



BPAC Safety Subcommittee Meeting
December 04, 2024 10:10 am to 11:05 am
Online Zoom Meeting

Attendance:

- Keith Hamas (chair), NJTPA
- Greg Woltman, Rutgers-VTC
- Elise Bremer-Nej, NJDOT-BSBPP
- Ranjit Walia, Civic Eye Collaborative
- Jennifer Bradley, UL Standards
- Robert Johnson, Rutgers-VTC
- Anne Heasly, Sustainable Jersey
- Jill Shah, City of Jersey City
- Jonathan Eagle, Somerset County
- Kenneth Wedeen, Somerset County
- Linda Rapacki, Ridewise TMA
- Loretta Kelly, NJ Department of Health
- Simran Riar, NJ Department of Consumer Affairs
- Ward Kradjel
- William Riviere, NJDOT-BSBPP
- Syd Chan, Enovate
- Peter Kremer, Michael Baker International
- Liza Betz, Union County
- Laura Cerutti, Avenues in Motion TMA
- Katie Law, BIANJ
- Jenna Monaghan, SJTPO
- Sean Meehan, Rutgers-VTC
- Jon Dugan, Rutgers-VTC
- Greg Woltman, Rutgers-VTC
- Erica Henderson-Smith, Civic Eye Collaborative

Agenda:

1. Topic Discussions

1. Ranjit Walia of Civic Eye Collaborative provided an overview of Pedestrian and Bicycle Safety Education and Enforcement Programs (PSEE and BSEE) in New Jersey

○ **History of PSEE in New Jersey:**

- 2007-2008: A pilot was carried out in South Orange and shown to improve vehicle yielding rates.
- 2009-2010: Program developed a regional "train-the-trainer" workshops and saw a formalization of PSEE into statewide programs; furthermore, NJ DHTS authorized PSEE operations as eligible for pedestrian safety grants.

- 2011-2012: Civic Eye produced the PSEE roll call training film, and a Safety roundtable was created to discuss the program. There were four regional workshops conducted.
 - 2013-2021: This period consisted of occasional, ad-hoc trainings.
 - 2022: There was one training conducted in Edison, NJ, from which Civic Eye developed a program analysis report.
 - **History of BSEE in New Jersey:**
 - 2014-2015: A working group was formed to explore BSEE and research existing programs for application in New Jersey.
 - 2016-2017: The BSEE program saw the launch and analysis of a Bike Safety survey for law enforcement and developed a connection with C3FT manufacturer. Furthermore, Civic Eye researched and documented BSEE approaches being carried out nationally.
 - 2018: BSEE training materials were developed, pilot programs were implemented, and lessons learned were documented.
 - 2019-2021: Civic Eye revised and improved BSEE resources to reflected new laws.
 - 2022: A BSEE roundtable was conducted.
 - **PSEE Program Analysis, Efficacy, Needs:** The PSEE program is easy to implement, effective, and highly visible. When executed correctly, it can change behavior, educate the public, and provide law enforcement with a new perspective. It offers an opportunity for police officers to engage in positive community policing and collaborate with advocates. Additionally, the program has synergies with other programs and campaigns, amplifying its overall impact.
 - **BSEE Program Analysis, Efficacy, Benefits, Needs:** The BSEE program is still in its pilot phase but shares many of the benefits of PSEE, such as enhancing safety. The next step would be to formalize the pilot program, which will allow it to advance into a regular offering in New Jersey.
 - **Draft Program Recommendations:** Training should be integrated with existing programs and cross-marketed with complementary initiatives. Virtual classroom training and independent modules for in-depth study are recommended. An official program home and training manual should be developed, with training for planners, engineers, and non-enforcement personnel. Certifications should be created, and both law enforcement and non-enforcement personnel should offer low-cost community recommendations. Marketing efforts should be improved, including training for vulnerable users. Data analysis and evaluation are needed, and forfeiture funds can be used for equipment. Consistent, adequate funding must be secured for long-term program success.
2. **Programmatic Discussion:**
- Programs are ad-hoc with no regional training or centralized resource. There's a need to define how these programs should run.

- There has been no long-term study due to limited funding. PSEE operations, conducted in various community locations, showed that yield-to-pedestrian rates improved with ongoing operations. Continuous enforcement and public/media awareness contributed to better results.
 - The program should be explained to advocates and law enforcement, potentially through a presentation at a walk/bike conference.
 - Funding roles need clarification, especially the involvement of NJDOT and the Division of Highway Traffic Safety.
 - A poll showed 7 out of 7 participants agreed that PSEE and BSEE are valuable in creating a culture of safety.
 - A poll of 11 participants agreed that PSEE and BSEE should have standardized implementation.
 - Another poll revealed 11 participants saw potential for PSEE and BSEE to be more integrated into broader safety campaigns, with 1 unsure.
3. **Safety Subcommittee 2024 Accomplishments:** The BPAC Safety Subcommittee has discussed, disseminated, and advanced resources related to the following topics:
- NJTPA’s new Level of Bicycle Comfort Mapping Tool
 - NJDOT’s potential project to develop a New Jersey Trail Crossing Guidebook
 - Jersey City’s Vision Zero plan
 - NJ Bike & Walk Coalition’s new SAFE Network
 - NJTPA Complete Streets Technical Assistance program
 - Brain Injury Alliance’s Title 39 trainings
 - NJ Zero Death Initiatives
 - Unified Road Safety and Maintenance Reporting System
 - Low-Cost Pedestrian Safety Countermeasures
 - Life-Saving Lighting
 - Transit Equity SHSP action
 - Enhanced Pedestrian and Bicycle Safety Enforcement Training Materials
4. **Safety Subcommittee 2025 Goals:** The draft subcommittee goals are mostly continued efforts from the 2024 safety subcommittee goals, and are as follows:
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.
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 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.