



**BPAC General Meeting**  
**September 15, 2021 9:30 am to 12 pm**  
**Zoom Online Meeting**

**Executive Council:**

Elise Bremer-Nei | Leigh Ann Von Hagen | Sutapa Bandyopadhyay | John Boyle | Jen Buison | Brandee Chapman | Debra Kagan | Eric Heitmann | Keith Hamas | Alan Huff | Larry Lindstrom | Yvonne Mikalopas | Linda Rapacki | Sonia Szczesna | Mike Viscardi

**Subcommittee Chairs:**

Jennifer Buison, Chair, Safety Subcommittee, [JBuison@njtransit.com](mailto:JBuison@njtransit.com)  
Betsy Mastaglio, Chair, Design & Infrastructure Subcommittee, [bmastaglio@dvrpc.org](mailto:bmastaglio@dvrpc.org)  
Sonia Szczesna, Chair, Legislation and Policy Subcommittee, [sonia@tstc.org](mailto:sonia@tstc.org)

**Summary:**

The meeting was brought to order by **Leigh Ann Von Hagen**, who shared the agenda with all participants.

**First Order**

**Elise Bremer-Nei** walked through the updates from NJDOT.

**Second Order**

**Elise Bremer-Nei** introduced some recent demonstration projects, followed by brief presentations from **Keith Hamas**, **Betsy Mastaglio** with **Kendra Nelson**, and **Lisa Lee** with **Mike Dannemiller**.

**Third Order**

Subcommittees discussed individual topics.

**Fourth Order**

**Leigh Ann Von Hagen** showed the websites for the upcoming Trails and Greenways Summit and the Complete Streets Summit, followed by an announcement by **Christopher Paige** regarding an upcoming FHWA webinar.

## Long Notes:

**Leigh Ann Von Hagen** began the general meeting at 9:30am by welcoming everyone and summarizing the agenda.

**Elise Bremer-Nei** walked through the updates from NJDOT:

- **Safe Routes to School Grants**
  - Final reminder that applications for Safe Routes to School grants are due October 14. If you are interested in applying for funding, you can find more information and resources on the New Jersey Safe Routes website – [saferoutesnj.org](http://saferoutesnj.org). NJDOT is offering One-on-One Application Meetings to provide direct assistance to applicants in developing better and stronger applications. Meetings will be held until September 23, 2021. Please note, if your municipality has not started an application, it will be very difficult to be ready to submit in time due to the resolutions needed. There are no exceptions to the deadline of 11:59 pm on Oct. 14<sup>th</sup>.
- **NJ Trails & Greenways Summit**
  - As another reminder, New Jersey's first ever Trails and Greenways Summit will be kicking off next week with keynotes and virtual sessions on a range of topics. The two-day Summit will run on Wednesday, September 22<sup>nd</sup> and Thursday, September 23<sup>rd</sup>. This free Summit is being hosted jointly by NJDOT and NJDEP and will highlight trail and greenway projects from around the State. Register online now at [bit.ly/njtrails2021](http://bit.ly/njtrails2021) or reach out to VTC staff at [njtrails@ejb.rutgers.edu](mailto:njtrails@ejb.rutgers.edu) if you have any questions. As of yesterday, we have 336 people registered.
- **Complete Streets Summit**
  - Also, a reminder to save the date for this year's New Jersey Complete Streets Summit, which is scheduled for Friday, October 22. This year's Summit will be celebrating 10 years of Complete Streets in New Jersey. This event is also free to attend. Registration is open – visit <http://www.completestreets2021.com>
- **Complete Streets Training Update**
  - At the Complete Streets summit, we will be announcing an update to our statewide Complete Streets training program. Our consultant teams have incorporated feedback to ensure the training meets the needs of local engineers, planners, and officials. Next year, we will work with NJTPA to offer training opportunities around the state.
- **LTA Updates**
  - A common theme in this month's updates is community input. NJDOT is really making an effort to hear all voices from the communities that we are working with. We strongly believe that this is the only way for these communities to truly take ownership of these studies and the recommendations that are developed.
  - We are still working towards completion of our study of the **Perry Street corridor in Trenton**. We are coordinating with Reverend Taylor for a presentation to the Capital Coordination Committee as an opportunity to collect some final comments from local residents.
  - Our **Passaic County LTA** is a study in partnership with the County and the City of Paterson. We have recently been in the city during National Night Out to collect

information from residents and businesses. In addition, we've held focus groups and web-based surveys. Recommendations are being developed.

