



**Design and Infrastructure BPAC Subcommittee Meeting
July 26, 2021 10:30am to 11:25am
Online Zoom Meeting**

Attendees:

State/Regional

Betsy Mastaglio – DVRPC
Keith Hamas – NJTPA
Elise Bremer-Nei – NJDOT
Cassidy Boulan – DVRPC
Mike Viscardi – NJT
George Klevern – NJT
Aashna Jain – VTC
Corey Hannigan – VTC
Paul Lenarczyk – NJDOT
Patrick Farley – Cross County Connection TMA

County/Municipal

Liza Betz – Union County Bureau of
Transportation Planning
Adam Bradford – Somerset County Planning
Andras Holzmann – Passaic County
Ben Peacock – Morris County
Bruce McCracken from Middlesex County

Private

Daniel Hutton – Urban Engineers
Mike Dannemiller – NV5
Peter Kremer – Michael Baker
Steven Wong – Sam Schwartz

Summary:

Subcommittee chair, Betsy Mastaglio opened the meeting with a welcome to everyone and a prompt for a round of updates and introductions

Each attendee introduced themselves and gave a brief overview of what their department or organization has been working on. Members asked questions and discussed freely.

Long Notes:

Betsy Mastaglio, Design and Infrastructure Subcommittee Chair, welcomed everyone and suggested a round of updates/introductions considering how many new faces were in attendance.

Keith Hamas reported that NJTPA completed their CS policy and implementation plan with Borough of Keyport, will be posted on NJTPA website shortly. It includes a design guide, implementation guide, draft ordinance. All pieces in place for borough to pick up and run with it, including robust public outreach plan adapted through the pandemic with good feedback. The capstone to the public outreach phase was a public demo in May on county road in Keyport. It was a good example of how to work with counties, etc. He will share pics online, but it was an interesting configuration of an awkward intersection of the



Henry Hudson Trail across Maple Place in Keyport. They came up with better design for safer more predictable crossing. The demo was only up for the week because of the temporary implementation (temporary materials, wash-away paint), but should be replicable in other places in the borough, as they should be able to utilize the lessons-learned.

- Elise Bremer-Nei (NJDOT Bike-Ped Coordinator) mentioned she looked at the demo with her husband, and they posted some photos up on Facebook. She remarked that it was amazing, and they watched people use it back and forth for an hour. DOT is applying for grant money to make it permanent.
- Keith Hamas expressed his gratitude, saying the support is greatly appreciated
- Mike Viscardi would like to see painted bike lanes on Holmdel Road & Middle Road, as they are both county roads with no parking permitted (although Middle Road is a bus route). They go by Creative Academy and Holdel has a park-and-ride and the train station. It would be good to be able to have safe linkages between off-road options and streets. It's a great pilot, hoping to see more.

Cassidy Boulan, transport planner at DVRPC's Department of Bicycle and Pedestrian Planning, reported that she is working with Patrick Farley from Cross County Connection and the borough of Collingswood to do a demo project near the PATCO station (commuter rail into Philadelphia). Most of the project is on county roads, some on local roads. There has been contact with county about it, now they are working on the ROW. The county portion includes painted bump-outs, crosswalks and signage. This will be first bike lane of any kind in Collingswood. Some portions are just delineators, some are just paint, and some have "armadillos." They are working with a local art center to hopefully have fun, kid-painted designs. The plan is to open 8/19 to 9/3. This isn't a "top" intersection for the county, so nothing permanent, but they might leave the temporary stuff up and borough seems amenable to that.

- Patrick Farley in Cross-County Connections mentioned that they are working to do a larger project in spring with CMAQ grant from DVRPC, and they found that majority of parked cars are Collingswood residents, so this is a good opportunity to get them to take bikes
- Michael Dannemiller, principal engineer at NV5, mentioned that in his town in West Orange they did a pop-up bike lane in permanent paint, since they didn't have temp paint. Years ago, Maplewood was considering a big garage but local residents suggested a jitney or shuttle instead. So that might be an option as well for people averse to cycling or inclement weather. Especially when we are talking about a "complete package"
- Mike Viscardi, NJ Transit, recalled that in Maplewood there wasn't really any room for a garage in the first place. They were working to make the station ADA compliant, which typically requires a parking element but it was infeasible at that point. There were also two other tech assistance projects done:
 - Elephant Swamp in Elk Township – current gravel-surface trail, looking to upgrade surface and improved intersections
 - Rail-with-trail as part of Burlington-Camden corridor. Did a big concept study with beautiful renderings, could serve as a great model for other projects. Should be included in the catalog of design elements in VTC.
- Corey Hannigan, student researcher at VTC, seconded the benefits of considering shuttles, as they massively expand catchment zone of transit stops and don't "fill up" like parking does.



