



Minutes: Design and Infrastructure Sub-Committee Meeting March 18, 2014, 9:30 – 10:30am

Attendees:

Greg Krykewycz – DVRPC; Cyrethia Ward – NJ Transit; Mike Viscardi – NJ Transit; Nipa Maniar – NJDOT; Dave Cox – Urban Engineers; Steven Wong – Baker; James Sinclair – Rutgers VTC; Patrick Farley – Cross County Connection TMA; Peter Kremer – Parsons Brinckerhoff; Cameron Black – Union County Transportation; Ryan Rapp – Middlesex County Office of Planning

Summary:

Greg Krykewycz began the meeting with a quick recap of previous discussion held during the last conference call. Minutes from that meeting can be found [here \(PDF\)](#).

The meeting floor was then opened to anyone wanting to give an update on what they have been working on related to the sub-committee areas of interest.

Mike Viscardi from NJ Transit updated the group on various initiatives:

1. They have recently conducted a study in Monmouth County
 - a. Looked at bikeability within 2 miles of NJ Transit stations, and walking conditions within $\frac{3}{4}$ mile
 - i. Aberdeen-Matawan, Hazleton, Middletown NJ Transit rail stations
 - ii. Similar approach to DVRPC Safe Routes to Transit Study in South Jersey ([link](#))
 - b. Making shoulders in these lower-density areas bike friendly
 - i. Bad pavement
 - ii. Storm grates and dips
 - iii. Leaves and debris
 - iv. Marking as bike lanes where appropriate—looking to get recommended bike lanes implemented somewhere to demonstrate success
 - c. In partnership with NJTPA
2. Continuing NJ Transit rack program
 - a. NJ Transit no longer adds bike lockers to their stations
 - i. Security concern, misuse, low capacity, cost, maintenance
 1. TMAs run program but their coverage area is too large to adequately support and maintain program
 - ii. NJT does facilitate transfer of lockers
 1. Two towns wanted removal of lockers, West Windsor wanted more lockers
 2. Facilitated transfer so West Windsor could claim lockers for Princeton Junction
 - b. NJ Transit looking into covered bicycle parking options
 - i. Preferred practice by SEPTA
 - ii. Higher capacity than lockers with fewer drawbacks



3. Internal conversation on concerns of trails next to rails
4. Need for towns to step up to address low hanging fruit with bicycle facilities
 - a. Need bike and walk projects in capital plans
5. Upcoming expansion of bike-share in Jersey and need for infrastructure to go in first

Patrick Farley from Cross County Connection TMA announced that the “Complete Streets Lessons Learned” study is being released soon; this could be a good resource to add to the njbikeped.org shared space.

Peter Kremer of Parsons Brinckerhoff talked about work being done in Atlantic County by DOT to work on connecting a series of trails. They are looking at missing links and the costs to fill those connections.

Nipa Maniar of NJDOT brought up the issue of shoulders abruptly ending and becoming a turning lane, which affects the safety of bicyclists and pedestrians.

Greg Krykewycz talked about the issue in Pennsylvania where municipalities face difficulties in adding bicycle facilities to a state road. Due to a “bicycle occupancy permit” policy, if a municipality wishes to stripe a bicycle lane on a state road, they must assume all maintenance obligations related to that portion of the roadway.

General talk returned to shoulders, and the current legal definition concerning bicyclists which the group has talked about before (see previous minutes).

1. Should group propose anything to address the issue?
 - a. Would require a change in state law
 - b. Will getting a shoulder to be classified as a bicycle facility actually help anybody?
 - c. Is fixing the law better than nothing?

Steven Wong of Baker brought up issues relating to lack of data on bicycle and pedestrian counts

1. DOT conducts traffic count of vehicles only
2. Baker conducts counts of pedestrians and bicyclists only when the project specifically asks for those counts
 - a. Is there a need for all projects to demand these counts?
3. When data is collected, there is not a place to share it
4. Need for statewide clearinghouse of bicycle and pedestrian data, similar to the existing vehicular traffic count website
 - a. DOT has transportation management group who are familiar with count data

At 10:25am meeting ended so the room could be set up for the general BPAC meeting.

Next conference call: Tuesday May 5th, 10am