



**BPAC Design Subcommittee Meeting  
December 03, 2025, 10:15 am to 11:10 am  
Online Zoom Meeting**

**Attendance (in chat):**

- **Michael Dannemiller, PE (chair), NJ TRANSIT**
- David Agosto-Ginsburg, NJDOT
- Danielle Baer, Urban Engineers
- Mrudhula Sai Boppey, Rutgers-VTC
- Dan Hutton, STV
- Peter Kremer, MBI
- Richard Rabinowitz, NJDOT
- MARRISA RODRIGUEZ, NJOAG
- Antonio Scanziani, Monmouth County
- James Sinclair, Rutgers-VTC
- Chris Townley, Middlesex County
- David Verdia, NV5
- Mike Viscardi, NJ TRANSIT
- John Wheeler

**Agenda:**

- Topic Discussions
  - NJ Target Zero Commission High Injury Network
  - 2026 Goals

**Meeting Notes:**

- **Michael Dannemiller (NJ TRANSIT)** shared his screen, walking through the NJDOT website and navigating through the NJ Target Zero page and its available resources.
  - Highlighted NJDOT's work in identifying the top 10 intersections on state system roadways where actions have already been taken in response to fatal crashes.
  - High-Injury Network (HIN): Presented the interactive HIN map and asked the process of selecting the High injury networks
  - Explained that the process relies on identifying one-mile segments with the highest fatality and serious-injury frequencies, which involves subjectivity. He added that the detailed methodology will be included in an appendix.

- Showed an example from the interactive map at 514 Woodbridge Avenue, illustrating approximately a one-mile corridor where a county roadway crosses the New Jersey Turnpike.
  - Described the segment as a four-lane county road that rises over the Turnpike, contributing to higher vehicle speeds, and pointed out nearby land uses including a school on one side and high-density residential on the other.
  - Noted that the existing mid-block crossing appears to rely only on striping, with no flashing beacons or HAWK signals, and questioned whether pedestrians would feel comfortable crossing at this location.
  - Emphasized that proven safety countermeasures exist for locations like this and suggested the scale and design of the intersection indicate opportunities for improvement.
- **Peter Kemer (MBI)** asked whether the years of crash data used to identify the High Injury Network were known.
  - **Michael Dannemiller (NJ TRANSIT)** responded that the analysis used a three-year running average, approximately covering 2021 through 2024, but noted he was not part of that methodology team and was not fully certain of the exact years.
    - Explained challenges with enforcement on high-speed, multilane corridors that function like both highways and local commercial roads.
  - NJDOT appears to have identified the top 100 highest crash locations, prompting discussion on whether that number is too few or too many.
- **James Sinclair (Rutgers-VTC)** responded that agencies historically hesitated to make crash locations publicly accessible due to perceived liability concerns.
  - Having this information available to the public is a major win, as many safety improvements originate from local champions.
  - While local champions may include elected officials, they often lack the tools or information needed to know what to advocate for.
  - The availability of this map empowers communities and strengthens local efforts to push for effective safety improvements.
- **Michael Dannemiller (NJ TRANSIT)** emphasized that identifying 100 corridors provides a realistic, focused target for statewide action and acknowledged that the state cannot address every problem immediately, but a smaller, defined list allows resources to be concentrated where they are most needed.
  - Highlighted NJTPA's work on quick-builds and demonstration projects, noting their value in addressing safety issues rapidly rather than waiting several years and some corridors require larger, more comprehensive fixes.
  - Cited Atlantic and Pacific Avenues in Atlantic City as examples of major, signalized corridors undergoing NJTPA funded local safety planning.
- **James Sinclair (Rutgers-VTC)** responded that Atlantic City had secured significant state and federal funding for substantial safety improvements, including a road diet from four lanes to two with a center turn lane and bike lanes.

- Shared that casinos sued to pause the project, arguing it would slow traffic.
- Suggested that if the High Injury Network map had been public at the time, demonstrating that this corridor is one of the 100 most dangerous in New Jersey, it may have strengthened support for the project and influenced its outcome.
- **Peter Kremer (MBI)** responded that the High Injury Network highlights not just state roads, but also county and local streets, which illustrates roadway safety is a shared responsibility.
  - Noted a concentration of segments in South Jersey, a region that often receives less funding and pointed out that Newark and other urban areas also have serious safety issues, primarily on city streets.
  - Suggested it would be valuable to overlay existing safety action plans (e.g., Essex County, Hudson County, Atlantic City) with the HIN map to better understand where work is already being done versus remaining high-risk locations.
- **Chris Townley (Middlesex County)** responded that it is technically a network screening list, not a formal High Injury Network, with roughly 100–140 segments selected based on feasibility, and that the methodology lacks transparency.
- **Michael Dannemiller (NJ TRANSIT)** answered that detailed methodology is planned for the appendices and brief explanations of the selection process on the website would improve transparency.
- **David Verdia (NV5)** questioned why the Turnpike and Parkway are not included on the map, noting that while jurisdictional reasons may justify their exclusion, these are among the deadliest roads and including them could shift many of the top 100 segments toward these highways and suggested providing background or transparency explanations for their omission.
- **James Sinclair (Rutgers-VTC)** asked **Michael Dannemiller (NJ TRANSIT)** about camera enforcement, specifically whether NJ Transit is examining bus stop enforcement to prevent situations where pedestrians are forced to load or unload in the roadway.
  - **Michael Dannemiller (NJ TRANSIT)** noted he has limited insight on bus stop enforcement and is not involved in the policy side, but mentioned school bus cameras have been recommended to improve safety.
  - **James Sinclair (Rutgers-VTC)** shared a recent example from Woodbridge, where cameras recorded approximately 5,000 violations of drivers not stopping for school buses, highlighting the potential need for enforcement.
  - **Chris Townley (Middlesex County)** added that bills have been introduced or are in process for automated school bus cameras and pilot speed camera programs in school zones, noting that while supporting legislation is not fully in place, advocacy is ongoing.

## 2026 Goals

- **Michael Dannemiller (NJ TRANSIT)** responded that while good roadway design addresses most unsafe behaviors, enforcement: particularly automated red light and speed cameras, remains a critical tool to save lives and should be considered in future discussions despite current political challenges.

- i. Noted that has despite road diets, daylighting, buffer-protected bike lanes, high-visibility crosswalks, and dedicated turn lanes on Livingston Avenue in Middlesex County, the corridor remains on the state high injury network, indicating that while these easy, paint-and-sign interventions improve safety, more substantial, physical infrastructure changes are likely needed to further reduce crashes.
- **David Verdia (NV5)** responded that updated stormwater rules now require green infrastructure like permeable or porous concrete for new sidewalks, but towns face challenges with long-term maintenance and public works departments often perceive these materials as defective, making widespread adoption difficult.
- **Michael Dannemiller (NJ TRANSIT)** added that incorporating neurodivergent-friendly design in intersections—like how curb ramps serve everyone—while also including transit lanes, bus lanes, and bike/pedestrian accommodations at intersections, to create inclusive and safe designs for all users.

## Design Subcommittee Goals for 2026

### Goals from 2025 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 brief 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: Ask NJDOT to present on the Route 129 /Lalor Street project.**
  - b. **Next steps: Ask Clint Andrews to give a 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 may be undertaking trail crossings research.**
  - b. **ADA compliance issues are a priority.**
  - c. **Connect county trail plans, more regional planning and tie in.**
  - d. **NJDEP may be 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.**