknowledged that there is a lot of confusion on every level.
 - **SJTPO** shared that the City of Vineland had one of the first federal SS4A implementation grants for a road diet. They had to change their scope, amend their agreement with USDOT and pull back on much of their plans for the road diet.
 - **NJBWC** called back to his earlier question of whether there is a "lite" version of these Complete Street Technical Assistance projects or municipal Bike/Ped Master Plan elements that can affect more towns, rather than a full plan that requires all the planning work of implementation. Could they highlight easy, inexpensive things that several towns can implement?

- **Leigh Ann Von Hagen (VTC)** asked if **NJBWC** was looking for an overall checklist of things that municipalities should be able to do without a complex plan. She noted that full plans are valuable because they include community outreach and feedback.

2. Recent legislation

- **Leigh Ann Von Hagen** provided an overview of bills that have been introduced or re-introduced in the 2026 legislative session. They can be found here: <https://legiscan.com/>. These include:
 - **Bill A1538, E-bike Classification and Regulation.** This reclassifies certain regulations for electric bicycles, motorized bicycles, storage batteries, and charging systems.
 - **Bill A285, Education and Speed Limit.** This directs the MVC to establish public information campaigns concerning certain motorized vehicles and establishes a 15-mph speed limit for motorized bicycles, e-bikes, and e-scooters.
 - **Bill A426, Helmets.** This requires the use of helmets when operating or riding e-bikes or e-scooters.
 - **Bill A495, Batteries, Sale and Education.** This prohibits the sale of certain lithium-ion devices, establishes restrictions on the sale, lease, or rental of certain bicycles and scooters, and creates fire risk awareness campaigns.
 - **Bill A1612, Law Enforcement.** This concerns interactions between law enforcement officers and juveniles.
 - **Bill A3109, Safety Education.** This requires the DHTS to conduct public awareness campaigns regarding bicycle and pedestrian safety.
 - **Bill A777, Examination Accommodations.** This requires MVC to provide reasonable accommodations to persons with disabilities during certain knowledge examinations.
 - **Bill A2104, Helmets.** This requires helmets while operating bicycles, scooters, or motorized scooters, no matter the age of the rider.
 - **Bill A3697, Registration, Insurance and Safety Training.** This requires low-speed electric scooters to be insured and registered with MVC and requires MVC to develop safety training modules for registration.
 - **Bill A1539, Student Education.** This requires public school instruction on pedestrian, cycling, and motor vehicle safety.
 - **Bill A2093, Registration and Insurance.** This requires low-speed electric bicycles and scooters to be registered with MVC and insured. There is no license requirement for low-speed e-bikes or e-scooters. It establishes that low-speed e-bikes can be two- or three-wheeled.
- **NJBWC** noted that there are groups that are looking to find common ground on what everyone wants to see. They also noted a push from disability activists to include e-trikes on the e-bike bill.
 - **Leigh Ann Von Hagen (VTC)** noted concern from the disability community and seniors on e-trikes. Since e-trikes do not currently fit anywhere in the legislation, people are confused about registration and licensing.

- **Deep-Cycle Transit Solutions** noted that many of the e-bike problems we have today are a result of a lack of common sense. The three-class system was developed over 20 years ago. He believes the system is outdated now and we should revisit and simplify it by focusing on the throttle, the level at which power assist cuts off, and motor wattage and power.
 - **Lyndsey Scofield (Jersey City)** asked if **Deep-Cycle** meant that this should be approached at a national level.
 - **Deep-Cycle** clarified that he wants New Jersey along with a few other states to move to a one-class system.
- **John Boyle (BCGP)** noted that surrounding states have acted. He brought up Connecticut, which preserved its 3-class system. He thinks that this is a federal question and can't be answered at the state level due to the cross-jurisdictional nature of transportation. It will take a huge amount of reform to get everybody on board. It is a problem of manufacturers finding loopholes in the law.
- **Mike Rizol (NJDHHS)** closed with saying that as soon as he gets e-bike guidance from MVC, he will provide it.