

**Education and Outreach BPAC Subcommittee Meeting**  
**December 13, 1:30pm to 2:30pm**  
**Rutgers University**  
**33 Livingston Avenue, New Brunswick, NJ**

**Attendees:**

**State**

Leigh Ann Von Hagen – VTC  
Keith Hamas – NJTPA  
Elise Bremer-Nei – NJDOT  
Jen Buisson – NJ Transit

**County/Municipal**

John Witsch – Union County  
Andras Holzmann

**Private**

Matt Carmody – AKRF  
Amy Wong – Michael Baker

**First Order:**

The panel began with introductions, ideas, and projects that participants were developing. Jen then provided an overview of NJDOT's bicycle and pedestrian safety projects and opened up the floor for feedback. A discussion followed on how agencies, organizations, and stakeholders could contribute to state efforts to improve safety for alternative transportation.

**Second Order:**

The discussion centered around street-light requirements and standards, issues with design and scale.

**Third Order:**

Matt Carmody, a transportation engineer with AKRF, presented on the Transportation Alternatives Program (TAP) grant, focusing on the need to develop a clearinghouse of information and resources for potential applicants.

**Long Notes**

**Item 1**

1. Jen encouraged all participants to discuss their projects and initiatives to determine if there was any overlap.
  - a. NJDOT is working on a study analyzing driver and pedestrian behavior. The study focuses on bicycle-pedestrian safety and is data-driven.
  - b. NJDOT is also merging its bike-ped programs with safety programs to address bus stop safety, crosswalks, etc.
  - c. WSP is working on a pedestrian-scale lighting infographic
2. How will e-scooters factor into bicycle-pedestrian safety?
  - a. How will e-scooters be reported in TR1 reports?
    - i. Are they vehicles?
    - ii. Right now the only crash data for e-scooters is reported by hospitals

**Item 2:**

What are the issues surrounding adequate pedestrian-scale lighting?

- a. Installing LED lights is a recurring theme, but their brightness can be blinding. Participants expressed concern regarding the risks of lights distracting drivers
- b. An array of different styles of lighting and their applications was discussed, as were lighting and safety studies and DOT examples

**Item 3:**

TAP grant presentation

- a. AKRF is developing a master spreadsheet with all the necessary information on TAP grants to input into a pamphlet
- b. Matt Carmody sought feedback into what the layout should look like, which sections were essential. Carmody expressed the need to personalize the template, showing graphics and success stories of particular grant recipients
- c. AKRF had also begun a research matrix with inputs from the FHWA pedestrian and bikes matrix
- d. One of the main issues with TAP grants is the diversity of grant programs with different requirements. Indeed, the application process can seem daunting to an under-resourced municipal department.
- e. Since the TAP grant application is so time-intensive, some municipalities opt out of applying.
- f. Overall, a lot of municipalities are unaware of the TAP program. There needs to be an educational campaign to boost applications.
- g. There is a need to attract smaller municipalities; providing more user-friendly information clearinghouse, delineating application guidelines and grant opportunities, would improve the odds of smaller municipalities submitting proposals.
- h. Massachusetts DOT works with ESRI to help municipalities map their issues, which informs MDOT in their recommendations for which federal grant to pursue