- Liza Betz, Union County, pointed out that while shuttles are a popular suggestion, many municipalities balk at the scale of the project required to start up and run a local transit service (capital, operations, maintenance, contingencies), even for a bare-bones peak-only service. Transit service often needs to be run for a long time before people trust it enough to rely on it for their commute. Due to this, there are very few examples of localities that started a grassroots shuttle and kept it going.
- John Boyle shared Collingswood Haddon Twp Bike/Ped Plan - <https://www.connect2020sj.com/>

Pete Kremer from NJDOT gave an overview of efforts to update design guides and CS training. When it was updated by DOT, there was a strong emphasis on interviewing planners and engineers on what materials and design guides they use and why, and talking to people who are more skeptical. They want to have one-on-one interviews. He shared his email, asking for suggestions.

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Betsy Mastaglio summarized some activities including updating web platform to inventory bike facilities in the region, and mapping traffic stress in the region. She also mentioned an upcoming update to previous Ride Score which takes into account transit service, pop density for bike-to-rail facilities.

- Cassidy Boulan explained the update this year is Access Score (biking to the station, walking to the station, etc.). It tries to blend the line between bike score and walk score, which should be useful. An upcoming webinar being planned.
- Aashna Jain asked if Bicycle Level of Stress for bike-to-rail facilities is the one on github. She checked it out last week, seemed to be in CSS and HTML, couldn't find the GIS.
- Cassidy Boulan answered that there is a GIS file to be downloaded, which includes the whole DVRPC region, and Betsy Mastaglio shared the link in chat.
<https://www.dvrpc.org/webmaps/BikeStress/>
- Corey Hannigan asked if the evaluations factor in secure bike parking. Although it obviously is not a major feature of transit in the region, it is certainly a factor in people deciding to ride a bike to a station and leave it there.
- Cassidy Boulan answered that bike parking was not scored, but there are inventories of bike parking for each station. The general lack of bike parking all around (0-5 racks, no lockers, etc) meant that it wasn't relevant enough to be included in the final output

Cassidy Boulan announced that DVRPC is hosting a count data webinar related to bike and ped counting. Hopefully John will be a part of that effort. They have been working the past years to spread awareness of this data, with the main question being what to do with it. There is a webinar to be held on Aug 17 at 1pm. DVRPC, Bicycle Coalition, and Montgomery County will each talk about how they are using this data. She hopes that some good case studies will be presented to showcase the use-cases.

Steven Wong, consultant at Sam Schwartz, reported they are working with Bloomberg philanthropy group to look at effectiveness of painted/colored intersections, which are generally not liked by civil engineers because they are considered distracting. The team is looking at post-installation data so they can tell FHWA, and hopefully it can be included in the MUTCD. However, crash data might not be readily available in many places, so they may need to be observational (volumes, traffic speeds)



- Betsy Mastaglio added that she would like to follow up, as DVRPC was approached by Philadelphia's mural art program, seeking similar analyses for the purpose of adding artwork to bicycle and pedestrian facilities.

Daniel Hutton, Urban Engineers, mentioned work with engineers on SHSP and an update from NJDOT regarding mid-block crossings, where they are looking at 36 locations within central New Jersey. They are trying to be proactive in implementing elements from the SHSP within the department.

Michael Popovech, Monmouth County Division of Planning explained he is working on the Keyport project, which was already discussed

Aashna Jain, research project coordinator at VTC, currently working on Middlesex Bicycle and Pedestrian Master Plan, which is just kicking off. Then they will be looking into demonstration projects along county roadways and listing factors for selecting audit locations.

- Betsy Mastaglio commented on how great it is to see so many projects moving forward.
- Michael Dannemiller pointed out that Aashna scanned all county roads and identified where high-injury rates are happening. She wants to incorporate those data with the Bicycle Level of Stress data mentioned previously.

Adam Bradford with Somerset County Planning Dept, reported on two projects with NJTPA:

- They are close to finishing five road safety audits, looking at high-crash rates at intersections. Consultants have taken data and are at recommendation phase.
- Working on circulation plan, getting ready to put out an RFP

Andras Holzmann, Passaic County, explained they are working on a bicycle master plan with DOT, and they are finding that building a network in a tight urban area is not easy. They are also doing an NJTPA sponsored county bike master plan, along with outreach. They want to do a demo project, so they are happy to see examples already in the area.

Mike Viscardi, Director of Programmatic Planning at NJT, and George Klevorn, Senior Facilities Planner at NJT, spoke about two projects in South Jersey - one which Tri-State took the lead on using a DVRPC CMAQ grant, one for SJTPO also to repurpose NJTPA CMAQ money, working on two or three communities there.

