



**BPAC Policy Subcommittee Meeting
March 5, 2025 10:15 am to 11:10 am
Online Zoom Meeting**

Attendance:

- Lyndsey Scofield (Chair), City of Jersey City
- Kathleen Ebert, GMTMA
- Andrew Mikesh, Northern Valley Greenway
- Elise Bremer-Nei, NJDOT
- Christian Nowell, EZRide
- Mike Manzella, City of Jersey City
- Andrea Lubin, Rutgers-VTC
- Peter Bilton, NJTPA
- Tim Evans, New Jersey Future
- Samantha DeAndrea, Somerset County
- Leigh Ann Von Hagen, Rutgers-VTC
- Anne Heasley, Sustainable Jersey
- Hannah Younes, Rutgers-VTC
- Joe Rapp, NJDOT
- Zeke Weston, New Jersey Future
- Ayla Schermer, Bike JC
- Jack Molenaar, Middlesex County
- Debra Kagan, NJWBC
- Halleigh Johnston, Rutgers-VTC
- Jessica Johnson, Avenues in Motion
- Peter Kremer, Michael Baker International

Meeting Notes:

- **Internal Complete Streets Policy Update**
 - The Bicycle and Pedestrian Resource Center (BPRC) posted a summary of the updates to NJDOT's Complete Streets Policy on its [blog](#).
 - This was an internal update to the New Jersey Department of Transportation (NJDOT) Complete Streets Policy. The policy was streamlined to make it more efficient for NJDOT project review. It outlines DOT's internal procedures around Complete Streets, to ensure opportunities for Complete Streets improvements on capital projects are not missed.
 - NJDOT does not mandate that municipalities follow this policy. It is an internal policy, guiding NJDOT projects.
 - A question was raised about how the new policy incorporates checklists.

- Checklists are still being used by the Department and they have been updated to reflect the newer policy.
- It was suggested that NJDOT does not always get enough information to develop a good project. A comprehensive and completed checklist allows NJDOT staff to fully understand the impacts of a proposed project on bicyclists and pedestrians.
- NJDOT will hold internal training for their staff to understand how to properly fill out the checklists. The purpose is to train the staff to know exactly what to look for in the built environment. This will allow them to recognize solutions that may not have been considered.
- NJTPA suggested that a deficient checklist could lead to negative implications for the project and the built environment, so it is important for staff and municipalities to understand what the checklists mean.
- NJDOT will offer additional training to external partners on best practices in Complete Streets policy and implementation. This will include counties, municipalities, consulting firms, advocates and others.
- EZ Ride asked about the similarity of the NJDOT checklists and Model Policy Guide checklists and whether municipalities could use the NJDOT checklists.
 - It was recommended not to use the NJDOT internal checklist for municipalities since it was designed for NJDOT's purposes. The Complete and Green Streets Model Policy & Guide includes sample checklists for municipalities to use, including Word documents from which staff can cut and paste.
 - The Complete and Green Streets Model Policy & Guide will be updated in the coming year.
 - The Complete Streets Model Policy & Guide is currently not on the website. It might have been taken down to review the language and ensure it complies with federal guidance.
 - The non-editable Model Policy & Guide can be found [here](#).
 - NJDOT will make sure the editable Word documents are posted on the same site.
 - A comment was made that the NJDOT Model Policy checklists could incorporate more objective measures. There is the potential not to see the results you want when the measures are subjective and not fully understood by those with a technical engineering background.
 - The Decision-making Flow Chart always leads back to the NJDOT's Bureau of Safety, Bicycle and Pedestrian Programs, which could inundate the office if there is not enough staff.

