



BPAC Safety Subcommittee Meeting
July 31, 2024 10:10 am to 11:05 am
Online Zoom Meeting

Attendance:

- Keith Hamas (chair), NJTPA
- Elise Remer-Nei, NJDOT
- William Riviere, NJDOT
- Alan Huff, FHWA
- Grace Jacob, NJDEP
- Laura Cerutti, Avenues in Motion
- Linda Rapacki, Ridewise TMA
- Mahommada Islam, NJDOT
- Syd Chan, Enovate Engineering
- Liza Betz, Union County
- Madison Fallacara, Hudson TMA
- Jacob Cummins, SJTPO
- Matthew Maher, Stantec
- Daniel Granato, Metuchen PD
- Greg Woltman, Rutgers-VTC
- Cole Johnson

Agenda:

Topic Discussions

I. Safe System Approach

A. Informal Zoom Polling

B. Overview and general discussion of the SSA

1. Summary of the [six main principles](#) of the Safe System Approach:
 - a. **Death and serious injuries are unacceptable.**
 - b. **Humans make mistakes.**
 - c. **Humans are vulnerable.**
 - d. **Responsibility is shared.**
 - e. **Safety is proactive**, as opposed to reactive.
 - f. **Redundancy is crucial.** Overlapping strategies must reinforce each other in case one countermeasure fails.
2. Five objectives for promoting safety culture
 - a. Safer people, safer roads, safer vehicles, safer speeds, post-crash care
 - b. Engagement
3. Safe Streets for All (SS4A) planning grants:

a. Action plans for SS4A implementation grants

Discussion:

- 1) The Safe System Approach is an initiative that has been gaining traction in the U.S. since the pandemic. A decline of enforcement, reorganization of priorities for on-road enforcement.
 - a) Road deaths have risen.
 - b) Concerns about increased speeds, drivers' overall disregard for traffic rules, etc.
 - c) [Reports show](#) that enforcement of traffic behaviors, including speeding and traffic control device compliance, declined in 2020 and have not recovered.
 - d) There are different strategies and actions that could come out of a local safety action plan to change enforcement. One example is local safety implementation committees. These should continue after the plan is completed to ensure implementation. Diverse, multidisciplinary groups are recommended.
- 2) Pilot programs for automated speed enforcement (ASE) in work or school zones with the goal of lower traffic/pedestrian deaths
 - a) A research [paper](#) about speed cameras in certain zones was completed as part of the 2020 NJ Strategic Highway Safety Plan.
 - b) There are political concerns in the NJ state senate regarding ASE.
- 3) Conversation about strategies in rural, suburban, urban areas
 - a) A town outside of Orlando performed road safety audits, looking to connect bike networks and separate them from the roadway. Using cameras for enforcement, they found that stop lights were running too fast. Red light running was reduced by changing the signal timing.
- 4) AI can generate a list of characteristics for high crash roads.
 - a) AI can assist with creating a list of emphasis areas, so they may be addressed in a systematic matter.
 - b) VTC and Rowan are working on reports on a systemic approach, depending on different inputs and components in the built environment. Not reactive to crashes, more on the system itself.
- 5) Road safety audits and the Safe System Approach at the project level
 - a) Audits seem to have become large productions that vary widely based on the project. They may be becoming a barrier. Maybe they can be streamlined so that a smaller version of the current form can be performed at all projects.
 - b) There are defined steps for a safety audit, but not all steps need to be included. One of the things you can do when you're walking the corridor in a less formal process is to bring decision makers and local leaders along. Leaders often have not seen the project from the sidewalk.

ii. **Deferred to a future meeting: Institutionalization of the SSA at different levels of government?**

2024 Safety Subcommittee Goals

The following goals are to be continued from the previous year, see [BPAC 2022 Year-in-Review Report for 2023](#):

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
2. Identify ways to create a unified State, county, and local road safety and maintenance reporting system.
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 intersections, 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.
6. Provide updates and challenges to education campaigns in the state.
7. Provide updates on different safety programs and projects in South Jersey.