



**Design and Infrastructure BPAC Subcommittee Meeting
March 9, 2021 10:55am to 11:55am
Online Zoom Meeting**

Attendees:

State

Dan LiSanti – NJDOT
Jeevanjot Singh – NJDOT
Betsy Mastaglio - DVRPC
Keith Hamas – NJTPA
Aashna Jain – VTC
Larry Lindstrom – VTC
Sean Meehan – VTC

Private

Daniel Hutton – Urban Engineers
Mike Dannemiller - NV5
Peter Kremer – Michael Baker

Non-Profit

Patrick Farley – Cross County Connection TMA

County/Municipal

Liza Betz - Union County Bureau of
Transportation Planning

Summary:

Subcommittee chair, Betsy Mastaglio opened the meeting with a discussion on the subcommittee's role in the SHSP work plan and updates on the actions teams work

First order:

Patrick Farley shared the design guide inventory for the group and discussed about ways to

Second order:

Dan asked for the group's input on increasing safety on the local roadways

Third order:

At the end, Dan asked for ideas on systemic improvements to advance bicycle and pedestrian safety in all projects at the DOT.



Long Notes

Subcommittee chair Betsy Mastaglio welcomed everyone to the meeting and focused the day's discussion towards brainstorming the subcommittee's role in the SHSP work plan and populating the work plan sheet. As per the work plan, the group will assist with the design guidance at intersection for vulnerable users and bicycle and pedestrian data collection actions. She then invited Patrick Farley to give an update on their work and if they need the group's assistance with anything.

Patrick Farley, CCCTMA informed that they are creating an inventory of existing design guidance and need help in determining specific infrastructural elements that are either listed or not listed but can be included in NJ guidance. The team is also looking to develop case studies for the suggested design elements that are missing from NJ guidance and identify organizations and measures that could help in including those recommendations.

- Link to the design guidance inventory:
<https://drive.google.com/drive/folders/1EhvFwdtvtOuVdtly9aAHiFgpfMrOpF?usp=sharing>
- Betsy inquired about how the group would participate in specific deliverables that are not covered in everyone's full-time job description to which Patrick responded that his team is covered for SHSP implementation and would be able to assist with specific deliverables.
- Peter Kremer, Michael Baker mentioned that his team has a task order to conduct individual and focus groups interviews with practitioners, planners, and engineers from a diversity of roles to explore the adoption of traffic calming and safety strategies in the state. The interviews would investigate into what resources are available to practitioners, what do they use, and what works and does not work, and they could use the group's help in identifying individuals for these interviews.
- Keith Hamas, NJTPA shared about their experience with complete streets technical assistance projects, which showcased the difference in how the DOT, complete streets design guide, NACTO, and county and municipalities meet their design standards. Additionally, the municipalities and counties feel that there is a disconnect from out-of-state examples and instead, prefer NJ examples from outside of the few common cities in the state.
- Betsy mentioned that the group has talked about creating an inventory of NJ locations where something has been implemented and VTC was probably working on it. Aashna and Sean from VTC responded that they would look into it and get back to the group.
- Mike Dannemiller, NV5 added that Leigh Ann Von Hagen from VTC was also looking into an inventory of photo examples based in NJ.

Patrick observed a lot of overlap between the ongoing discussion and the task force's work so far and suggested working on a single document to which the group agreed. He screenshared the design guide inventory document that is developed to help identify priority guides and elements that could be used more frequently in NJ and are commonly used in other places.

- Mike added that a logical first step in this direction could be to get NJDOT institutionalize the NJ Complete Streets Design Guide so that it follows through to the designers in NJ.



- Dan LiSanti, NJDOT added that the design guide needs to be revamped going forward to incorporate designers' point of view and the challenges and barriers faced by them, as well as include the needs of all users and balance of operations. The study mentioned by Peter earlier could help with this aspect by involving with designers and subject matter experts to get a better feel of the process and how safety could be incorporated into a diversity of projects. It is very important to reach out to designers and everybody who will use these guides to get their feedback early in their preparation.
- Peter agreed that coordinating properly at the subject matter expert level in the beginning is critical for tradeoffs to be evaluated and so everyone has the chance to comment on what works and does not work.
- Dan added that they are interested in incorporating safety in projects at the purpose and need statement level and how simple safety countermeasures could be incorporated into local LPIs or pavement projects with no extra cost.
- Jeevanjot Singh, NJDOT informed the group of her background in traffic engineering, IPF, and project management and suggested that they should involve with the Division of Project Management and Capital Program Delivery process as one of the key stakeholders in complete streets policy and implementation, which includes developing the purpose and need statement.

Betsy asked Dan how this subcommittee could be a resource to them to which Dan expressed their interest in better coordination between practitioners and designers at various levels and roles. He asked for the group's input on improving safety on local roadways that account for most of the fatalities and serious injuries in the state.

- Keith suggested utilizing local demonstration projects to target safety on local roads and adding guidance on demonstration projects in the design guide inventory.
- Dan stated that he would be interested in finding more about it from the group in addition to ways of incorporating simple countermeasures into municipal pavement jobs.
- Peter mentioned about DVRPC and PennDOT's bike-friendly resurfacing program as an example of such an effort and highlighted that most of the improvements in their efforts are local and county and they always encourage municipalities and counties to explore ways to implement them on their own.
- Jeevanjot suggested including low-cost countermeasures that could easily be a part of the DOT local aid programs in LTA studies, noting that such improvisations would help make programs safer and are also encouraged by the DOT.
- Mike informed of their LTA study for Metuchen, which received TAP funding to install bike lanes and discussed the Morris County Greenway effort in which the local municipality and county have coordinated to pave bicycle lanes whenever there is a pavement job along the greenway.
- Betsy iterated about PennDOT and DVRPC's bike-friendly resurfacing program with local and county officials that focuses on improvements that can be implemented through resurfacing and maintenance tasks only.
- Peter stated that most LTA projects include simple countermeasures and do not frequently focus on big showcase or Cadillac versions of safety strategies.



Dan emphasized on the need to do more and asked if the group has any systemic improvement ideas to advance bicycle and pedestrian safety in all projects.

- Liza Betz from Union County suggested that the DOT could provide incentives to encourage municipalities to forward bicycle/pedestrian improvements that can be implemented as a part of existing local aid programs at a low or no extra cost. Such incentives could help municipalities and advocates overcome local resistance.
- Dan was curious about the reason behind local resistance and if there are any examples of such efforts.
- Mike suggested that by institutionalizing some version of the model complete and green streets policy and the complete streets design checklist that includes safety countermeasures, the DOT could help encourage their inclusion.
- Dan stated their interest in encouraging low-cost safety countermeasures and changing the safety culture in the state to prioritize designing for all modes including bicyclists and pedestrians who account for 30 percent of the fatalities in NJ.
- Keith communicated that some of the NJTPA folks are working on systemic ideas and he would get in touch with him offline.

Meeting closed as everyone was directed to the online general meeting room.