



**Design and Infrastructure BPAC Subcommittee Meeting  
December 1, 2021 9:50 am to 10:50 am  
Online Zoom Meeting**

**Attendees:**

Tom Debiase, MBI (moderator)  
Adam Bradford, Somerset County  
Doug Caum, NJDEP & Hopewell Trail Corporation  
Mike Dannemiller, Middlesex County  
Samantha Donovan, Sam Schwartz  
Anne Heasley, Sustainable Jersey  
Daniel Hutton, Urban Engineers  
George Klevorn, NJTRANSIT  
Andrew Lappitt, Middlesex County  
Lisa Lee, EZ Ride  
Sean Meehan, VTC

Reba Oduro, NJDOT  
Michael Popovech, Monmouth County  
James Sinclair, VTC  
Jeevanjot Singh, NJDOT  
Laura Torchio, NV5  
Robert Vettese, Town of Hammonton  
Michael Viscardi, NJ TRANSIT  
Steve Wong, Sam Schwartz  
Siennah Yang, SGB  
Bettina Zimny, NV5

**Subcommittee Meeting Notes**

**Subcommittee Discussion Topics in 2021**

- 2021 has been a big year for complete streets accomplishments –many different types of CS projects are moving fast. There have been a lot of trail projects, and more funding is being advanced for pedestrian safety projects in 2022. Some accomplishments that the breakout group participants mentioned include:
  - Morris Canal Greenway
  - Henry Hudson Trail across Keyport and Maple Place
  - Henry Hudson Trail spur connection
  - Middlesex County Greenway
  - Essex Hudson Greenway
  - 9-11 Memorial Trail
  - Northern Valley Greenway
  - More rail trail projects in Cranford

**Goals and Considerations for 2022** (brainstorming issues and needs)

- Complete Streets Training and Design Guidance
  - CS Training
    - Middlesex County expressed that their staff would benefit from CS training and an overview about green streets as they are currently working on the Vision Zero Action Plan.
  - Update CS Design Guidance
    - Issues about CS Design Guidance



- State roadways that carry a high AADT make it challenging to accommodate bike/ped facilities because of ROW constraints. It would also be difficult to incorporate CS in limited scope projects.
    - Both green and complete streets elements are easier to implement on municipal roadways.
    - The 2017 CS Design Guide is sometimes seen as a planning document that provides an understanding of what needs to be planned in the initial stage to accommodate bike/ped facilities. The current CS Guide doesn't seem to address all the needs of other modes of transportation.
  - Other Notes on Training and Design Guidance
    - Michael Baker International is working on Complete Streets Training and Design Guidance updates.
    - Green streets should be emphasized in CS Training and Design Guidance.
    - NJDEP and consultants should share resources with municipalities and others about where green infrastructure is appropriate and where best to implement it.
    - BPAC Design and Infrastructure Subcommittee could provide review of the updated NJDOT Complete & Green Streets Training/Design Guidance.
- Assist with NJDOT Focused Goals, for example:
  - Reduce fatal and severe crashes statewide
    - Delivery of HSIP funding for bike-ped-safety projects.
    - Development of NJDOT-approved guidance for bicycle facilities at interchanges. (DVRPC ask)
    - Leverage ITS/Smart solutions to achieve bike-ped safety.
      - Dynamic pedestrian detection systems
    - Establish Complete Streets priorities.
- Address Equity
  - Explore options for considering equity in bike/ped safety projects
    - Prioritization list for bike/ped safety projects that considers socio-economic status, vehicle ownership, and other data. (SHSP Equity Area)
    - New NJDOT Equity Map or Formula implementation (when it is published)
- Trails
  - North Jersey Trail Network
    - Leverage state-wide GIS data from NJDEP
  - Promote Trail Towns
  - Prioritize the enhancement of safety at trail crossings, especially on state and county roadways
  - ADA compliance for multi-use trails (Statewide Greenway Guide for Communities has guidance)
- Bicycle Facilities
  - Prioritize development of a last-mile bicycle facilities to transit guidance
- Roads



- Prioritize the need for more signal timing studies and intentional planned adjustments to reduce conflicts between pedestrians and turning vehicles at high density crossings by reducing exposure time

#### **Discussion on CS Exemptions**

- Several people in the subcommittee identified the need to clarify the CS exemption process:
  - Municipalities might want to use a different process for CS exemptions than DOT.
  - It is important to have the ability to track exemptions.
  - DOT may consider a new process for exemptions. For example, if a project identifies that exemptions are required, an LTA project could be initiated to assist the municipality with establishing adjacent bike routes within municipality to connect municipal routes to state bike routes. While bike facilities might not get built on state roadways, municipalities would have more fleshed out bicycle networks.
  - It seems that most if not all of state projects would need exemptions. If the norm is to grant an exemption, then what is the purpose of an exemption? Shouldn't every exemption truly be an exception?
  - Most DOT projects that deal with green infrastructure would require an exemption. Exemption seems to be the rule for green infrastructure. CS design guidance for bicycles has made exemptions common for DOT projects, and that is concerning.

Meeting closed as everyone was directed to the online general meeting room.