



BPAC Design Subcommittee Meeting
September 10, 2025 10:30 am to 11:10 am
Online Zoom Meeting

Attendance (in chat):

- Michael Dannemiller, PE (chair), NJ TRANSIT
- Martin Balcazar, Michael Baker International
- Gabbie Cain, Rutgers-VTC (Notetaker)
- Ariyan Henry, Bloustein Student
- Erlea Maldonado, EZ Ride
- Astha Negi, Middlesex County
- Terrance Payne
- James Sinclair, Rutgers-VTC
- David Verdia, McCormick Taylor
- Bettina Zimney, NV5

Agenda:

1. Presentation: Road Safety Audit Series in Middlesex County (Middlesex County)

- a. Project Background:
 - i. 5 road safety audits were conducted on County roadways throughout Middlesex. The aim of this presentation is to summarize how to conduct road safety audits, and how to come up with design recommendations using the example of Middlesex County.
- b. Study Goal:
 - i. Reduce fatal and serious injury crashes in Middlesex County
- c. Study Process:
 - i. The process was based on the FHWA's 8 Step Road Safety Audit Process which involves select corridors, assembling an RSA team, conducting a start up meeting, performing in-field review, de-briefing on observations, analyzing report findings, presenting the RSA report results, and finalizing the RSA report.
 - ii. To simplify this further, the RSA process involves looking at the where, what, and why - which includes field visits, noting and photographing unsafe conditions, and a debrief discussion of design recommendations to address these concerns
- d. The example corridor discussed is Ryders Lane in Milltown, where RSA observations were made (e.g. cracked sidewalks and signage visibility), and traffic camera footage

was reviewed to supplement findings (e.g. near miss statistics). These conflicts were analyzed in order to come up with design recommendations such as left-turn traffic signals, drainage improvements and high-visibility crosswalks)

- e. The process then involved public engagement to gather public feedback on the recommended design tools in order to integrate this into the report
- f. The Middlesex County RSA Report can be found here:
 - i.

<https://www.middlesexcountynj.gov/home/showpublisheddocument/8855/638887812029600000>

2. Breakout comments on Middlesex County's Presentation

- a. Michael Dannemiller (NJ TRANSIT) identifies this project as a catalyst for change on municipal and county roads. The recommended safety enhancements are aligned with the earlier presentation by accommodating the general public, including those with ASD, IDD, and other neurotypical individuals.
- b. Middlesex County agrees, stating that road safety audits are an element of making streets safe for all - which inherently includes those who have ASD/IDD and those with other accessibility needs.
- c. NV5 questions how one can involve the internal stakeholders or subject matter experts in these projects outside of the typical advisory committee, such as county engineers, county planners, etc.
 - i. Middlesex County shares that these county officials were involved and instrumental throughout the entire process, including NJTPA, stakeholders, and local engineers during road safety audits. These professionals were also consulted while compiling reports based on the field visits.
 - ii. Michael Dannemiller (NJ TRANSIT) shares that the process ensured that the relevant experts attended the associated elements of the process. For example, the assistant county engineer, and NJTPA tech staff
 - iii. NV5 highlights the importance of including these stakeholders in the process, which involves a learning curve in involving the right people at the right time. She shares that having the right people attend can broaden the study, such as including educators, training instructors, and other individuals directly impacted.
 - iv. Michael Dannemiller (NJ TRANSIT) states that this represents an opportunity to schedule specific time to involve other stakeholders in the field to broaden the perspective and ensure all perspectives are represented

3. Road Safety Question

- a. Rutgers-VTC asks Michael Dannemiller (NJ TRANSIT) whether they have a suggested approach for when a road safety audit or walkable community workshop results in a recommendation (e.g. implementing a 4-way stop), but a stakeholder expresses unwillingness to implement that specific treatment.
 - i. Michael Dannemiller (NJ TRANSIT) recommends beginning with documented guidance. Such as when looking into implementing a four-way stop, asking the

county engineer which of the FHWA proven safety countermeasures they are familiar with, and asking why they cannot implement other specific safety countermeasures.

- ii. NV5 mentions that the Safe System Approach is all about data and Vision Zero, therefore presenting this data (such as the expected decrease in crashes) can provide an avenue to address the importance or effectiveness of a specific countermeasure, making it hard to dismiss its worth.
- iii. NV5 also discusses the importance in forming and maintaining personal relationships in the long term. This applies to communities you work in, and relationships with larger organizations.
 - Michael Dannemiller (NJ TRANSIT) relates this to the importance of having personal experiences related to different projects. Drawing on personal experience and expertise can help increase your understanding of a certain project, and increase the trust others may have in your opinion.

4. **Demonstration Projects:**

- a. EZ Ride introduces design changes that are emerging.
 - i. Teaneck has shared interest in implementing a demonstration project. EZ Ride is working with the demonstration library from NJTPA to implement some temporary displays using paint and curb extensions.
 - ii. On June 21st, EZ Ride implemented a 3-month demonstration project in Downtown Garwood by implementing curb extensions using paint.
 - iii. There is another demonstration project planned for September 30th in East Orange (Shephard Avenue and Elmwood Avenue). EZ Ride asks that anyone interested in assisting with this project can reach out to Erlea Maldonado (EZ Ride).
- b. EZ Ride asks that anyone who knows of cities within EZ Ride's demonstration area that could benefit from a demonstration project to reach out to them. They work in Essex, Bergen, Passaic, Union, and Monmouth Counties.
- c. EZ Ride also shares that a project from April 2024 in Passaic, which installed curb extensions and an intersection mural is still holding up which is positive. They share that a flexible curb delineator can be easily run over and disappear, therefore have preference for the use of planters for their permanence.