- Our **Camden** study is scheduling listening sessions with groups from all over the city. This is in addition to the surveys and wikimaps that can be accessed from the city website. Once we have collected additional input, we'll be able to develop recommendations.
- In **Eatontown**, we conducted a PRSA last week to take a closer look at some of the issues while having all of the major players in (virtual) attendance. We continue to gather information and work with the Mayor and Steering Committee to propel the project forward.
- In **Woodbine** we have had our first Steering Committee Meeting and we are developing a plan for public input. This includes a visit to a local car show, which we have been advised attracts a good segment of the community. We will be there to create project awareness and gather input.
- Under Bill Riviere's direction, his team continues to work across the State to promote and approve bicycle and pedestrian connectivity and safety.
- **SHSP Updates**
  - **ACTION NUMBER 1.A.1.b. Complete Streets Task Force**
    - **Leader: Paul Lenarczyk, NJDOT**
    - Background research has been performed and a kick-off meeting was held on June 29th that included two breakouts: one for NJDOT and one for external participants. Meeting minutes are being updated with comments from those who were unable to attend and will be sent out shortly along with a draft list of official task force members.
    - Anticipated work for the next quarter includes:
      - The development of an official task force list with roles and responsibilities,
      - A best practices summary,
      - Internal and external interview summaries,
      - An updated inventory of policies from across New Jersey,
      - And a second Task Force Meeting.
  - **ACTION NUMBER 1.A.3.a. - Automated Speed Enforcement & Vulnerable Road User Laws**
    - **Leaders: Joseph Rapp, NJDOT BSBPP and Sonia Szczesna, Tri-State Transportation Campaign**
    - Extensive research and investigation of implementation around the country was performed for both Automated Speed Enforcement (ASE) and Vulnerable Road User (VRU) laws. Research of legislation pertaining to both has been completed as well. Every state that has active Automated Speed Enforcement has been identified, including New York and Pennsylvania. Vulnerable Road User laws have been more challenging. There are many definitions of a vulnerable road user and states have a wide range of laws.

- Potential equity issues have been identified, primarily with Automated Speed Enforcement in lower income communities, and potential barriers to implementation were identified.
  - The team is finalizing interview questions and the list of states to be interviewed about their implementation of Automated Speed Enforcement and Vulnerable Road User.
    - If you are interested in the update to the research for Automated Speed Enforcement, make sure to attend today's Legislative and Policy Subcommittee meeting starting at 10:25 am. An action team meeting to discuss the research on Vulnerable Road Users is scheduled for October 6 at 11 am. Please contact Joe Rapp at NJDOT or Tri-State's Sonia Szczesna to join the October meeting.
  - Anticipated work for the next quarter includes:
    - Interviews of stakeholders from New Jersey and other states,
    - A draft memo with research and best practices to inform implementation in New Jersey.
- **ACTION NUMBER 1.B.1.a. Bike Ped Design Guidance**
  - **Leader: Patrick Farley, Cross County Connection TMA**
  - The team met with NJDOT staff to gain understanding of the Capital Program Management Project Delivery Process and Phases. Discussion was focused how the NJDOT Roadway Design Manual and the NJ Complete Streets Design Guide are used in the delivery of projects.
  - As of now, state and national Complete Streets documents are planning documents rather than official design guidance. If the elements of the NJ Complete Streets Design Guide and national guides such as NACTO, are not endorsed or referenced as design guidance in the Roadway Design Manual, they will likely just be passed over by engineers who need to use design guidance rather than planning documents to implement projects. Guidance will be needed on how the task team can best recommend possible changes to design guides in NJ. This task is complicated by the fact that Complete Streets design guidance and training for NJ is currently being updated.
  - Anticipated work for the next quarter includes:
    - Resuming monthly meetings,
    - Identifying which best practices in national guidance should be provided to NJDOT and local agencies for possible inclusion in their design guides,
    - And identifying best practices in education and training on Complete Streets design.
- **ACTION NUMBER 1.C.4.a Street Smart Action**
  - **Leader: Keith Hamas, NJTPA**
  - The action team has conducted a coordinated review of their scope, and has incorporated feedback from the first Action Team Meeting into task descriptions and draft strategy recommendations. The team has also gathered data for the development of a Street Smart priority communities list.
  - Anticipated work for the next quarter includes:

- Incorporating data-driven screening lists into GIS format;
  - Overlaying data for analysis and generating a priority communities list;
  - Holding a second Action Team Meeting;
  - And further developing and reviewing draft strategies to inform the final tech memo.
- **ACTION NUMBER 1.F.1.c. and 1.F.2.c. Transit Inventory & Equity Prioritization**
  - **Leaders: Aimee Jefferson, NJTPA**
  - The team met on May 26<sup>th</sup> with NJ Transit to review their current bus stop inventory and confirm that the existing data inventory could be used to develop the action team's effort.
  - On July 23<sup>rd</sup>, the team met with NJDOT consultants (SSC and MBI) to discuss the work accomplished so far, including the identification of the top 200 locations to investigate and the development of table weights. The team was informed that NJDOT raised the demographic indicator threshold from 35 to 50%.
  - Anticipated work for the next quarter includes:
    - A working group meeting to review initial 200 locations and table weights;
    - A September presentation of the checklist to the working group; and
    - Possibly starting audits in October.
- **NJ Safe Passing Law**
  - Once again, thank you to all of those involved in pushing for the passage of the State's new safe passing law. This is probably the most significant new bicycle or pedestrian safety legislation since the Stop and Stay Stopped law was passed a decade ago.
  - **Jim Hunt** Announced the public awareness campaign has already begun for when the law takes effect next year.
  - **Leigh Ann Von Hagen** clarified what the Automated Speed Enforcement and Vulnerable Road User laws are, and how they relate to the safe passing law. She explained that they will be discussed at upcoming Strategic Highway Safety Plan meetings.

**Elise Bremer-Nei** introduced recent demonstration projects:

- **Keith Hamas** shared NJTPA's work on the Keyport Complete Streets Plan.
  - He introduced the Planning for Emerging Centers program which supports the implementation of regional sustainability planning goals at the local level. The Borough of Keyport applied for this program after updating its master plan in 2017, where they found a lot of concern around travel safety.
  - He gave an overview of the Complete Streets ordinance plan to help formalize municipal transportation and land use decision making.
    - They worked with a variety of stakeholders toward consensus on CS elements to be incorporated
    - COVID forced all outreach to be virtual, so they used it as opportunity to try new approaches, including a website with online workshops and a "videogame format" where users signed in as players and gained points by contributing. People could participate on their own schedules.

- One activity was Rate Your Street on biking and walking.
    - They also looked at specific locations with different complete streets design options.
    - The results were pretty good, on par with in-person outreach done in the past. More than 250 surveys were completed and there were more than 100 online workshop participants. There was overwhelming support for Complete Streets.
    - The outreach results directly informed the recommendations, including bike network priority roads, one-way pairs around school areas for enhanced safety and a balanced vision for Maple Place, the demonstration project location.
  - Demo project location
    - The project was located at the intersection of Maple Place and the Henry Hudson Bike Trail crossing.
    - The site was a standout among stakeholders and addresses safety needs.
    - Maple Place is a County road so they coordinated with the County planners and engineers. It was an innovative design, which pushed a bit outside stakeholders' comfort zone, but was still simple and functional and they were able to get everyone onboard.
    - The design featured a combination of curb bump-outs.
    - Before the project there were reports of uneven behavior and diagonal crossings. The intervention forces right angle crossings.
    - People using the trail seemed to appreciate the added safety.
    - The team left behind a set of Complete Streets documents for use in future projects
    - **Jeevanjot** asked about the design elements. The cross-section diagram does not indicate sidewalks, so were pedestrians addressed in the scope of work?
      - **Keith** answered that pedestrians were addressed all throughout the plan as the number-one priority.
    - **Jeevanjot** asked about vehicle weight restrictions.
      - **Keith** answered that it's a County road and there are trucks. Turning radii needed to be considered carefully.
    - **Jim Hunt** asked if the documents will be made available for use by other towns.
      - Keith answered that the project is probably replicable, but not immediately transferrable to another town without significant customizations to fit the different context.
    - **Susan Blickstein** asked if Keyport has adopted the Complete Streets ordinance.
      - **Keith** answered that they had not yet but NJTPA will be following up to encourage the borough to follow through. There is interest, they just need to keep the momentum going. Feel free to review the final products at <https://www.njtpa.org/keyport.aspx> .
      - **Elise Bremer-Nei** confirmed that the County intends to pursue funds to convert the demonstration project to something permanent.
- **Betsy Mastaglio and Kendra Nelson** shared DVRPC's work on Collingswood's All Aboard Atlantic Complete Streets Demonstration Project, conducted through the Travel Options Program.
  - The design process was fairly rigorous. The group met weekly. Other groups dealt with parking and the nearby PATCO elevated line.
    - The main focus was deciding between greenways and advisory bike lanes.
    - The project materials were mainly paint and they relied heavily on the expertise of the Collingswood Public Works Department.

