



**BPAC Safety Subcommittee Meeting
May 17, 2023 10:10 am to 11:00 am
Online Zoom Meeting**

Attendees:

- Jon Dugan, Rutgers - VTC
- Hailey Graf, NJ TRANSIT
- Kenneth Wedeen, Somerset County
- Jessica O'Connor, MVC
- Paul Mickiewicz, NJBWC
- Linda Rapacki, RideWise TMA
- Byron Nicholas, Hudson County
- Chris Townley, Greater Mercer TMA
- Laura Torchio NV5
- Aimee Jefferson, NJTPA
- Ranjit Walia, CEC
- Debra Kagan, NJBWC
- Kayt Hester, Hudson TMA
- Laura Cerutti, Avenues in Motion TMA
- Siennah Yang, SGB
- Liz Ward, SGB
- Greg Woltman, Rutgers -VTC
- Bettina Zimny, NV5
- Ken Wedeen, Somerset County
- Liza Betz, Union County
- Jennifer Crown, ERI
- Kathleen Ebert, Greater Mercer TMA
- Leigh Ann Von Hagen, Rutgers - VTC
- Louis Hoffman, Rutgers - NJTIP

Meeting Notes:

1. **Presentation by Siennah Yang and Liz Ward, whose team is collecting input on low-cost pedestrian safety countermeasures at intersections via an online survey; slides available [here](#).**
 - a. After the presentation, attendees asked if Siennah and team had examples of specific intersections that have been examined already, but none have been identified yet. The primary focus of data collection is on low-cost infrastructure-based solutions, such as Leading Pedestrian Intervals (LPIs) or temporary curb extensions.
 - b. Attendees asked if the survey could be shared with county planners' and engineers' associations, which Siennah believes is fine.
 - c. Timeline for this project was identified as being December of 2024, but members are aiming to complete deliverables by the end of 2023.
 - d. The questionnaire can be submitted multiple times per intersection/road segment.
 - e. Safety projects that are planned but not yet underway can be included in the questionnaire through an open-ended answer segment in the survey.
 - f. Attendees asked how recently projects must have been completed in order to be submitted as subjects of the survey. Liz indicated there wasn't a specific delineator on how old a project could be, but it's important to be able to access sufficient "before and after" data.
2. **Greg Woltman presented on a joint project between Rutgers and Rowan University on a Life Saving Lighting Guide for EDC-7 Nighttime Visibility for Safety; slides available [here](#).**
 - a. After the presentation, attendees had several questions/comments regarding this study such as, does this research currently include the effect of newer, brighter headlights on nighttime visibility of pedestrians. Greg indicated this currently isn't included in the scope of research but should be a consideration moving forward.
 - b. Another concern was raised about municipalities and counties experiencing a lot of uncertainty surrounding the processes behind light maintenance. For example, what funding is available, whose responsibility is it to maintain light fixtures, and what design standards exist?
 - c. One member asked if this research will address pedestrian responsibility issues, such as wearing high visibility clothing to be seen. The focus of this work will, instead, emphasize a Safe System approach that promotes shared responsibility and design guidance such as LED lights, footpath lighting, raised crosswalks, etc.
 - d. Most traffic/safety studies are done during the day, and nighttime visibility has been overlooked for a long time. A nighttime lighting audit is necessary for the bigger picture. Union County has access to an example lighting audit report, which can be used as a template for this project.
 - e. Advancements in solar panel design to power LED lighting is a kind of innovation that could be incorporated into the document.
 - f. One member raised a concern that federal funding can often be restricted to non-utility-based projects. VTC suggested this may be the subject of future conversation after developing the initial guide but may not fit into the current technical guide.

- g. Ranjit is working on a plan for a series of meetings. He will reach out to interested people to take part and will begin reviewing materials.
- h. The Safe Streets for Everyone (SAFE) network reported that they're developing more formalized presentations, and focusing on discussions and networking. Their next meeting will focus on building the base of bike riding and Bike Bus/grassroots initiatives.

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 Policy subcommittee on outreach for the Safe Passing Law.
2. Determine action items that can support the Strategic Highway Safety Plan.
3. Identify ways to create a unified state, county, and local road safety and maintenance reporting system.
4. Coordinate with NJ 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 Pedestrian and Bicycle 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 Subcommittee to extend goal 3 above to incorporate bike- and pedestrian-friendly designs into upcoming resurfacing projects. An example 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 based on recent innovations in technology, new discussions and attitudes toward equity, and the new Safe Passing Law.