



BPAC General Meeting
June 20th, 2018 10:30am to 12:00am
Rutgers University
33 Livingston Avenue, New Brunswick, NJ

Agenda:

- 10:30 AM – Welcome
- 10:40 AM – New Jersey Department of Transportation Updates
- 10:50 AM – Subcommittee Reports
- 11:10 AM – Presentation: Measuring the Effects of Crime on Walking by Dr. Deva Deka of VTC
- 11:25 AM – Presentation: Evaluating Potential Road Diets: The Benefits of Avoiding Detailed Engineering Analysis by Dr. Robert Noland of VTC
- 11:40 AM – New Jersey Bicycle Safety Education and Enforcement Program: Local Stakeholders by Ranjit Walia and Susan Blickstein
- 11:50 AM – Somerset Countys Bike Walk and Trails Plan by Peter Kremer of WSP and Andras Holzmann of Somerset County
- 11:55 AM – Announcements and Public Comments
- 12:00 PM – BPAC General Meeting Adjournment

Notes:

- NJDOT Updates
 - Safe Routes to School and Transportation Alternative grants and applications are available
 - Being merged with Safety Unit in the Planning side of the department
 - Questions regarding how this merger is going to affect collaborations with other organizations
 - Safety Unit seems excited to work in Bike and Pedestrian work
- Subcommittee Reports
 - Design and Infrastructure Subcommittee
 - Looking for examples of successful projects to put into a portfolio in order to encourage future projects that may or may not be resisted
 - Education and Outreach Subcommittee
 - Working on exploring the possibility or making recommendations to Bicycle and Pedestrian Safety in the Driver's Education program
 - Safety Subcommittee
 - NJ Transit, work study, methodologies for positive stakeholder involvement, public engagement
- Measuring the Effects of Crime on Walking
 - Deva will be providing the information from the analysis/survey aspect only of this project, other people were involved, James, Susan, Charles



- Low-income communities are more walkable but there are not as many people walking in these communities' due to issues of crime
- People walk more in high-crime neighborhoods and more for transport but less for exercise
- Newark, Bloomfield, and Verona were the three communities where the intercept surveys were conducted
- The study found that as crime increased they did see lower walking rates
- A separate report and publication will be published on behalf of the focus group study that was done
- Evaluating Potential Road Diets: The Benefits of Avoiding Detailed Engineering Analysis
 - Projected started by recommendations of a road diet on Livingston Avenue in New Brunswick, NJ
 - The consultants on the project had wrong assumptions in regard to crash reduction rates
 - And it costed roughly \$200k to conduct the study which is far more expensive than the cost of the striping on Livingston Avenue
 - So, the question was: Is there a cheaper and faster way to get these things done?
 - Quick and Cheap Cost Benefit Analysis
 - What is the break-even point in which the delay costs = safety benefits?
 - Tradeoffs between time and safety
 - Represents benefit for every 1% reduction in crashes
 - Limitations: Quality of life, development potential, emissions, and noise reduction
 - Noland recommends that it is useful as a screening tool to highlight uncertainties in crash reduction
 - Can provide guidance on prioritizing projects
- NJ BSEE Pilot Program: Local Stakeholders
 - Bicycle Safety Education and Enforcement
 - Found out ways to work with Police, Education, and Organizations in order to promote safer bicycling
 - Found that effective education is difficult
 - State of NJ does not have a safe passing law
 - Going to pilot Bike Safety Education and Enforcement in Morristown using C3FT device
 - Evaluate and report on pilot phase
 - Findings: law enforcement carries out limited bike education activities, particularly those designed to reach adults on bicycles
 - There is no strategic and structured approach to bicycle safety education for motorists or bicyclists
 - Officers are unaware of local bike advocacy group and they infrequently seek grants to improve bicycle safety
 - Role of SAC: Review pilot materials
 - Serve as ambassadors to communities that might serve as future potential training/testing sites
 - Role of Local Stakeholders: Review/assist with first cut educational materials
 - Next Step: Training Morristown Police Department, providing updates on the pilot project
- Somerset County's Bike Walk and Trails Plan
 - Studying the county road network where future bike facilities could be implemented, gaps in the trail network, and where connections can be made
 - Outreach, survey, and Wikimap application will be used



- Announcements and Public Comments
 - Complete Streets Programs on Tuesday June 26th and Wednesday June 27th