



**Infrastructure BPAC Subcommittee Meeting
December 12, 9:30am to 10:30am
Rutgers University
33 Livingston Avenue, New Brunswick, NJ**

I. Introductions and Sharing Current Projects

Roundtable style, members introduced themselves and discussed pending projects they are working on.

- Connectivity of the Henry Hudson trail, Keyport, and Morristown trail opening were some items discussed.

General discussion of trail safety measures:

- Lighting – Dawn to dusk hours do not work. Overhead cobra lighting is not useful. Trail-level lighting (on bollards) is better, safety-wise.
- Overhead cobra lighting allowed for drug deals in one case. Bollard-style lighting might deter illicit presence. Other options such as motion sensor-activated lighting could work well.
- Who pays the bill if it's an electrified system? Recommendation for billing of lighting (and security) would work on a case by case basis.

Is there a list of common challenges about NIMBY, lighting, etc.?

- A discussion about common obstacles to a project might be useful to develop (and removal of obstacles to implementation). Resource of successful examples. Bike lanes, road diets, funding streams, frequently encountered obstacles/challenges.

- Possible resource: NJDOT website >under resources > Complete Streets checklist for prelim engineering.

- BPAC can use this checklist as a base document

- Riverline at Roblin or Delaware River trail approval could be included as precedents. Compile other successes. Anecdotal evidence is powerful and convincing!
 - Department of Environmental Protection might have a comprehensive state trail map.
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- A section with design and safety issues with trail crossings could be included
- Circuit trail crossing, right of way issues. Circuit coalition developed a 'best of' list of challenges during initial stages. 10-12 case studies were included. Circuittrails.org has the complete iteration with planned/proposed/existing components. Circuit trail pipeline has georeferenced/raw data of locations of interest.

Sara Moran of DVRPC spoke about her upcoming presentation at general meeting and discussed efforts to work with data to encourage addition of bike facilities to state owned roads. Her project involves developing a method to rank and compare roadways to measure road stress experienced by cyclists (LTS) in a Pennsylvania-based project. PENDOT gives DVRPC a list of upcoming resurfacing projects and DVRPC targets potential locations for infrastructure changes.

Round table discussion concluded

II. General Items

Bikable shoulders (a 'legal memo' style document) was drafted and included design standards.

- Traffic stress- most roads are over 35 mph. Wide roads = fast roads. There is room to install a 2-way cycle track in many locations that need it in order to make it safer to access.
- Having 'a leg to stand on' to get infrastructure change through. Statistically, faster roads mean more facilities. 20 mph is the speed by which fatalities drop dramatically.
- "All Ages and Abilities" is a good guide.

Idea to restructure subcommittee meeting format for 2018:

Does a project review-style structure sound appealing for this panel's group discussion?

- Individual projects would be presented to the subcommittee to get feedback from each other.
 - Agree: Rather than confront these issues later, address in RFP in the formative stages is helpful. Design-ready recommendations presented is good, more technical. Maybe just have an intersection map ready.
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- Source ideas from the group on project presentations to bring in. Pilot study for Middletown and hassler discussed issues.
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Bring to share for next session:

Examples of successful NJ projects

Program projects to feature for the coming year

Meeting Concluded at 10:30am