



BPAC Safety Subcommittee Meeting
May 22, 2024 10:30 am to 11:15 am
Online Zoom Meeting

Attendance (in chat):

- Keith Hamas (chair), NJTPA
- Greg Woltman, Rutgers-VTC
- Rachana Sheth, NV5
- Linda Rapacki, Ridewise TMA
- Liza Betz, Union County
- Andrew Lappitt, Middlesex County
- Ek Venin, Pompton Lakes
- Jon Dugan, Rutgers-VTC
- Jonathan Eagle, Somerset County
- Kathleen Ebert, Greater Mercer TMA
- Kenneth Wedeen, Somerset County
- Laura Cerutti, Avenues in Motion TMA
- Lisa Lee, EZ Ride TMA
- Loretta Kelly, NJDOH
- Marhaba Omer, NJDOT
- Matthew Maher, Stantec
- Mike Manzella, City of Jersey City
- Peri Nearon, NJDHS, Division of Disability Services
- Rebecca Wetzler, DVRPC
- Syd Chan, Enovate

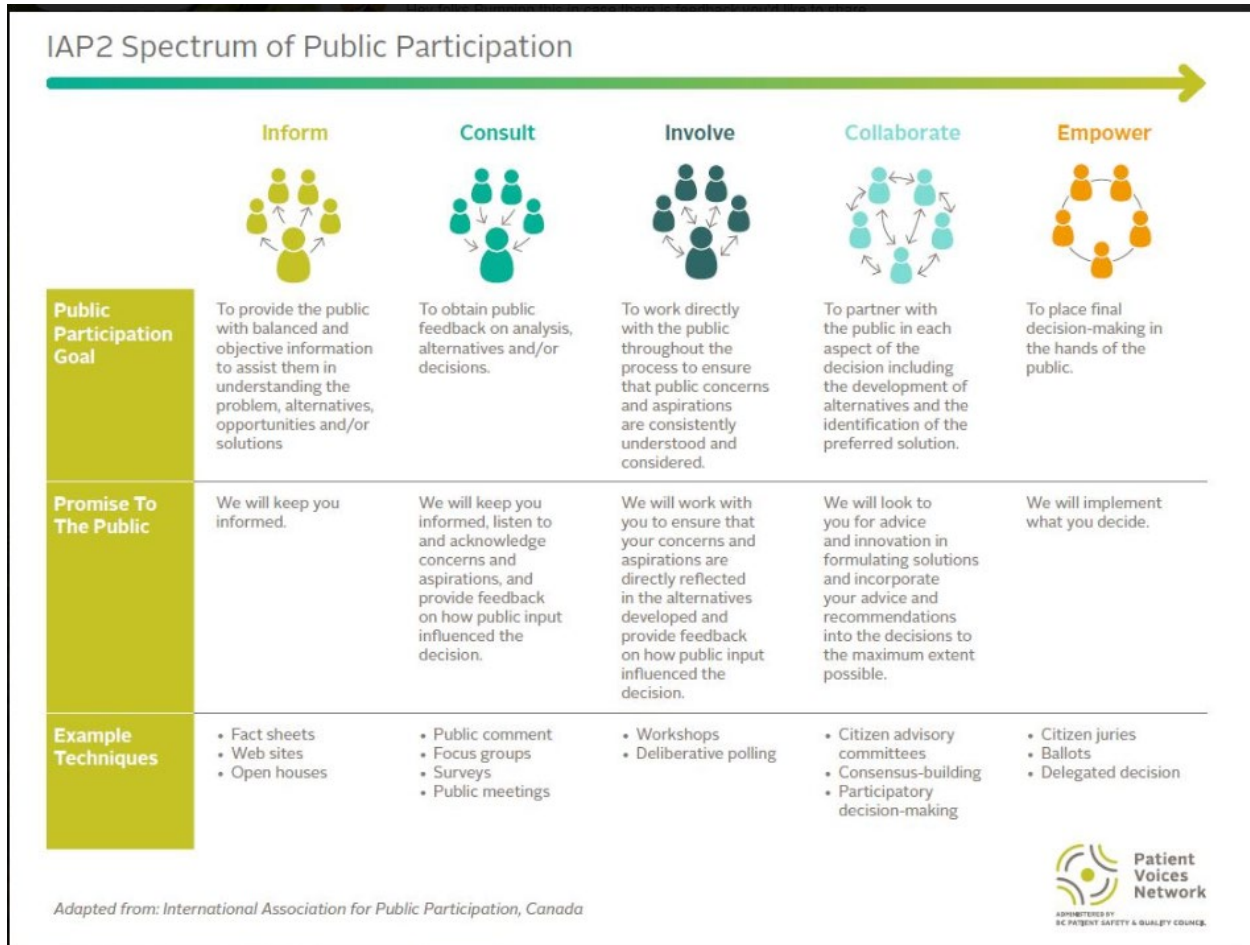
Agenda:

