



**BPAC Policy Subcommittee Meeting
December 4, 2024 10:15 am to 11:10 am
Online Zoom Meeting**

Attendance (in chat):

- Lyndsey Scofield (Chair), City of Jersey City
- Sofia Barandiaran, East Coast Greenway
- Peter Bilton, NJTPA
- John Boyle, Bicycle Coalition of Greater Philadelphia
- Joe Carey
- Daniel Cohen, UL Standards
- Corey Hannigan, Tri-State Transportation Campaign
- Debra Kagan, New Jersey Bicycle and Walk Coalition
- Julia Kohn, Rutgers-VTC
- Andrea Lubin, Rutgers-VTC
- Erlea Maldonado, EZRide
- Mike Manzella, City of Jersey City
- Paul Mickiewicz, NJBWC
- Mackenzie Piggott, NJDEP
- Tiffany Robinson, NJBWC
- Chris Townley, Greater Mercer TMA
- Leigh Ann Von Hagen, Rutgers-VTC

Agenda:

- **Topic Discussions**
- **Residential Site Improvement Standards (RSIS)**
- **Micromobility**
- **Legislation Updates**

Meeting Notes:

- **RSIS**
 - Committee members discussed advancements and updates being available by the end of 2025 with assistance from VTC.
- **Micromobility**
 - The Bicycle and Pedestrian Resource Center, funded by NJDOT, is currently developing a Micromobility Guide for New Jersey and model language for municipal micromobility

ordinances is intended to be a part of the guide. Updates: more legislation is being brought forth.

- It was noted that the micromobility guide will be released later than originally intended due to new information and visuals, likely in winter/spring 2025.
- It was noted that Part B to the micromobility guide will be a model municipal policy. Input from the Policy Subcommittee would be helpful when it's approved to share a draft.
- Questions were raised about how to properly convey safety guidelines for micromobility users to ensure battery and charger safety, and how to help retailers provide accessible information for users.
- A section in the guide regarding battery fires is in the process of being approved.
 - A blog article on the topic is here, [Preventing Lithium-Ion Battery Fires: Tips for Micromobility Safety](#)
- A participant asked whether or not physical copies of the micromobility guide will be available. It was discussed that while there are no plans for printing yet, there are conversations about doing this.
- It was asked if the guide will be dynamic and be updated as legislation changes, and it was noted that this will be discussed.
- It was asked if there are any statewide standards for micromobility use, and was then noted that NY was the first to pass one, followed by CA a month or two ago.
- A concern was raised about how some areas in southern NJ want to ban micromobility due to speeding concerns, including banning them from being used in parks. Concerns were also raised about how micromobility bans tend to spread easily. A participant asked if there are plans for organizations to speak with people at the city and state levels to discuss speed safety laws or classifications instead of bans.
- It was suggested that micromobility advocates are focusing more on battery and charging safety, but that there is a concern for bans. A committee member noted that battery safety will also work to reduce incidents and make micromobility safer overall, which could prevent bans.
- Members discussed dorm and apartment building bans for e-bikes in NYC and NJ. It was noted that people cannot be prevented from bringing their bikes into their own apartments, so banning them entirely can become a legal issue.
 - A member noted an interesting wrinkle in NYC: there is a city law that forces landlords and co-op boards to allow residents to bring their bikes inside. Legally, class 1 e-bikes are considered "bicycles," so there is an ongoing legal case fighting these emerging apartment e-bike bans. It was discussed that this may be worth considering in NJ cities.
- Concerns about bans due to equity were also mentioned, because bans could prevent people who rely on micromobility from using them if they are banned because of people who are less reliant on micromobility charging or using them improperly.
- Concerns were raised about people buying less safe batteries because of cheaper prices, and how restricting where people can charge or store micromobility (such as banning

them from apartments, causing them to have to pay to store elsewhere) may cause them to buy cheaper batteries.

