



BPAC Safety Subcommittee Meeting
March 5, 2025, 10:10 am to 11:05 am
Online Zoom Meeting

Attendance:

- Keith Hamas (chair), NJTPA
- Lisa Lee, EZ Ride
- Tiffany Robinson, NJBWC
- Alan Huff, FHWA-NJ
- Andrew Lappitt, Middlesex County
- Astha Negi, Middlesex County
- Charles Romanow, WSP
- Chris Townley, GMTMA
- John Wheeler
- Julia Kohn, Rutgers-VTC
- Linda Rapacki, Ridewise TMA
- Liza Betz
- Jenna Monaghan, SJTPO
- Sofia Barandiaran, East Coast Greenway
- Jen Farris, DVRPC
- Paul Mickiewicz, NJBWC
- Ranjit Walia, Civic Eye Collaborative
- William Riviere, NJDOT-BSBPP
- Samuel Rosenthal, Rutgers-VTC
- Mary Topp, Rutgers-VTC

Meeting Notes:

- NJTPA discussed the implementation of Vision Zero/Target Zero projects and moving through stages of implementation and approval.
- Middlesex County posed a question regarding collaboration and Vision Zero. The County is having trouble introducing changes to state roads within their High Injury Network and asked for advice on how to start conversations with state-level agencies to discuss implementing Vision Zero changes for state roads.
 - NJTPA added that committees can be formed that involve both county and state representatives, thus improving state and county connectivity and creating space for such discussions. This could also allow for talk about how the state can reexamine state roads and how they connect to downtown areas.
- EZ Ride and NJTPA discussed the SRTS [School Design Guide's](#) section regarding speed camera enforcement:

- The research outlined in the Guide shows that automated speed cameras have worked to decrease speeding drastically and that speeders rarely repeat offenses.
- The Guide describes how NYC has also lowered speed limits in school zones, which has helped improve safety and reduce crashes near schools. EZ Ride said that this would be a good practice for New Jersey to implement as well. Highlighting research efforts and findings of effectiveness to decision makers could help to encourage safer driving and reduce speed limits.
- Many New Jersey residents have expressed a strong dislike of red-light camera enforcement and that this practice was removed from the Target Zero Commission legislation.
- Automated speed camera enforcement is also unpopular in New Jersey despite its effectiveness, but it is less disliked than red light cameras.
- EZ Ride noted that getting tickets in NYC often decreases repeat offenses, but that this is not necessarily true in New Jersey.
- EZ Ride also remarked that speed camera enforcement and other evidence-based methods should not be denied on the basis that people are scared to have to pay a ticket. Also, using cameras gets rid of racial biases in ticketing and makes speed enforcement solely based on speeding and driver responsibility.
- NJBWC noted that collaboration issues can arise in projects, and advisory committees should take suggestions, such as implementing automated enforcement, to NJDOT in a more formal matter.
- NJBWC also mentioned that there is a working group in process that is drafting developments for speed cameras. Additionally, safety action plans often focus on major roads with a high number of crashes, but that perhaps they should focus more on creating safer routes and roads that have the potential for crashes but have not had major issues yet; being proactive and preventative rather than being reactive and only focusing on areas that are already unsafe.
- NJTPA is working on a systemic approach by looking at roadway characteristics of High Injury Network streets to find similar streets with those characteristics so they can work to prevent crashes on those.
- SJTPO is also using a systemic approach and is in their 3rd year of a 4-year plan. Some counties are working on implementing 6-inch edge lines, applications for HSIP projects for funding, and exploring how money can be allocated to support these projects. It is also important to better incorporate state agencies in local-level discussions. Closing the gap to better coordinate meetings between state and local agencies is important to productively move plans forward. While Vision Zero plans are not state plans, they can demonstrate local priorities and should still be included in discussions to address issues with state roads.
- There is still a lot of debate about the effectiveness of cameras due to the high fines that people are faced with, and lower fines could potentially be a solution. It can be challenging to know how to bring the topics of cameras back to discussions to

potentially start a new pilot program and if support from BPAC and state agencies could help.

- It can be difficult for MPOs to navigate being on committees and advocacy since they walk a fine line in terms of what they can support regarding legislation.
- GMTMA noted that automated speed camera enforcement may not be as unsupported as people think and that [recent survey results](#) showed 81% of respondents would support it. However, there may be bias in some surveys since people who care about transportation safety are more likely to take a survey like that in the first place. If agencies can reach more of the public, it would be more effective at getting accurate results. Reaching more of the public to show better public support could be useful in convincing legislators that speed cameras should be given more attention.
- Planners in Baltimore, Maryland found that drivers in the city were only slowing down right as they reached the camera but often sped up after. A similar situation can be seen with speed bumps, and this is an issue planners should keep in mind if cameras are implemented, and people become aware of their locations. Driver safety education and having some police officers patrolling on the ground in addition to cameras may be able to help with this.
- NJBWC brought up the idea of car technology and how technology such as speed limiters, which are sometimes used to lower speeds in cases of drunk driving, could also be a solution. Safety features such as seatbelts and airbags could also be better mandated. Vehicle technology strategies for county and local fleets could be a good starting point for the public sector.
 - East Coast Greenway shared [this report](#) from the National Vision Zero Network that has useful recommendations for how to implement automated enforcement in a way that is fair and conducive to community support.
 - Using revenue effectively and using cameras to promote effective speeds are important to consider, but this should not be the only component. The plan has to be more comprehensive with various efforts to change safety culture and cannot only focus on education or enforcement alone.