



Design and Infrastructure BPAC Subcommittee Meeting
June 15, 2017, 9:30 – 10:30am
Rutgers University
33 Livingston Avenue, New Brunswick, NJ

Attendees:

Betsy Mastaglio, DVRPC	John Boyle, Bicycle Coalition of Greater Philadelphia
Cassidy Boulan, DVRPC	Ken Aloisio, Bergen County
Elise Bremer-Nei, NJDOT	Peter Kremer, WSP
James Sinclair, VTC	Reba Oduro, NJDOT
Joe Powell, NJDOT Bike/Ped	Christina Chinnia, SJTPO
Reed Sibley, WSP PB	Lisa Cintron, VTC
Liza Betz, Union County	Sylvia Silberger, Car-less Long Island
Megan Massey, Hudson County	Keith Hamas, NJTPA
Mike Dannemiller, NV5	

1. Design and Infrastructure Meeting on reviewing draft proposal on road diets for Route 130
Draft Proposal: "Road Diet on Route 130" – reference to attached pdf
 - Comments and Issues
 - The last 6 years have been the most dangerous for bicycles and pedestrians on Route 130. Background of the pedestrian crash incident on Route 130 where school children formed the majority of the reported fatalities.
 - A major concern is that the drivers do not follow the 40 mph or the 25 mph speed limit set near the school area
 - There is also a lot of truck traffic due to the presence of warehouses in the area and the proximity of the route to NJ Turnpike
 - Local police are misinformed as they misinterpreted the use of yellow line assuming people cannot cross the yellow line to access the driveway.
 - Need to make the area more pedestrian friendly – removing the memories of existing crash scenes.
 - Planning workshop for High school students were the students suggested that they wanted the area to feel more like a neighborhood.
 - NJDOT while performing maintenance installed solid yellow line in the southbound lane for a road diet.
 - Goals: Plan a road diet by reducing route 130 by one lane by adding yellow stripes on the left side of the road.



- Questions:
 - Should the yellow stripes be made continuous along the driveway of commercial joints such as Dunkin Donuts?
 - Are there any alternatives to this method?
- Thoughts and ideas
 - Need to look at short term and long term interventions
 - Short term
 - Add yellow stripes to reduce the number of lanes. It was suggested that other colors could be used instead of yellow such as red or green to differentiate from other yellow lines in the area.
 - The stripes could be made closer together with a distinct outline to differentiate from the no stripe areas near driveways.
 - Road signs and arrows at certain locations could be critical in guiding drivers.
 - Another possible solution could be adding flashing beacons to distinguish between the two speed limits of 40 mph and 25 mph in the area.
 - Long term
 - Traffic islands could be added
 - Also in the long term when the surrounding commercial properties are undergoing redevelopment, the curb cuts would eventually be taken out.
 - A question was raised whether a crosswalk crossing 4 streets is safe. The possible solution suggested was the creation of a pedestrian refuge. The idea of creating a pedestrian refuge area was dismissed as it would require snow plowing.
- Way Forward
 - High school students will be involved in creating awareness in the area for pedestrian safety aimed at elementary and middle school students
 - Using synchro to estimate the effect of road diets on traffic queues in the area.

2. Complete Streets Summit

Ideas required on what is needed for an event like this. The Summit would have two tracks – one would be more novice and the second one would focus more on implementation. Contact Charles Brown or James Sinclair with ideas for workshops.