



BPAC Design Subcommittee Meeting
May 22, 2024 10:10 am to 11:05 am
Online Zoom Meeting

Attendees:

- Leigh Ann Von Hagen, Rutgers VTC
- Rebecca Levitsky, Rutgers VTC
- Maham Khursid, Rutgers VTC
- Ramond Joseph, NJDCA
- Mohammad Islam, NJDOT
- Peter Kremer, Michael Baker
- Jonathan Gray, private citizen (UPS)
- Thomas DiBiase, Michael Baker
- Mike Viscardi, NJ Transit
- David Verdia, McCormick Taylor
- Chris Townley, GMTMA
- Sean Meehan, Rutgers-VTC
- Michael Dannemiller, Middlesex County

Meeting Notes:

MUTCD Updates

- The [Eleventh Edition of the MUTCD](#) includes a new **Bicycle Passing Clearance Sign (R4-19)**.
 - NJ's Safe Passing Law mandates a 4-foot minimum clearance distance when motorists pass bicyclists and pedestrians.
- Any county or municipality can post 4-foot clearance signs.
- NJDOT is looking into where new Bicycle Passing Clearance Sign R4-19 could best be implemented around NJ.
 - MUTCD guidance for Bicycle Passing Clearance sign placement states, "Guidance: 04 The Bicycle Passing Clearance (R4-19) sign should not be used on roadways with bicycle lanes or with shoulders usable for bicycle travel."
- Further discussion on **Bicycle Passing Clearance Sign placement:**
 - Even if a shoulder exists, it might not be safe for bicyclists to ride on.
 - The Association of Pedestrian and Bicyclist Professionals (APBP), the National Association of City Transportation Officials (NACTO), or the League of American Bicyclists (LAB) might have guidance on how other states, counties, and municipalities approach Bicycle Passing Clearance Sign placement.

- One attendee suggested that Bicycle Passing Clearance signs might be useful where there are sharrows (lane markings).
- Leigh Ann Von Hagen (VTC) noted that the NJ Safe Passing Law applies not only to bicyclists, but also pedestrians, personal conveyances, and other vulnerable road users. The new Bicycle Passing Clearance Sign does not include all of the road users listed in the NJ law.
- The updated MUTCD **has removed “Share the Road” signage for bicycles.**
 - Attendees discussed past guidance for the placement of Share the Road signs, and if these signs could be replaced with Bicycle Passing Clearance Signs.
- The 2009 edition of MUTCD was shared. **It did not provide guidance on Share the Road sign placement, but had specific conditions listed where STR signs might be appropriate.**
- It was suggested that the group look at Caltrans’ MUTCD guidance on Bicycle Passing Clearance sign placement, which was updated before the 11th edition of the MUTCD (see CA Code R117.)
- Attendees generally agreed there is a need to **incorporate pedestrians and other vulnerable road users**, as the NJ Safe Passing law does not apply only to bicyclists.
 - In addition, there is a process for requesting modifications to signs in the MUTCD. A request could be made to include the pedestrian symbol on the Bicycle Passing Clearance Sign, though this is a lengthy process.

New Pedestrian Signal at Rt 129 & Lalor Street in Trenton:

- This location is frequently listed as one of the most dangerous intersections for pedestrians (in New Jersey *and* in the US).
- This intersection is also affected by the River LINE light rail, with heavy pedestrian traffic. It is also important for bicyclists as many paths intersect nearby.
- Is a good intersection to examine from a bicyclist perspective as it is along the only cycling route from Trenton to Bordentown.
- The group would like to have a presentation at a future BPAC meeting about the innovative pedestrian signal and may want to investigate the new pedestrian signal design as a case study.

NJ Transit Bike Kiosks coming to 5 new locations:

- **NJ Transit announced that Oonee was selected in a competitive grant process as the bike parking supplier at 5 sites (Red Bank, Newark Penn Station, Newark Light Rail, and Rahway) where bike kiosks will be installed.**
- This grant required a NEPA process, which was unexpected. NJT emphasized the importance of getting ahead of this documentation since it is a lengthy process. For NEPA, Categorical Exclusions are straightforward, but the historical aspects are tricky.
- Twelve additional locations will be selected for new bike parking in Round 2. The Request for Proposals (RFP) is in process.
- NJT is also working with Monmouth County Parks to connect the Henry Hudson Trail to the Aberdeen-Matawan Train Station. Construction is expected within 5 years.

Future Topics & 2024 Design Subcommittee Goals:

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 a NJDOT presentation on the Route 129 /Lalor Street project.**
 - b. **Next steps: Ask Clint Andrews if he can 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: review comparison table: [Zero Deaths Initiatives Table](#)**
5. Investigate ways to improve equity in bicycle and pedestrian safety projects.
 - a. **Next steps: Designate this as a good priority to investigate further.**
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 moving forward with trail crossings research.**
 - b. **ADA compliance issues must be a priority.**
 - c. **Connect county trail plans and do more regional planning.**
 - d. **NJDEP is interested in doing another trails summit.**
7. Promote last-mile bicycle and micromobility facilities to transit.
 - a. **Next steps: Request Oonee to present at a future BPAC meeting.**
8. Investigate ways to conduct signal timing studies to reduce pedestrian exposure time and explore possible infrastructure solutions.
 - a. **Next steps: ??**
9. Work to address ADA concerns related to quick-build and pop-up projects.
 - a. **Next steps: Continue.**

Strategic Highway Safety Plan Bicycle and Pedestrian Emphasis Area Goals

10. **Request an update on the SHSP Action** related to best practices for retrofitting arterial roadways to better accommodate pedestrians and bicyclists, led by Nazhat Aboobaker, NJDOT.