



BPAC Design Subcommittee Meeting
September 25, 2024 - 10:15 am to 11:10 am
Online Zoom Meeting

Attendance:

- Thom Stead (chair), DVRPC
- Samuel Rosenthal, Rutgers-VTC
- James Sinclair, Rutgers-VTC
- Nikita Soni, Rutgers-VTC
- Bettina Zimny, NV5
- Cassidy Boulan, DVRPC
- David Verdia, McCormick Taylor
- Jen Farris, DVRPC
- Lisa Lee, EZRide
- Marhaba Omer, NJDOT
- Marissa Volk Binjaku, DVRPC
- Mike Viscardi, NJ TRansit
- Mohammad A. Islam, NJDOT
- Nazhat Aboobaker, NJDOT
- Ramond Joseph, NJDCA
- Simran Riar, NJDCA

Jen Farris, Marrisa Volk Binjaku, and Cassidy Boulan presented on **EXPO-Experimental Pop-Ups**, an initiative by the **Delaware Valley Regional Planning Commission (DVRPC)**.

Project Initiation:

- The project began two years ago and is led by DVPRC and other partners, such as the East Trenton Collaborative (ETC) and Greater Mercer TMA.
- Initial engagement stemmed from ETC's Neighbourhood Traffic Safety Audit, which identified local traffic issues from a resident perspective.
- One recent project is near Darlene C. McKnight Elementary School and George Page Park in Trenton, both major community destinations.

Collaboration and Community Engagement:

- The East Trenton Collaborative has been a core partner from the beginning. They were initially the main partner because the City of Trenton had limited capacity.
- NJDEP and NJDOT are involved due to jurisdiction over parts of the project area, particularly the D&R Canal trail access.

- As the project evolved, the elementary school became more involved in project planning, including safety initiatives around the school.
- Student input was collected through petitions, including discussions on changing Girard Avenue and Houghton Avenue into one-way streets for safer drop-off and pickup zones.
- Playful sidewalk elements were proposed, and elementary students voted on sidewalk designs for their walk to school.

Project Design and Implementation:

- The first phase focused on Clinton Street, where several temporary demonstration interventions were implemented, including curb extensions and no-parking zones.
- The delineators and planters installed have faced durability issues due to the City's limited capacity and improper installations.
- Curb extensions and raised crossings are planned to slow traffic, particularly at intersections near schools and parks.
- Turn-slowing measures are being implemented at intersections to reduce erratic movements.
- Rubber curbs are being tested as barriers to slow vehicles, with plans for significant barriers that still allow for pedestrian safety.
- The City faced challenges with the installation of delineators, which were improperly installed and have suffered from wear and tear. Future installations will rely on contractors to ensure timely and correct placement, albeit at a higher cost.

Data Collection and Feedback:

- Pre-intervention data showed speeding along Clinton Street, with vehicle speeds often exceeding the 25-mph limit. Feedback from the community suggested speeding made the area unsafe for walking and biking.
- Post-installation counts and a community survey will be conducted to assess the impact of the interventions and gather further community input.

Project Budget:

- Funding has been sourced from various channels:
 - DVRPC's Expo Program contributed \$6,000.
 - Pennsylvania Environmental Council Circuit Trails money contributed \$15,000.
 - PSE&G Neighborhood Partners Program provided \$1,500 after an initial request of \$15,000.
- Budget constraints have slowed installation efforts, and additional funds are being sought out for ongoing and future work. The team is exploring new funding sources such as the "Fund for Place" initiative, though this is likely not applicable to the U.S.

Future Project Work:

- The next phase of the project will focus on connecting the community more holistically, including better access to another local school. Trail access improvements remain a critical part of the plan, especially linking the community to legal access points.
- The striping design is completed, and a contractor is expected to handle installations by early November. The team is awaiting the passage of an ordinance to approve certain street modifications.
- A community open house will be held to gather final feedback on the proposed designs before further installations begin.

Next Steps:

- Finalize funding and secure resources for the next phase of the project.
- Monitor and assess current installations, including post-data analysis and feedback from the community survey.
- Prepare for future installations, focusing on trail access improvements and connecting the broader neighborhood.
- Hold the community open house for final feedback on the project.