



BPAC General Meeting
October 1, 2019, 10:30 am to 12:00 pm
Rutgers University
33 Livingston Avenue, New Brunswick, NJ

Executive Council:

Elise Bremer-Nei
Mike Viscardi
Jessica O'Connor
Brandee Chapma
Keith Hamas

Cassidy Boulan
Alan Huff
Jennifer Buison, Chair, Safety Subcommittee
Betsy Mastaglio, Chair, Design & Infrastructure
Janna Chernetz, Chair, Legislation & Policy

Summary:

General meeting began at 10:30 with introductions going around the room. The Executive Council and all others in attendance announced their name and the organization they were representing.

First Order

The meeting began with Elise Bremer-Nei providing updates to the Advisory Council from the New Jersey Department of Transportation. These updates included information about new bicycle and pedestrian contracts as well as information about the current vacancies on the Executive Council.

Second Order

Subcommittee chairs spoke about the previously held meetings. **Betsy Mastaglio** provided information on the Design and Infrastructure Subcommittee meeting, followed by **Jennifer Buison** with updates on the Safety Subcommittee meeting, and lastly **Sonia Szczesna** spoke in place of **Janna Chernetz** about the last Legislation and Policy Subcommittee meeting.

Third Order

Michael Manzella, PP, AICP, Asbury Park Transportation Planner, presented on "Shared Mobility in Asbury Park" including a detailed discussion about Asbury Park's e-scooter program.

Fourth Order

Michael Dannemiller provided an update on NV5's Complete Streets trainings throughout the state, including information about the upcoming Ocean City workshop.

Fifth Order

Moriah Richardson of Michael Baker provided information about the Pedestrian Safety Management System.



Sixth Order

Sonia Szczesna presented a [video](#) detailing Trenton's first Ciclovía.

Seventh Order

The floor was opened for announcements and public comments.

Long Notes:

Charles Brown welcomed everyone to the BPAC general meeting. The Executive Council and all others in attendance announced their name and organization they were representing. After the introductions **Elise Bremer-Nei** provided updates from the New Jersey Department of Transportation. She stated that contracts had been signed for bicycle and pedestrian projects and thanked the group for their efforts. She also discussed vacancies on the Executive Council and requested nominations, especially for roles related to equity and health.

Subcommittee Reports:

1. Design and Infrastructure

Betsy Mastaglio provided an update noting that the group has been discussing coordination and creation of trail networks in Northern New Jersey. Issues have arisen related to protected bicycle lanes and design issues related to buffers. The subcommittee also discussed bicycle shares and e-scooters in an attempt to identify steps that need to be taken to prepare for these rising markets.

Betsy Mastaglio stated that anyone interested in helping with this effort should reach out to her.

2. Safety

Jennifer Buison provided an update noting that the group has been focusing on a single major topic: pedestrian oriented lighting. WSP presented to the subcommittee on the topic and provided valuable information including benchmark heights, distances, and locations for lighting).

3. Legislative

Sonia Szczesna, (substitute for Subcommittee Chair Janna Chernetz) provided an update on the last Legislative subcommittee where the Model Complete and Green Streets Policy was discussed along with next steps for promoting the document and ensuring it gets into the hands of practitioners. Updates were provided on current bicycle and pedestrian legislation as well as the restrictions on e-bikes and e-scooters on NJTransit.

Mike Manzella, PP, AICP, the Transportation Manager for the City of Asbury Park presented "Shared Mobility in Asbury Park." He highlighted a shift he has witnessed in Asbury Park over the last few years from a car-centric society to one that value walkability and bikability. Three years ago, the major concern was parking demand and moving cars around in the most efficient way. In the summer of 2017, Asbury Park launched its search for a bikeshare partner, eventually settling on Zagster. It has been both beneficial and challenging. When the program launched there were six stations, but it was since expanded to eight stations and 40 bikes. It has been challenging in terms of reach, as the bikeshare is limited. The program could benefit from sponsorship and subsidies. Asbury Park adopted a Bicycle Master Plan this year and has since stepped up the bicycle implementation, adding bicycle lanes and trying to provide safe



infrastructure for bicyclists. Asbury launched the second e-scooter program in the state, after Hoboken, this August. Scooters are available every morning at 7am and are removed at 9pm. The program started with 50 scooters and has now grown to 250 scooters. The city has designated specific parking locations to avoid parking chaos and users are not able to end a trip unless they have placed a scooter within 10 meters of the georeferenced locations.

The city has taken several steps to ensure safety. Users must be 18 years or older and must show a driver's license. The maximum speed for the e-scooters has been reduced from 15 mph to 12 mph and large numbers have been added to scooters in order to easily identify them when reporting issues. Aggregate data is collected in order to understand the city's Micromobility needs. The city plans to expand into EV car sharing program and is testing out removal of the e-scooters from December 15th to March 15th.

Michael Dannemiller, NV5, provided an update on the Complete Streets Training Workshops stating that the next workshop will be held in Ocean City and that previous workshops have been broad. Participants have consistently shown interest in tactical urbanism.

Moriah Richardson, Michael Baker, presented on the newly updated Pedestrian Safety Management System (PSMS) and provided a quick background on the tool. PSMS provides a quantitative way to look at pedestrian safety data by providing a score for roadway segments based on numerous pedestrian safety criteria. The update allows for historic and predictive data and is completely data-driven. Scores are based on crash history (50%), roadway features (20%), demand factors (20%), and environmental justice (10%).

Sonia Szczesna presented a [video](#) detailing Trenton's first Ciclovía. The biggest challenge in planning the event was explaining what a Ciclovía is to stakeholders. The video is a useful tool for others to use when facing a similar Ciclovía-planning challenge.

The floor was opened for announcements and comments. No announcements were made.

Meeting Adjourned by **Charles Brown**.