



**BPAC General Meeting
December 13, 2018
Rutgers University
33 Livingston Avenue, New Brunswick, NJ**

Executive Council:

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Welcome

New Jersey DOT Transportation Updates

NJDOT is merging its safety and bicycle-pedestrian offices. Additionally, NJDOT held a safety partners forum last month, which provided an update on the collective goals of MPOs and municipalities, as well as the development of a strategic highway safety plan scheduled for publication in the late spring or early summer. So far, in 2018, New Jersey has experienced 159 pedestrian fatalities and 16 bike fatalities, an improvement from 2017 but not as good as 2016. One of the priorities of the Assistant Commissioner of NJDOT is to conduct monthly Complete Streets training for NJDOT civil engineers, managers, and consultants, starting early 2019 and leading up to the Complete Streets conference in October 2019.

Subcommittee Reports

Design and Infrastructure Subcommittee – Update on changes to safe routes to school travel program. Discussed issues with safety voyager and the potential for crossover to understand more of what’s missing from the program as well as future plans.

Education and Outreach Subcommittee – the committee recently completed a 50-page draft of the Bicycle-Pedestrian Friendly Driver, intended for implementation in driver’s education curricula. The study is funded by the Division of Highway Traffic Safety. The committee has a tremendous volume of input and will take at least another 3 months to compile a second draft, though they’re still seeking continued input and revision.

Safety Subcommittee – discussed pedestrian-scale lighting, creating a document that standardizes ped-scale lighting. The committee also covered the emergence of e-scooters and concluded that there needs to be more research on the phenomenon, specifically as it relates to a supplement to mobility.



Legislative Subcommittee – the committee is working to deconstruct last year’s white paper into a series of 1-pagers for dissemination. The committee focused specifically on Vision Zero, drawing from the national narrative to create a New Jersey context. The committee also discussed interpreting its role as an advisory committee in autonomous vehicles

Announcements & Public Comments

Essex County community traffic safety program has been transferred over from the police academy to NJ Bike and Walk Coalition.

Tickets are available for the 10th annual NJ Bike and Walk Coalition community summit. Ticket prices increase on January 15.

NJTPA is hosting a crime prevention environmental design workshop, inviting local project managers who have conducted studies and audits leading to improvement projects in New Jersey. The keynote speaker worked with the NYC Mayor’s Office in neighborhood activation.

Mercer County adopted a supportive resolution for the Circuit Trail. Three-quarters of the counties in the DVRPC region have adopted similar Circuit Trail resolutions. More updates at the next meeting.

Presentation by Cassidy Boulan and Thom Stead from DVRPC: Neighborhood Greenways Report

City Planners from DVRPC summarized their projects with the City of Philadelphia to improve bicycle infrastructure and neighborhood greenways. Neighborhood Greenways are low-speed streets on which bicyclists and pedestrians are prioritized. According to Census data, 2.6 percent of Philadelphia residents bike to work, but in some Census tracts, like West Philly, bike commuting comprises more than 20 percent. However, the areas with the highest density of bicyclists lack comprehensive bike networks.

The presentation then detailed the objectives and methodology of its Greenways site-selection study. The guiding documents in the literature review included reports from the National Association of City Transportation Officials (NACTO), Portland Bureau of Transportation (PBOT), and a study conducted by Portland State and Alta. In addition to reviewing AADTs and conducting a GIS analysis, the study also investigated qualitative factors, including identifiable walkable community corridors, proximity to community schools and parks, proximity to SEPTA, steep terrain, and redundancy to other candidate streets.

Next steps include piloting inclusion in bike-ped plans, reviewing paving plan for opportunities, incorporating Vision Zero strategies, sharing GIS files that include streets without AADTs. There needs to be a systematic approach that allows the city to work strategically rather than opportunistically. Neighborhood greenways will need to be tailored to local conditions, each requiring different types and combinations of infrastructure.

The presentation ended by fielding questions and comments. Several Philadelphia residents were present and opined on local issues, such as the difficulties of biking on 13th and 15th Streets. Overall, Philadelphia is different from other major cities in that the center city is not as big of a job attractor as other Central Business Districts, and



people in Philadelphia are more dependent on automobiles to take them to work. When asked which New Jersey municipality wields the greatest potential of piloting greenways, the presenters said Trenton.

BPAC General Meeting Adjournment