5. **CSTA Round 4 Reports:**

- a. Rutgers-VTC shares that the CSTA Round 4 update reports have been posted, or are in the process of being uploaded on the NJTPA/Sustainable Jersey website. Belmar has been published, and Verona and Belleville are expected to be posted soon. Round 5 will begin soon.
 - i. The Complete Streets reports and more information can be found here:
<https://www.njtpa.org/completestreets.aspx>

6. **First- and Last-Mile Connections:**

- a. Michael Dannemiller (NJ TRANSIT) will be working on first- and last-mile bike parking, including short and long term pods versus lockers. He asks whether anyone in the meeting has been working on projects involving bike parking.
 - i. EZ Ride shares that they have been working on a Bike Share Program in Passaic called Passaic UEZ. These bikes are limited to urban enterprise zone locations, meaning they cannot be used on NJ TRANSIT. They are attempting to partner with NJ Transit to provide one of these bike share locations at an NJ Transit station to improve first- and last-mile transportation.
 - ii. East Orange is also interested in establishing a bike share program. EZ Ride in Orange has received a grant from NJTPA in order to research whether a Bike Share program is feasible.
 - iii. Michael Dannemiller (NJ TRANSIT) shares that in Asbury Park, it was easier to implement a scooter share program than a bike share program for first time users.
 - iv. EZ Ride states that bikes are often less expensive than electric scooters, therefore budget constraints tend to shape the type of program a municipality can implement.
- b. A Bloustein Student states that they are a fan of bike shares, especially while running errands and getting to and from specific locations. However, they question how these programs can support families, for example, bikeshare options with a child seat or trailer.
 - i. EZ Ride states that quite often, municipalities try to ensure that users of bike share and scooter share are over 18. This is for both safety, and liability.
 - ii. Michael Dannemiller (NJ TRANSIT) states that this does provide an opportunity, however, it would require a responsible adult to operate the bike while ensuring that children are safely transported.
 - iii. Further, there is an opportunity for bike share programs with a storage solution (such as a cargo bike) so that a bicycle can replace a car trip such as for grocery shopping.
 - An example of cargo carrying bikes in Boston:
<https://www.nbcboston.com/news/local/cargo-e-bike-boston/3792209/>
 - iv. EZ Ride shares that he will bring up the potential for having bike share for families to their supervisors, recognizing that it could be implemented on a smaller scale to start.

7. Middlesex County Upcoming Meeting:

- a. The Southern Middlesex County Freight Movement Study has an upcoming public meeting in October if anyone is interested in attending.
 - i. More information can be found here:
<https://www.middlesexcountynj.gov/government/departments/departments-of-transportation/office-of-planning/transportation-and-mobility/southern-middlesex-county-freight-movement-study>

Subcommittee Goals for 2025

Goals from 2024 to be carried over:

1. Work with Jersey Water Works on Green Streets training.
 - a. **Next steps: Contact a person from Jersey Water Works to give a quick presentation.**
2. Identify potential guidance for bicycle facilities at interchanges.
 - a. **Next steps: It is in process, contribute as needed.**
3. Investigate ITS/smart solutions for bicycle and pedestrian safety
 - a. **Next steps: Request NJDOT present to group on Rt 129 /Lalor Street project.**
 - b. **Next steps: Request Clint Andrews give presentation on his ongoing NSF grant projected related to micromobility.**
4. Clarify Complete Streets goals as they relate to Zero Deaths initiatives.
 - a. **Next steps: BPRC is working on comparison of Zero Death initiatives, review as needed.**
5. Investigate ways to improve equity in bicycle and pedestrian safety projects.
 - a. **Next steps: Designated as a good priority to continue investigating.**
6. Identify ways to expand trails-related work, including promoting trail towns, improving safety at trail crossings, and exploring ADA compliance for multi-use trails.
 - a. **Next steps: NJDOT is undertaking trail crossings research.**
 - b. **ADA compliance issues are a priority.**
 - c. **Connect County Trail plans, more regional planning and tie in.**
 - d. **NJDEP is interested in doing another Trails Summit.**
7. Promote last-mile bicycle and micromobility facilities to transit.
 - a. **Next steps: Continue.**
8. Investigate ways to conduct signal timing studies to reduce pedestrian exposure time and explore possible infrastructure solutions.
 - a. **Next steps: Continue.**
9. Work to address concerns related to quick-build and pop-up projects. (Concerns about liability and the use of delineators in creating bike facilities, along with issues related to maintenance, durability, drainage, and trash.)
 - a. **Next steps: Continue.**

Additional Topics from Notes

10. Interest in better understanding the 85th percentile, level of service, and statutory ways to reduce speed limits, especially in light of recent changes to the MUTCD.
11. Safe Passing Law/MUTCD signage
12. Middlesex County initiatives
 - a. Data City Living Lab is a testing facility for autonomous vehicle research by Middlesex County.

b. Middlesex County Greenways Plan includes 42 greenways across the county.