- Jersey City staff asked how counties and municipalities could interface with the internal NJDOT process.
 - The Department could investigate ways for NJDOT staff to reach out to municipalities and keep them involved in the feedback loop regarding decisions about projects within their borders.
- Municipalities should write an ordinance to have developers conduct traffic studies that include cyclists and pedestrians.
 - Jersey City is looking to strengthen its ordinance. Reasons include that developers will conduct studies and not count cyclists and pedestrians and that developers will also make recommendations to the municipality but not propose to do anything themselves.
- State agencies and Metropolitan Planning Organizations are currently reviewing resources and policies to ensure they comply with federal guidance.
- The New Jersey Walk and Bike Coalition (NJBWC) asked how to prioritize improvement projects with limited funding once you get into the implementation phase.
 - It is crucial to understand the true purpose of the improvement project and strategize which improvement projects will address the most dangerous areas based on crashes and severity, among other variables. This enables the municipality to prioritize improvement projects with limited resources.
- The decision-making process for prioritizing improvement projects could be improved to better consider safety for vulnerable road users.
- Good policies, such as lowering speed limits, often face implementation challenges.
- Northern Valley Greenway asked how to navigate between the “mandatory” checklists and the communities to get them to finance safety improvement projects.
 - The use of checklists is not mandatory at the municipal or county level unless it is in their Complete Streets policy.
- **Residential Site Improvement Standards (RSIS)**
 - There is no update. VTC will follow up with the Department of Community Affairs (DCA).
- **Automated Speed Enforcement (ASE)**
 - There is an opportunity for a joint discussion on ASE in upcoming meetings of the policy, safety, and design subcommittees.
 - There is a Hudson County Complete Streets working group with local elected officials.

- School buses have cameras to catch drivers who fail to stop when the bus is picking up or dropping off students. There appears to be little backlash to this method of enforcement.
- The Vision Zero Network released [an article](#) that discusses using ASE equitably.
- The NJBWC will have a webinar on ASE in the summer or early fall.
- The Target Zero Commission Bill specifically prohibits red light cameras, but not ASE.
- **Jersey Extension**
 - The Jersey Extension is being piloted in Trenton and Elizabeth.
 - There is the potential for a future discussion.
- **Target Zero Commission**
 - There will be many opportunities for stakeholder engagement.
 - NJWBC held a webinar with the NJDOT Commissioner in attendance. The Commissioner noted that most of the work would be done in working committees, and he expects and welcomes advocates and stakeholders.
- **Other Resources:**
 - [Vision Zero New Jersey Speed Cameras Working Group](#)
 - Webinar: [Moving Forward with the Target Zero Commission](#)

Subcommittee Goals for 2025

- Share a policy and legislation tracker for relevant bills in the NJ Legislature.
- Study and provide insight into the new federal legislation (BIL/IIJA) and its impact on future policy.
- Work with the Strategic Highway Safety Plan Complete Streets Task Force on Adopting a Complete and Green Streets Ordinance Toolkit.
- Develop or update a primer on various policies and legislation in NJ that regulate bicycle and pedestrian transportation issues, including Residential Site Improvement Standards, Municipal Land Use Law, Title 39, Access Code, and the Functional Classification System.

Potential Topics for 2025

- **Prioritize RSIS**
 - Parking minimums and negative impacts of them on other systems
 - Promoting education on how parking minimums impact active transportation
 - Impact on housing by requiring parking minimums
 - On-street parking impacts sidewalk/street usage
 - SF Housing lottery case study: bundled parking leads to more vehicles purchased, and taking away bundled parking leads to fewer

- E-bike and micromobility safety policy, positive legislation
- Roadway width: should we narrow roadways to reduce speed? Should we add bike lanes to narrow roadways?
 - Case studies such as Montclair - have these worked? What can we learn from successful cases of reducing speeds/lowering speed limits?
 - 85th Percentile and the new MUTCD
 - Speed Humps and 3,000 AADT - raised intersections (speed humps) are not permitted on roadways with volumes greater than 3,000 vpd 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."
- Elevating good municipal ordinances regarding e-mobility - how do we approach positive solutions rather than negative (such as bans)?
- Better usage of road space? Road diets?