- DVRPC provided an overview of study area, which spans from Collings Avenue to Conard.
- Before the intervention, there were complaints that Atlantic/Collings/Lakeview was difficult to navigate. In the final design they used bulb-outs but rolled one back slightly due to the hard right turn from Atlantic to Collings.
- FHA guidelines identified the project location as a county road.
- Intersections were painted by the community with armadillo barriers.
- They shifted the yellow median to guide cars and make it easier to adjust to the new facilities.
- **Rebecca Callaway** clarified purpose and methods, coordinating with Farmers Market near PATCO. They operated an information tent several weeks in a row explaining new lanes and navigation, and identified elements for future projects.
- There were 358 responses to the survey which was distributed through the farmers market and via email. Feedback led DVRPC to make decisions about how to present info in the future.
  - 78% of respondents tried out the demo via driving.
  - They had underestimated the number of drivers who had not been exposed to an advisory bike lane before.
  - Respondents felt it provided more safety for cyclists but were unfamiliar with how to navigate it.
  - There was some concern that the armadillos could visually blend into the paint and surprise cyclists.
  - **Leigh Ann Von Hagen** provided a link to a video of advisory bike lanes, as a reference: <https://www.advisorybikelanes.com/video-links.html>
  - **Kendra Nelson** also shared the PSA advisory bike lane video that they used, which provides examples from other municipalities: <https://www.youtube.com/watch?v=vabFhdPSmsc&t=3s>
- **Lisa Lee** and **Mike Dannemiller** shared EZRide's work on the Pop-Up Bike Lane on Woodland Avenue in West Orange.
  - The project was initiated by the West Orange Pedestrian Advisory Board. They have been working with the Township on a StreetSmart campaign as well as a Safe Routes to School program.
  - A pop-up bike lane was suggested for May 1<sup>st</sup>-2<sup>nd</sup> to coincide with Bike Month.
  - The purpose was to help implement the Township's Complete Streets policy and provide a bike lane for kids to ride to school. They paired it with "Learn to Ride" and bike rodeos.
  - The project ran along Woodland Avenue from the firehouse to Redwood Elementary School.
  - Initially they planned to use water-soluble paint, but ultimately had more permanent paint on-hand and chose to use that instead.
  - The team organized a bike train for local residents.
  - They received training from other TMAs, developed a communications package including a map of the route and shared it with the Township media office. They also designed a flyer and blew it up to poster size.
  - They kept the scope small to avoid the need for contractors. DPW was very cooperative. Due to collaborative partnerships, they got buy-in from town and schools.
  - Outreach was done via a QR code and a comments board (sticky notes). They asked for feedback from kids after each ride. Initially they wanted to survey everyone in town but decided against it. They would like to find a way to get feedback from more people.

- Turnout was diverse, with 40% of participants aged 41-50 and youth feedback largely from children aged 6-10.
- Respondents said they felt safer and “seen” by drivers. The lanes helped kids stay closer to the curb.
- Satisfaction feedback showed 91% of respondents rated 4 or 5 out of 5 but they only received 32 responses.
- The majority (84%) said they felt safer, but some commented that they wished the bike lane was wider (the lane was 5 feet wide but the city accidentally narrowed one segment by placing a dot-matrix sign in the lane).
- Next steps are to pass an ordinance to make the bike lane permanent. They also recommend hosting more bike trains and emphasized the essential element of having partnership from the school ahead of time.
- The city is planning to maintain it and they are sweeping it. They need a parking restriction and then they will keep it in operation.

At this point, attendees shifted into virtual breakout rooms for each subcommittee.

After returning to the main meeting, **Leigh Ann** showed the websites for the upcoming Trails and Greenways Summit and the Complete Streets Summit and thanked each summit planning committee for their efforts.

**Christopher Paige** announced an upcoming Curbside Inventory Report webinar hosted by FHWA Thursday September 30<sup>th</sup> from 1pm to 2pm. He provided the information to Elise and Leigh Ann for distribution.

The meeting was adjourned by **Leigh Ann Von Hagen**.