- George Klevorn explained that the SJTPO plan is for safe routes to transit in Egg Harbor City which consisted of building on-street bicycle lanes and covered bike racks. They are also working on an enhanced bike locker demonstration program in Atlantic City, effectively trying to replace older bike locker models and modernize/update them. For the DVRPC grant they are trying to prioritize locations along the River Line light rail to install bicycle repair stations. He encouraged anyone interested to reach out.
- Betsy Mastaglio mentioned that DVRPC completed a Safe Routes to Transit report at the Bordentown Station in 2020. <https://www.dvrpc.org/Reports/20023.pdf>



- Cassidy Boulan pointed out that the CMAQ package mentioned above are specifically part of DVRPC's new Travel Options Program, a suite of new TDM work with an expanded scope to include things like fix-it stations and demonstration projects.
- Mike Viscardi explained that there was some unused NJTPA money and some money for SJTPO. The NJTPA money is being used for the Henry Hudson Trail. First aspect is an old trestle bridge which extends the Hudson Trail further, and the other is a spur on an old rail ROW that connects to the Aberdeen-Matawan train station. They plan to use the spur, then a railway bridge over Garden State Parkway which the county owns. Keyport on the other side hopefully can make progress by fencing off a portion of the ROW. Currently they are just doing survey portion. They are partnering with Monmouth County for the bridge project, with the idea being to rebuild the bridge (it is historic and not maintained well enough to serve as even a bike bridge currently) while preserving the historic design. Connecting that with the spur to reach the station will really help to complete the trail and also provide micro-mobility benefits. It's two tracks so they are hoping leaving one will be enough for maintenance vehicles. There was a second discussion with Metuchen to connect Middlesex greenway to train the station and downtown. They made progress but need to adjust the scope. This isn't a direct connection to the rail station, but a few blocks away from the Northeast Corridor tracks. He also mentioned that Fred Story, who manages the bike lockers, is working on RFP for "bike stations" using a CMAQ repurposing to work with NJTPA on putting in bike lockers (similar to Oonee in Jersey City). Finally, he added that some light rail stations need bike racks, they will procure some U-racks to fill them out.

John Boyle, with the Bicycle Coalition, reported that the TIP in DVRPC's long range plan will be up for public comment at 5pm 7/21. Bicycle Coalition and Circuit Trails Coalition are working with Kwon from DVRPC to work on getting their Mass Action to work with TIP comments. They are currently working on circuit trails etc. in the TIP. The Delaware River Heritage trail had a ribbon cutting with great turnout, media coverage and feedback. This is also related to the NJ Transit and Tri-State Transportation Campaign top project. It ends within a block of the Roebling Riverline station, and it involves the first at-grade trail-crossing in the state (the only other one in the region built recently is the SEPTA West Trenton Line on the Pennypack Trail in Montgomery County). Also as part of the Delaware Heritage Trail and Circuit Trails Network, the Rancocas Creek trail is under construction with spur right to Dalenco train station, and the ribbon cutting should be in the fall. There is money to redo streets in North Camden north of Ben Franklin Bridge along Main Street, which had five different materials on it. They will flatten, repave, add roundabouts.

Ben Peacock with Morris County came to the meeting today to stay abreast of news, not specifically assigned to this area currently, so no updates.

Paul Lenarczyk, NJDOT, recently transferred to bicycle/pedestrian programs. He is working on SHSP, and they had a kickoff on 6/29. He also works on Complete Streets.

Bruce McCracken from Middlesex County is looking forward to completing the high-crash rate locations report within the next year or so.



Liza Betz, with Union County, announced they recently completed the Union County Truck Mobility study. They were looking at truck travel on the intercounty road system to identify safety issues and barriers. From the beginning the goal was to facilitate traffic on the road network while at the same time balancing needs of other road users, specifically bike users and pedestrians. They identified 33 locations, with 10 locations advanced to planning level. They are always looking for more ways move freight while still making roads safe for more vulnerable users. She hopes in the future there will be more integration of trucks in the Complete Streets policies of municipalities, as shopping online and ordering deliveries will continue to bring large trucks onto the streets. They also just received funding for a rails-to-trails project which will be entirely off-road, currently in the feasibility study phase. - <https://www.njtpa.org/Planning/Subregional-Programs/Studies/Active-Studies/Union-County-Truck-Mobility-Study.aspx>

- Elise Bremer-Nei mentioned hearing of same issues in Monmouth County, with multiple towns experiencing issues. They have been approached by the freight unit of DOT regarding how Complete Streets can include freight. It is unlikely that the freight unit's interests for including them match with Elise's, but her chief concern is the truck and delivery van drivers needing to cross busy streets to make deliveries.
- Liza Betz added that the study mentioned is called Mindfully Monmouth, and that there is increasing interest and concern regarding this topic, so there will be more truck-related studies. Safety is the most important issue, and crashes are happening. In a densely populated area, with many large industrial destinations, the last mile of these van trips requires a lot more thinking. They should focus on specific locations and look at how everyone can share a piece of the road.

The meeting closed automatically as everyone was redirected to the online general meeting room.