



**BPAC Design & Infrastructure Subcommittee Meeting
May 17, 2023 10:10 am to 11:00 am
Online Zoom Meeting**

Attendees:

Mike Dannemiller, Sean Meehan, Thom Stead, Simone Gore, Sam Rosenthal, Denise Nickel, Elise Bremer-Nei, Mackenzie Piggot, Tom DiBiase, Michael Manzella, Emmanuelle Morgen, Anne Heasley, Keith Hamas, Howard Kradjel, Danielle Baer, Cassidy Boulan, Celeste Alsina, Daniel Granato, David Verdia, Denise Nickel, Endjie Ulysse, Hailey Graf, Jim Hunt, Joe Rapp, John Wheeler, Julia Flath, Lindsey Sigmund, Michael Popovech, Michael Viscardi, Mohammad Islam, Nazhat Aboobaker

Meeting Notes:

- 1. Presentation by Sam Rosenthal on developing a micromobility regulations and classifications guide for New Jersey residents; slides available [here](#).**

Conversation was opened for feedback on what attendees thought could be changed or added to the guide:

- In an attempt to amend the Safe Passing Law, micromobility modes of transportation are being relabeled as “Personal Conveyances.” Additionally, there is confusion over what constitutes a class 3 versus a class 2 or class 1 e-bike. The situation is more perplexing since New Jersey law differs from that of other states and bike shops are not making buyers aware of the laws. Providing a guide to bike shops and riders regarding the rules would be beneficial.
- Scooters have gained a reputation as “nuisances” in some towns due to poor organization of dockless vehicles. Scooters are left on sidewalks and curbs and are not returned to locations with high demand. Asbury Park has effectively addressed this through financial incentives to riders to leave scooters in designated parking areas and requirements that scooter providers redistribute and recharge the vehicles. This should be highlighted as a positive case study in the guide.
- Best practices for riders regarding issues like where to park and how to charge a battery would be helpful.

- Because micromobility is still an emerging transport mode, it's not highlighted in most municipal master plans. Therefore, it would be helpful to draft planning recommendations for incorporating "active mobility" into circulation elements and master plans.
- The benefits of, and issues surrounding, carrying children on bicycles and other micromobility devices is an under-reported aspect of the field and should receive more attention. Additionally, rules regarding micromobility vehicles in parks and on bike paths need to be clarified. This will require municipalities to update ordinances to better reflect where micromobility falls in their circulation network.
- What changes are needed in Title 39?
 - a. The definition for low-speed electric bicycles was updated a few years ago. It should be revisited.
 - b. There are gaps in the law that leave it unclear how some vehicles should be classified.
- Micromobility use for delivery services (Uber, Doordash, etc.) has grown exponentially in urban settings. Guidelines and best practices for this type of use should be addressed.
- Julia Flath would like to see data regarding average speeds of ebikes compared to regular bikes. She would like to help spread the word that e-bikes are not something to be afraid of.
- There should be information about rebates and incentives for purchasing e-bikes.
 - a. People for Bikes recently released a list of state programs for e-bikes here: <https://www.peopleforbikes.org/news/peopleforbikes-new-e-bike-incentive-tool>
 - b. Info on current NJ state rebate programs for the purchase of e-bikes can be found [here](#).
 - c. Mike Manzella referenced a successful e-bike rebate program in Denver that may act as a positive case study.
- There should be best practice information regarding facilities and infrastructure for micromobility specifically - roadway markings showing micromobility etc.
 - a. Current NACTO guidelines for bike infrastructure can be found [here](#) but these are in the process of being updated.
 - b. The new AASHTO Bike Guide and MUTCD updates are pending.
- The guide should include information on how the members of the public can contact local decision makers and advocate for better active infrastructure in their community.
 - a. For cyclists in Hoboken to access Manhattan, riders are required to purchase an expensive ferry ticket. Whom should they contact about something like this?
 - b. Can there be a list of contacts for information on your town's Complete Streets policy?
- Rules and regulations regarding micromobility are constantly changing so a web-based guide that can be easily edited is preferable to a print version.
- Many of the early adopters of e-scooters are kids, which could be a good tie in with SRTS.

- There should be an online list of where existing shared systems exist in the state. People are often looking for availability but also for good examples.
 - a. Sam indicated that the BPRC has some information online, but it may be out of date. This could be included in the guide.

2. General group updates

- There will be a Walk Bike Ride event in South Orange on 5/21 - a bike/walk parade to draw attention to a greenway in that the city would like to expand. Information is available [here](#).
- Monmouth County is conducting a study to evaluate the current land use and mobility environment. If you are interested in participating in the Experiences Committee, please visit <https://bit.ly/BTMEC2324> to fill out an interest form.
- DVRPC recently held two workshops in Trenton regarding the bike plan, with great turnout. They'll be providing more information to the group in the coming months.
- Jersey City just released a greenway connectivity plan to determine how to connect the various paths in the city to the surrounding communities. More information can be found [here](#).

3. Suggested Future Discussion Topics

- The Essex Hudson Greenway, things that tie into it, and how it will move forward could be interesting. Deb Kagan and NJTPA could be potential speakers for this.
- Understanding the best way to get grants is something people would like to hear more about. For example, do you need a plan before applying for funding?

Subcommittee Goals for 2023:

Subcommittee members briefly discussed goals for 2023 meetings by reviewing and editing the goals from 2022:

1. Work with Jersey Water Works on Green Streets training.
 - a. **Next steps: Contact a person from Jersey Water Works to give a quick presentation.**
2. Provide feedback on Complete and Green Streets design guidance.
 - a. **Next steps: Remove.**
3. Identify the potential for using HSIP funding for bike and pedestrian safety projects.
 - a. **Next steps: Remove.**
4. Identify potential guidance for bicycle facilities at interchanges.
 - a. **Next steps: It is in process; contribute as needed.**
5. Investigate ITS/smart solutions for bicycle and pedestrian safety.
 - a. **Next steps: Ask NJDOT to present on the Route 129 /Lalor Street project.**
 - b. **Next steps: Ask Clint Andrews to give a presentation on his ongoing NSF grant-funded project related to micromobility.**
6. Clarify Complete Streets goals as they relate to Zero Death initiatives.

- a. **Next steps: BPRC is working on comparison of Zero Death initiatives; review as needed.**
- 7. Investigate ways to improve equity in bicycle and pedestrian safety projects.
 - a. **Next steps: This should remain a priority.**
- 8. Identify ways to expand trails-related work, including promoting trail towns, improving safety at trail crossings, and exploring ADA compliance for multiuse trails.
 - a. **Next steps: Check on the status of NJDOT's trail crossing research.**
 - b. **ADA compliance issues are a priority.**
 - c. **We need to do more work at the regional level to connect and implement county trail plans.**
 - d. **NJDEP is interested in doing another trails summit.**
- 9. Promote first – and last-mile bicycle and micromobility facilities to transit.
 - a. **Next steps: Continue.**
- 10. Investigate ways to conduct signal timing studies to reduce pedestrian exposure time and explore possible infrastructure solutions.
 - a. **Next steps: Continue.**
- 11. Work to address concerns related to quick-build and pop-up projects.
 - a. **Next steps: Continue.**

Strategic Highway Safety Plan Pedestrian and Bicycle Emphasis Area Goals - should we be providing feedback and input?

- Research best practices for retrofitting arterial roadways to better accommodate pedestrians and bicyclists - led by Nazhat Aboobaker, NJDOT
 - **This is a priority action for this year. The subcommittee can help with ideas and review documents. There may be an opportunity to develop a document about this with some case studies.**