- It was discussed that a lot of bans are reactive ordinances, and sometimes university policy issues. Participants said that there is a need for positive policies without resorting to bans right after an incident happens.
- It was noted that there have been concerns about micromobility user speeding and conflicts with e-bikes and pedestrians, and bans happening due to conflicts.
 - One participant suggested that a street design guide for e-bike and pedestrian safety regarding speed/conflicts between the two would be useful to encourage safe interactions.
- Committee members discussed that micromobility concerns from the public are often based on misunderstanding. Advocates should help policymakers understand the nuances of the state law.
- Committee members talked about having a task force to improve micromobility safety from a design perspective, and finding ways to change the narrative and get in the room with policymakers to voice their concerns.
- It was discussed that there is a “fear of e-bikes”, and that people are scared of their neighbors having e-bikes including encroaching on shared space.
- A participant stated that vehicle-neutral laws with speed limits would be easier to administer and regulate compared to class-based bans on shared use paths.
- Rider education was mentioned, and how quality of rider education on safety can play a role in rider behavior.
- Members discussed a JC e-bike safety quiz that was created for commercial drivers, and might be brought to a statewide phone app.
- Concerns were brought up about language barriers, and how many delivery drivers do not speak English, and so a micromobility safety guide would need to be in many languages (Spanish, Arabic, Creole).
- Resources linked by committee members:
 - <https://bicyclecoalition.org/questions-and-answers-about-electric-assist-bikes/>
 - NYC e bike charging station: [NYC DOT’s Public E-Bike Charging Pilot Has Been Highly Successful Over Its First Five Months](#)
 - Case study: [The New York City Council - File #: Int 0060-2024](#)
 - Case study: [The New York City Council - File #: T2024-2788](#)
 - Case study: [E-Bike Safety Campaign — Colorado Department of Transportation](#)
 - Next week NYC - require license and reg, ban in parks: [The New York City Council - File #: Int 0606-2024](#) [The New York City Council - File #: Int 0060-2024](#)
 - [The New York City Council - File #: T2024-2788](#)

- **Legislation Updates**

- Target Zero Commission Bill

- It was noted that new amendments have been proposed. The bill passed the Assembly twice. A participant mentioned that there is meeting to discuss this on Thurs (12/5) at 4pm that other members can attend.
 - Automated Speed Cameras in School Zones bill draft
 - Sen Stack is interested in a bill that would enable school zone speed camera pilot projects. Committee members discussed that it is hoped that we can learn from red light camera mistakes in the past regarding this draft. Automatic Speed Cameras are an FHWA Proven Safety Countermeasure.
 - Advocates for this bill are building on proven effectiveness throughout the US, mainly NY and CA.
 - It was noted that there is a bipartisan bill in Senate calling for a DOT and DHTS organized public education campaigns around NJ's safe passing law.

Potential Topics for 2025

- Residential Site Improvement Standards
 - Multiple committee members said that it is important to prioritize RSIS.
 - Disappointment over parking minimums and the negative impacts of them on other systems were discussed.
 - It was suggested that it is crucial to promote education about how parking minimum requirements impact active transportation as well as housing and street usage.
 - An article was mentioned: "How Much Is Enough? Parking Usage in New Jersey Rental Units: Results from a Survey of Developers, Owners and Managers"

<https://realestate.business.rutgers.edu/sites/default/files/media/documents/Rutgers%20Center%20for%20Real%20Estate%20Parking%20White%20Paper%20September%202023.pdf>
- E-bike and micromobility safety policy
 - It was suggested that discussion continue about encouraging positive legislation regarding micromobility use and regulation.
- Safe System Approach and Safe Speeds: how to encourage better infrastructure to slow motor vehicle speeds.
 - It was suggested that roadway width be part of the safe speed discussion. For example, how narrow roadways reduce speed, or add bike lanes or other infrastructure to narrow roadways.
 - There is interest in case studies of towns that lowered speed limits to 25 mph (Cape May, Hoboken, Montclair). It was suggested that the committee review what can be learned from ordinance adoption for lowering speed limits.
- Members suggested discussing the 85th Percentile & new MUTCD.
- Member suggested discussing the NJ regulation about speed humps and 3,000 AADT.

- Raised intersections (speed humps) are not permitted on roadways with volumes greater than 3,000 vehicles per day without commissioner approval: “Pursuant to the provisions of section 3 of P.L.2004, c.107 (C.39:4-8.11), a municipality or county may, without the approval of the commissioner, construct traffic calming measures where appropriate, which may include, but are not limited to, speed humps on streets under municipal or county jurisdiction with a posted speed of 30 mph or less and which have fewer than 3,000 vehicles per day when any road construction project or repair of a street set forth in this subsection is undertaken and located within 500 feet of that street is a school or any property used for school purposes.”