

Minutes: Safety Subcommittee Meeting
March 16, 2017, 9:30 -- 10:30am

Summary:

1. Brief Overview of Midterm Meeting:
 - a. How to indicate to drivers and pedestrians certain conflicts in a crosswalk
 - b. Improve warning for drivers (flashing beacons, stop bar near crosswalk, signage for pedestrian)
 - i. Concept was a rural context, need separate design for urban context
 - c. Beacons are difficult to install, expensive and regulations are stringent
 - d. "Intention zone"
 - e. Installation of zig-zag center lines in DC area that occur as you approach a crosswalk
 - i. Works for all settings, rural and urban
 - ii. Washington State, Virginia, Hawaii, DC, are all precedent areas
 - iii. Installation in VA
 1. Down center of travel lane
 2. High speed divided 4 lane highway
 - a. Speeds go down, driver's willingness to yield increases
 - f. Concept Sketch
 - i. Design speed (MPH) 25-55
 - ii. Design Stopping sight distance (FT) 155-495
 - g. Still in "open discussion" stage, idea is to get better info for pedestrians and motorists
 - h. Intersection displayed on Google Maps:
 - i. Evesham Township, New Jersey
 - ii. Evesboro Medford Road & N Elmwood Road
 - i. Discussion
 - i. Speed and context need to be established, high speeds like 55mph, paint isn't going to cut it, look at Queens Blvd. which was an example of traffic calming that slowed things down, the paint might work best in 25mph areas, show where it might work.
 - ii. Establishment of a dilemma zone, where the pedestrian knows they shouldn't step out in the crosswalk because car is too close.
 - iii. South Orange one of the lowest crash rates
 - iv. Idea of a landing pad: somewhere where the pedestrian can establish that they are in the crosswalk but where they remain safe if the vehicle doesn't stop
 - v. Urban solution vs. Rural solution
 1. Overarching goals: Slowing speeds, encouraging vehicular awareness through design, not cluttering
 - a. Apply in different contexts, would look slightly different depending on the context
2. Safety-specific Discussion:
 - a. Design guide
 - i. County complete streets plan addresses trail crossings
 - ii. Shows need in rural areas, often crossings in rural contexts

- iii. Sussex trail crossings are terrible
- b. Pedestrian lighting
 - i. NJ Ped lighting guide
 - 1. Updating for LED standards etc. but bulk is still relevant
 - ii. Make sure crosswalks are lit well
 - iii. Guides to putting in ped lighting and what luminescence it should have
 - iv. Figure out what current towns are doing, and see what guidance is necessary
 - v. Huge safety issues for crime and traffic
 - vi. PSEG, JCPL don't necessarily have pedestrian in mind, need to coordinate, and work with them, possibly instruct them on standards?
 - vii. Many urban city centers have very poor lighting, and it's very important for safety (kids walking to/from school, visibility to drivers, perception that an area is unsafe if it isn't well lit)
 - 1. Forces pedestrians into street because it is well lit, and feels safer than the dark sidewalk
 - viii. Utility companies may be amenable to lighting (sustainableNJ programs often pass through PSEG)
 - 1. Utilities (get to recommend more lighting, it's a win win)
 - ix. Find out from towns who do it right how they did it, how they paid for it, where they got their information (particularly new lighting)
 - 1. Look through 2014 TAP at streetscape section for who is doing it
 - 2. Plainfield is redoing their lighting (look into this)
 - 3. Need to establish list of questions to ask someone in the know about lighting
 - 4. Perhaps conduct a lit review (address new issues of glare from headlights, etc., makes it hard to see pedestrians in street)
 - 5. All info going into google doc to create questions and any relevant lighting documents, and municipality precedents, to be reviewed at a midterm meeting
 - x. DVRPC designed corridor and lighting through Burlington
 - xi. Bloomfield Avenue corridor is problematic for pedestrians, heavily populated, lots of transit stops, not enough lighting, not enough crossings, issue is people coming off transit that are getting hit
 - xii. Who pays for installation and electricity from lighting? (Varies if muni has own utilities)
 - xiii. Better lighting standards done by individual cities (Denver, Portland?)
 - 1. Bypassing the state
 - xiv. Burlington lighting data may be relevant and helpful (need to look up)
 - xv. Traffic lane striping, striping before crosswalks (cheaper than beacons)
 - 1. Wears quickly, quickest at center of road, not along shoulder
 - xvi. Continuously flashing beacons and are they effective? (vs. the button actuated ones)
 - 1. Do people become normalized to this flashing?
 - xvii. Solar roads

1. New and very premature (look at precedents?)
- xviii. DOT will not put solar beacons on State Highways (will fund them, but not put them up)
1. (because of the solar power, not reliable enough, too much to maintain)
- xix. High maintenance on solar beacons, rather than connected beacons