BPAC General Meeting
June 20th, 2018 10:30am to 12:00am
Rutgers University
33 Livingston Avenue, New Brunswick, NJ

Agenda:

- 10:30 AM – Welcome
- 10:40 AM – New Jersey Department of Transportation Updates
- 10:50 AM – Subcommittee Reports
- 11:10 AM – Presentation: Measuring the Effects of Crime on Walking by Dr. Deva Deka of VTC
- 11:25 AM – Presentation: Evaluating Potential Road Diets: The Benefits of Avoiding Detailed Engineering Analysis by Dr. Robert Noland of VTC
- 11:40 AM – New Jersey Bicycle Safety Education and Enforcement Program: Local Stakeholders by Ranjit Walia and Susan Blickstein
- 11:50 AM – Somerset Countys Bike Walk and Trails Plan by Peter Kremer of WSP and Andras Holzmann of Somerset County
- 11:55 AM – Announcements and Public Comments
- 12:00 PM – BPAC General Meeting Adjournment

Notes:

- **NJDOT Updates**
  - Safe Routes to School and Transportation Alternative grants and applications are available
  - Being merged with Safety Unit in the Planning side of the department
    - Questions regarding how this merger is going to affect collaborations with other organizations
    - Safety Unit seems excited to work in Bike and Pedestrian work
- **Subcommittee Reports**
  - Design and Infrastructure Subcommittee
    - Looking for examples of successful projects to put into a portfolio in order to encourage future projects that may or may not be resisted
  - Education and Outreach Subcommittee
    - Working on exploring the possibility or making recommendations to Bicycle and Pedestrian Safety in the Driver’s Education program
  - Safety Subcommittee
    - NJ Transit, work study, methodologies for positive stakeholder involvement, public engagement
- **Measuring the Effects of Crime on Walking**
  - Deva will be providing the information from the analysis/survey aspect only of this project, other people were involved, James, Susan, Charles
Low-income communities are more walkable but there are not as many people walking in these communities’ due to issues of crime.

People walk more in high-crime neighborhoods and more for transport but less for exercise.

Newark, Bloomfield, and Verona were the three communities where the intercept surveys were conducted.

The study found that as crime increased they did see lower walking rates.

A separate report and publication will be published on behalf of the focus group study that was done.

Evaluating Potential Road Diets: The Benefits of Avoiding Detailed Engineering Analysis

- Projected started by recommendations of a road diet on Livingston Avenue in New Brunswick, NJ.
- The consultants on the project had wrong assumptions in regard to crash reduction rates.
- And it costed roughly $200k to conduct the study which is far more expensive than the cost of the striping on Livingston Avenue.
- So, the question was: Is there a cheaper and faster way to get these things done?

Quick and Cheap Cost Benefit Analysis

- What is the break-even point in which the delay costs = safety benefits?
- Tradeoffs between time and safety.
- Represents benefit for every 1% reduction in crashes.
- Limitations: Quality of life, development potential, emissions, and noise reduction.
- Noland recommends that it is useful as a screening tool to highlight uncertainties in crash reduction.
- Can provide guidance on prioritizing projects.

NJ BSEE Pilot Program: Local Stakeholders

- Bicycle Safety Education and Enforcement.
- Found out ways to work with Police, Education, and Organizations in order to promote safer bicycling.
- Found that effective education is difficult.
- State of NJ does not have a safe passing law.
- Going to pilot Bike Safety Education and Enforcement in Morristown using C3FT device.
  - Evaluate and report on pilot phase.
- Findings: law enforcement carries out limited bike education activities, particularly those designed to reach adults on bicycles.
  - There is no strategic and structured approach to bicycle safety education for motorists or bicyclists.
  - Officers are unaware of local bike advocacy group and they infrequently seek grants to improve bicycle safety.
- Role of SAC: Review pilot materials.
  - Serve as ambassadors to communities that might serve as future potential training/testing sites.
- Role of Local Stakeholders: Review/assist with first cut educational materials.
- Next Step: Training Morristown Police Department, providing updates on the pilot project.

Somerset County’s Bike Walk and Trails Plan

- Studying the county road network where future bike facilities could be implemented, gaps in the trail network, and where connections can be made.
- Outreach, survey, and Wikimap application will be used.
• Announcements and Public Comments
  o Complete Streets Programs on Tuesday June 26th and Wednesday June 27th