



**Safety BPAC Subcommittee Meeting  
October 1, 2019 9:30am to 10:25am  
Rutgers University  
33 Livingston Avenue, New Brunswick, NJ**

**Attendees:**

**State**

Alan Huff - SJTPO  
Jennifer Buison – NJ Transit  
Angela Quevedo– NJDOT  
Elise Bremer-Nei – NJDOT  
Keith Hamas – NJTPA  
Sean Meehan – VTC  
Aashna Jain – VTC  
Qingyang Xie – VTC  
Wenshu Lin – VTC

**Municipal/County**

Andras Holzmann – Somerset County

**Non-Profit**

Lisa Serieyssol – GMTMA  
Linda Rapacki – RideWise TMA  
Luis Delgado – Hudson TMA  
Arnold Anderson - NJBWC

**Private**

Charles Romanov– WSP  
Marty Wade – Michael Baker  
Joe Milamese – Sam Schwartz  
Peter Kremer – WSP  
Moriah Richardson – Michael Baker

**Summary:**

Meeting began with a round of introductions and safety-related updates.

**First order:**

Peter Kremer and Charles Romanov from WSP talked about their research on pedestrian scale lighting and presented their study, along with a brochure summarizing the study information.

**Second order:**

The group discussed about the lack of proper pedestrian infrastructure and lighting at intersections in NJ, and emphasized on educating people on pedestrian scale lighting design standards and guidelines as a critical component that is needed to reach to local communities/designers and make a difference on ground.

**Long Notes**

Jennifer Buison, Safety Subcommittee Chair, opened the meeting with a round of introductions and updates for the group.



Lisa Serieyssol, GMTMA mentioned that they are working on an outreach project in Trenton.

Keith Hamas, NJTPA informed that NJTPA is researching on utilizing virtual reality to create a driving simulation, and developing a sidewalk inventory for NJ using LiDAR and machine learning.

Elise Bremer-Nei, NJDOT mentioned that NJDOT is working on a bicycle and pedestrian strategic plan with Michael Baker, NV5, and Sam Schwartz.

After the introductions and updates, Peter Kremer and Charles Romanov from WSP talked about their research on pedestrian scale lighting and gave a small presentation. The presentation talked about:

- Why we should care about pedestrian scale lighting, highlighting the fact that approximately 70% of the pedestrian fatalities occurred during night-time. Additionally, the share of pedestrian fatalities in crashes in NJ is increasing, and pedestrian safety infrastructure such as signs, overhead lights, and pedestrian controller boxes are often not properly placed.
- Location and siting of lights in different scenarios, for instance, a mid-block intersection, corridor, and near parks/institutions.
- Pedestrian scale lighting design guidelines, such as optimal spacing between lights, their direction, brightness, height, glare, and energy efficiency requirements.
- Steps required to improve pedestrian lighting:
  - The role of municipalities in emphasizing on pedestrian lighting in their plans
  - Key funding sources available
  - The role of municipal design staff in determining what type of lights should be used and how they should be positioned
- A brochure summarizing the information in a clear and concise manner.

The presentation was followed by a discussion on the presented research:

- The group emphasized on educating and training people about pedestrian scale lighting design standards and guidelines as a key component that can be added to the research.
- Arnold Anderson, NJBWC stated that a good number of intersections need to be updated, and pedestrians also need to use the pedestrian infrastructure appropriately, for instance, many pedestrians do not use crosswalk buttons. Municipalities and counties should be more open to bike and pedestrian safety, and communities should draft safety programs.
- Alan Huff, SJTPO discussed about how can they pass the information to municipalities/counties. Peter mentioned that they do a good job with research and design, but disseminating the information is also very important and they need to do a better job off of that. The group further discussed about the lack of proper pedestrian infrastructure at an intersection in Edison.
- Arnold thought that they needed connections to spread the information on ground.