



**BPAC Safety Subcommittee Meeting  
July 26, 2023 10:20 am to 11:10 am  
Online Zoom Meeting**

**Agenda:**

**Attendees:**

- Aimee Jefferson (Chair), NJTPA
- Greg Woltman, Rutgers-VTC
- James Sinclair, Rutgers-VTC
- William Riviere, NJDOT-BSBPP
- Peter Bilton, NJTPA
- Linda Rapacki, Ridewise TMA
- Paul Mickiewicz, NJ Bike and Walk Coalition
- Amy Kaminski, FHWA
- Celeste Alsina, NJ Transit
- Chris Townley, Greater Mercer TMA
- Liz Ward, NV5
- Jon Dugan, Rutgers-VTC
- Justine Recio-Patel, NJTPA
- Kate O'Connor, Brain Injury Alliance of NJ
- Kathleen Ebert, Greater Mercer TMA
- Kayt Hester, Hudson TMA
- Ken Wedeen, Somerset County
- Laura Cerutti, Avenues in Motion
- Laura Torchio, NV5
- Les Leathem, These Guys, LLC
- Lisa Lee, EZ Ride
- Liza Betz, Union County
- Mike Mazella, City of Jersey City
- Noelle Santos, Brain Injury Alliance of NJ
- Ranjit Walia, Civic Eye Collaborative
- Reba Oduro, NJDOT-BSBPP

**1) Topics**

**a) Complete Streets Technical Assistance: Peter Bilton**

- i) NJTPA has completed the third cycle, with the fourth cycle coming soon.
- ii) Some CSTA work has led to funding for implementation of projects:
  - (1) West Orange Walkable Community Workshop addressed pedestrian access and safety, school traffic, and maintenance. The WCW was conducted virtually in 2020 due to the COVID-19 pandemic. West Orange was awarded \$780,000 in FY 2020 of the TA Set-Aside project to do pedestrian improvements including high-visibility crosswalks and streetscaping.
  - (2) Seaside Heights Walkable Community Workshop focused on Central Ave, a very wide road through the shore town. Recommendations included a road diet, increased pedestrian space, simplification of road

network access, and the inclusion of bicycle lanes. The study team prepared an interim brief of findings and recommendations to meet the Fall 2020 TA Set-Aside application deadline. Seaside Heights was awarded \$824,000 for Central Avenue safety improvements.

- (3) The City of Passaic underwent a State Street & Hamilton Avenue Complete Streets Conceptualization to address bicycle accessibility. The study team prepared renderings for a street redesign including a two-way protected cycle track, a road diet, and angled parking. Passaic was awarded a \$454,000 grant from TA Set-Aside to implement a two-way parking-buffered bikeway, concrete curb extension, and traffic signal relocation/upgrades.
- (4) Eatontown and Manville both received grant funding following CSTA to advance Complete Streets concepts.
- (5) Dunellen and Cranbury both used recommendations from CSTA to advocate for changes to current and upcoming restriping and repaving projects.

**b) Brain Injury Alliance Title 39 Trainings: Les Leathem**

- i) Title 39: New Perspectives is a pedestrian- and bicyclist-view training of traffic laws. The program hopes to provide experience to law enforcement of applying traffic laws with the needs of bicyclists and pedestrians in mind. The Brain Injury Alliance of New Jersey is a program partner.
- ii) The program involves a half-day course discussing Title 39, and the second half of the day, willing participants undergo on-bike training. The program hopes to clarify where there are conflicts in the letter of the law requirements of motorists, bicyclists, and pedestrians.
- iii) The training begins with a benchmark test on Title 39 for all officers. The average score is 58%. At the close of the session, the score is usually up to around 85%.
- iv) With the new Safe Passing Law, there is a discrepancy between officers' understanding of the law, its actual text, and its legislative intent.
- v) A major takeaway for many law enforcement officers is that they use the training as a starting point for educating the public.

**2) Updates**

**a) Greg Woltman: Life Saving Lighting Guide for EDC-7 Nighttime Visibility for Safety**

- i) Rutgers-VTC is working with Rowan University to produce a Life-Saving Lighting Guide—a design guide for implementing pedestrian-scale lighting. The project is proceeding on schedule. The guide is undergoing initial drafting, following a literature review. The project will address siting, distancing between fixtures, aiming for best pedestrian safety while accounting for local residents' sensitivities.
- ii) Additionally, the literature review also explores the cost and safety trade-offs of using high-pressure sodium (HPS) versus light-emitting-diode (LED) lighting, including a life-cycle cost per fixture.

### 3) Discussion

#### a) Street Murals and MUTCD Compliance

- i) The street mural discussion continues. FHWA describes the process to use temporary demonstration projects, along with historical pre- and post-experiment data, to contribute to the MUTCD process for studying non-compliant traffic control devices, such as street murals.
- ii) The main concern with going beyond compliant traffic control devices is it opens up the road owner to liability in the event of a crash that includes an injury or fatality.
- iii) More information on MUTCD Experimentations can be found here: <https://mutcd.fhwa.dot.gov/condexper.htm>

#### Subcommittee Goals for 2023:

*The following goals are to be continued from the previous year, see [BPAC 2021 Year-in-Review Report for 2022](#):*

1. Work with the Legislative and Policy subcommittee on outreach for the Safe Passing Law.
2. Determine action items that can support Strategic Highway Safety Plan actions.
3. Identify ways to create a unified State, county, and local road safety and maintenance reporting system. (led by Lisa Lee)
4. Coordinate with New Jersey Transit on bicycle and pedestrian integration and bus stop safety.
5. Determine how best to support Zero Deaths Initiatives throughout the state.

*The following goals relate to pertinent Strategic Highway Safety Plan Bicycle and Pedestrian Emphasis Area Goals:*

6. SHSP Action Team: Review existing school zone speed enforcement programs and develop recommendations for New Jersey - led by Mike Morris, NJDHTS
7. SHSP Action Team: Develop guidance for the implementation of a comprehensive traffic safety curriculum in NJ elementary schools - led by Tara Shepherd, goHunterdon

*The following are new goals to be initiated by the Safety Subcommittee in 2023*

8. Collaborate with the BPAC Design and Infrastructure Subcommittee to extend goal 3 above to incorporate bike-and-pedestrian-friendly designs into upcoming resurfacing projects. An example program is being developed by DVRPC in its [Bike-Friendly Resurfacing Program](#).
9. Engage in additional follow-up with Civic Eye Collaborative on PSEE and BSEE for revisions and recommendations to update the programs. Updates for recent innovations in technology, new discussions and attitudes toward equity, and the new Safe Passing Law.