1. Topic Discussions

- a. Safe Streets and Roads For All
 - i. This program is one of the first to be rolled out as part of the Infrastructure Investment and Jobs Act of 2021, offering \$1 billion a year in funding for improving street safety with a particular focus on vulnerable road users.
 - ii. It includes two grant types, (1) Planning and Demonstration Grants, and (2) Implementation Grants.
 - iii. Many municipalities and counties received planning grants in previous rounds, and the MPOs in New Jersey have decided to fund Safety Action Plans for the remaining counties.
 - iv. FHWA communication on the status of funded grant progress is limited. As a response, the MPOs and statewide organizations are trying to piece together information.

- DVRPC received a planning grant for their entire 9-county region. They received a notice to proceed with the grant in 2023. They have since assembled a steering committee, and are currently working on their high-injury network. They hope to complete the bulk of the plan's components by Fall 2025.
- No other participants had information to share about their experience with moving their grant awards forward.
- NJTPA is working with Bergen County to produce a Safety Action Plan. The NJ Sports and Exposition Authority (NJSEA) received a grant for a plan through SS4A. NJTPA hopes to coordinate between Bergen and Hudson Counties and the NJSEA because of the geographical overlap.
- Somerset County hopes to work with their local municipalities, but they are unsure how many of them are aware that their local roads are within the scope of the County's Safety Action Plan and that they will not need to do their own analysis or plan.
- When a county plan is being developed, municipal participation is very important. Not only is there a lot of interplay between the county infrastructure and local infrastructure; but towns may be more likely to buy into the SS4A Safety Action Plan process and adopt the county plan as their own.
- Some municipalities are producing plans separately from their county, which is a missed opportunity for collaboration. This could be the case if municipalities ask for funding at later application cycles than the county, and the county finishes their plan before the municipalities make progress on theirs.
- The Hudson County plan includes a task force of about 30 members including all the municipalities in the county as well as NJSEA. They are finding that the high-injury networks between Hudson County and NJSEA overlap considerably. Additionally, as the plan identifies safety issues in specific municipalities, they intend to do target outreach to those municipal stakeholders for more targeted conversations.
- Comparing Hudson County to Bergen County, the issue with engaging municipalities becomes more apparent. Hudson has 12 municipalities to work with; Bergen has over 70. This makes the task of comprehensive municipal outreach and participation considerably more challenging.
- As a counterpoint, the counties regularly make contact with their municipalities regarding a number of subjects, so even in a county with more municipalities, those lines of communication are already open. In some counties, there are separate departments or offices within the county bureaucracy that make contact with municipalities. While this may add an additional step to contact and outreach, the communicative relationship can be stronger and more reliable.

- Participating in a county plan and adopting it is an opportunity for the municipality to expand on county work and undergo supplemental planning.
- The NJ State Department of Health has the resources to make connections with counties and municipalities.
- In terms of outreach, DVRPC shared this reference sheet to consider the different levels of outreach:



- An SS4A webinar from the USDOT Office of the Secretary indicated that demonstration projects will need to go through the NEPA process. Based on most conditions of a demonstration project, they should qualify for a Categorical Exclusion (CE), making the process way quicker than needing to do an Environmental Assessment or Environmental Impact Statement; however, even a CE is more work and potentially not within the scope of current grants. There should potentially be coordination between NJDOT's Bureau of Environmental Services and other organizations to share information on how to document these CEs quickly and efficiently to reduce the burden on grantees

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 NJ 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 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.