



**BPAC Design Subcommittee Meeting
March 5, 2025 10:10 am to 11:05 am
Online Zoom Meeting**

Attendance:

- Michael Dannemiller, PE (chair), Middlesex County
- Sean Meehan, Rutgers-VTC
- Greg Woltman, Rutgers-VTC
- Mackenzie Piggott, NJDEP
- Erlea Maldonado, EZ Ride
- Bryan Proska, TPD
- Dave Verdia, McCormick Taylor
- Ramond Joseph, NJDCA
- Mike Viscardi, NJ TRANSIT
- Mohammad A. Islam, NJDOT-BSBPP
- Jacob Cummings, SJTPO
- Bettina Zimny, NV5
- Martin Balcazar, Michael Baker International
- Polli Schildge, Asbury Park Complete Streets
- Yosy Cosme, NJDOT-BSBPP
- Mark Tinitigan, South River Police Department

Agenda:

1. Topic Discussions

a. Vision Zero Updates: Action Plan and Dashboard of Fatal Crashes

- i. Middlesex County wants to update its High Injury Network methodology in its Vision Zero Action Plan to match those of NJTPA and other county plans.
- ii. Asbury Park has adopted a Vision Zero policy.
- iii. Middlesex County is focusing on implementing changes to repaving projects. It is very important to focus on systematic implementation of countermeasures where the path of least resistance is available, i.e. repaving.

b. Conference Presentations coming up

i. [NJ Bike Walk Summit](#)

- NJDOT Safe Routes to School Resource Center is running the Safe Routes Academy within the NJ Bike and Walk Summit on March 29.
- The NJ Safe Routes to School Resource Center will be holding the annual Safe Routes Academy in conjunction with the NJ Bike Walk Summit.

Sessions will include a walk audit, a discussion with high school students from South Jersey, and an interactive panel with municipal leaders on how to work with advocates.

- NJDEP will have a table at the Summit and will present about trail funding on a panel with NJDOT, NJ Future and VTC.

ii. TransAction

- Keep an eye out for Tuesday's session on "Implementing Vision Zero through Road Safety Audits" featuring Mike Dannemiller (Middlesex County).

iii. Micromobility - KMM

- The Central Jersey Micromobility Summit will take place on June 25.
- The NJDOT Bicycle and Pedestrian Resource Center will present on micromobility safety and laws in NJ.

2. Project Updates

a. Via Microtransit Pilot in Middlesex County

- i. Implemented in Middlesex County as microtransit to replace a fixed route service that was canceled during COVID-19.
- ii. Costs under \$20 per ride, which is cost-effective relative to fixed-route. Users pay \$3 a ride.
- iii. As compared to senior-oriented demand-response, the request time is 15 minutes versus 48-hour notice requirements.
- iv. Service area is New Brunswick and some northern portions of North Brunswick Township.
- v. There are 6 minivans, some of which are accessible. They generally seat 4-5 per vehicle.

b. Road Safety Audits

- i. Middlesex County undertook five audits as part of Vision Zero implementation project screening.
- ii. Road Safety Audits are a proven process for identifying and remediating safety issues at specific locations and corridors.
- iii. There are a lot of safety implementation strategies that can make a difference without breaking the bank.
- iv. EZ Ride did two safety audits at high schools in Elizabeth last year and are in the process of completing the project reports. Additionally, Montclair is asking to update 7 school travel plans, which would include audits.

c. Traffic Calming and Roundabouts

- i. SJTPO mentioned [a project](#) in Missoula, MT that addressed safety and CMAQ requirements through low-cost traffic calming, much of which was mini-roundabouts, aka neighborhood traffic circles.

- ii. The old-style traffic circles in New Jersey were larger (200' or wider) and they were problematic. The newer roundabouts are a challenge to reintroduce to the public.
- d. **Middlesex County Greenways are coming SOON!**
 - i. MC has a right-of-way plan, a greenways plan, and a walk and roll plan.
- e. **Brainstorming on automated enforcement (red light running and speed)**
 - i. There is a perception in New Jersey that this is politically dead-on-arrival but some are saying that if we can accomplish a four-foot passing law in this state, why should it be different with automated enforcement?
 - ii. Red light cameras are explicitly banned in NJ. However, this does not technically ban speed enforcement.
 - iii. Is there appetite for ASE in the two extremes?
 - In school zones, where speeding impacts safety of children is mandatory slow zones
 - On freeways, interstates, and turnpikes, where speeds can reach upwards of 100 mph.
 - iv. Lighting and automated enforcement were recently removed from FHWA's list of Proven Safety Countermeasures; however, it is unclear if this is a permanent removal or a temporary move in order to edit text that does not fit with the goals of the new administration.
 - v. DVRPC, as a bi-state agency, is observing Roosevelt Boulevard in Philadelphia.
 - vi. The Pennsylvania Turnpike implements automated speed enforcement in work zones, and reports have shown a 20% reduction in speeds.
 - vii. Vision Zero NJ has an Automated Speed Enforcement Working Group.
 - viii. The NJDOT SRTS Resource Center released a report on [Automated Speed Enforcement](#).
 - ix. New York City has red light and speed cameras and they are proven to be very effective. A third type of automated enforcement is bus-mounted camera enforcement of bus lanes.
 - x. In Florida, the state Supreme Court affirmed the legality of automated enforcement. New Jersey passed a law prohibiting red-light cameras as a response to pushback on camera enforcement.
- f. **Middlesex County Crash Dashboard**
 - i. Allows the public to see crash data and zoom in on high-injury and fatal crash concentrations on the network.
 - ii. The dashboard is currently going through the internal approval process. The County hopes to make it public this year.
 - iii. Middlesex hopes to make this replicable for other counties in NJ.
- g. **Essex County & East Orange [SS4A](#) Updates**
 - i. The County held a public meeting on March 4.
 - ii. People brought up removing parking regulations, but others want the opposite.

- iii. By fall, the County will release a report on the high-injury network for the County and for East Orange.
- iv. Essex County is going through SS4A directly, not through NJTPA.
- v. On a similar note, Union County SS4A also had a meeting yesterday presenting the results of their crash screening and safety analysis.
- vi. The preliminary results of the safety analysis show an overrepresentation of county roads on the high-injury network.
- vii. If the counties want to unify their crash screening and high-injury network analyses, it would be useful to talk to Michael Baker International and Mercer Planning, who are doing a lot of the federal-direct work on SS4A.
- viii. SJTPO plans for Atlantic, Cape May, Cumberland, and Salem counties are published [online](#).