



BPAC Design & Infrastructure Subcommittee Meeting
June 3, 2026, 10:30 am to 11:10 am
Online Zoom Meeting

Attendance (in chat):

Michael Dannemiller (chair), NJ TRANSIT
Samuel Rosenthal, Rutgers-VTC
Gregory Woltman, Rutgers-VTC
Isha Gupte, Rutgers-VTC
Robert Jonhson, Rutgers-VTC
Bettina Zimny, NV5
Bill England, Disability Services & Advocacy, LLC
Evan Mabin, NJDOT

Gary Kahn, NJMVC
Lisa Lee, EZ Ride TMA
Mackenzie Piggott, NJDEP
Mike Viscardi
Syd Chan, City of Newark
Tiffany Robinson, NJBWC
Tom DiBiase, Michael Baker International
Vibhuti Bhimani, McCormick Taylor

Meeting Notes:

The Design and Infrastructure Subcommittee meeting focused on sharing real-world examples of trail and active transportation infrastructure design. Participants showed photos and examples from local New Jersey projects and from national and international sources. This activity encouraged discussion about design principles, materials, lighting, color, accessibility, and safety at transit interfaces.

1. Pompton Valley Trail - Morris County, New Jersey

NJ TRANSIT shared photos of the Pompton Valley Trail, located just north of Mountain View. This trail stands out as an example of thoughtful infrastructure design in New Jersey.

- The trail includes a raised concrete boardwalk, which is an elevated concrete structure. It allows wildlife to pass underneath.
- The design was intentional. Elevating the boardwalk allows animals, including deer, to move freely beneath it without obstruction.
- The trail is about five miles long. The southern mile leaves the historic railroad corridor and runs parallel to it at a lower elevation.

- This southern section connects to the Mountain View train station, creating an important link to public transit. Transit connected was a key reason for the project.
- **NV5** confirmed that the concrete boardwalk was chosen because it can handle flooding without floating away. This was crucial in this flood-prone area.
- During construction, significant flooding issues arose before segments could be put together. The design received praise for being more elegant than initially planned. It features railing details, visual breaks in the concrete sections, and arched structures that allow passage beside and under the trail near stream corridors.
- It was noted that where trails run next to water bodies, widening the area so that the water's edge does not reach the structure improves resilience and user experience during high water.
- Planning for this trail mainly occurred around 1999 to 2000.

2. Te Ara I Whiti / The Light Path ("Pink Path") - Auckland, New Zealand

NJ Bike & Walk Coalition shared photos of the Pink Path, an abandoned highway off-ramp became a 0.4-mile shared-use path, finished in 2015.

- The path is distinctly pink. It has no lane markings and no separation for different users. Cyclists, pedestrians, scooter riders, and rollerbladers share the space peacefully.
- Three hundred LED panels line the path. At night, they light up and change color based on user movement, creating a lively, interactive experience.
- The path's visibility from the nearby motorway was intentional. It encourages drivers stuck in traffic to notice active users and consider using it themselves.
- **Rutgers-VTC** notes that the MUTCD allows for green pavement coloring for bike facilities in the US as a form of traffic control striping, but this would more specifically apply to on-road facilities. Pink would likely face regulatory challenges here, but many appreciated its role as a unique design feature.
- The discussion highlighted how the use of pink for dedicated facilities felt unique and visually striking, while the motion-activated lighting was appreciated as an effective way to signal active path usage to drivers.

3. Waatarua Path - Auckland, New Zealand

NJ Bike & Walk Coalition shared photos of the Waatarua Path, a multi-use path that needed careful coordination where it ran next to a bus stop.

- Auckland Transport installed timed announcements on buses. When buses stopped, riders were warned to watch for cyclists and pedestrians on the nearby path.
- Signs on the path reminded users to yield to bus passengers crossing.
- As the path neared the bus stop, it was slightly raised to alert cyclists that a conflict zone was ahead.

- **NJ TRANSIT** mentioned that this programmatic approach, which combines bus announcements and physical cues, is something that is worth more consideration along transit routes with shared-use paths.

4. Karangahape Road - Auckland, New Zealand

NJ Bike & Walk Coalition shared photos of Karangahape Road, which features a protected and separated path for bicycling.

- Improvements were made alongside a larger road work project.
- The street includes one of Auckland’s first crosswalks using Pride flag colors.
- The National Transit Agency initially had accessibility concerns but later installed a second crossing at the opposite end of the street.

5. Race Street Pier Underpass - Philadelphia, Pennsylvania

NJ TRANSIT mentioned the Race Street Pier area in Philadelphia as a great example of innovative lighting design.

- It features an underpass with interactive, motion-responsive LED panels.
- The lighting in the underpass creates a dramatic effect at night, even though it looks inactive during the day.
- Google Street View images from April 2023 showed the bike lane and underpass structure along Race Street.
- This example presents a useful model for future projects where underpasses and highway structures could include effective, low-impact lighting improvements.

6. Cheonggyecheon Stream Restoration – Seoul, South Korea

EZ Ride TMA shared photos from a recent trip to Seoul, showing the Cheonggyecheon Stream restoration as an impressive urban change.

- A major elevated highway through downtown Seoul was torn down. The buried stream was uncovered, and a 7-mile walking and cycling path was created in its place.
- The path has walkways on both sides, small bridges, art installations, lights along the walls, ladders for emergency exit during flooding, and spots to sit.
- Biodiversity increased after the restoration, and wildlife, including birds, returned to the corridor.
- The project has become a popular tourist spot and a gathering place for the community. Residents picnic, socialize, and listen to weekend musicians along the stream.
- The group highlighted the connection to the federal “reconnecting communities” grant idea, which aims to fix the effects of highway infrastructure on urban neighborhoods.

7. Scudder Falls Bridge - Ewing Township, New Jersey

NJDEP discussed the Scudder Falls Bridge project, which involves replacing the I-295 bridge across the Delaware River and adding a dedicated shared-use path.

- A noise study was done to find out where noise barriers are needed instead of standard chain-link fencing.
- It was noted that the noise barriers greatly improve the user experience, making areas next to the barriers much more pleasant than unprotected sections.
- The discussion proposed extending the noise barriers along the entire length of the bridge to further improve the shared-use path experience.
- The project was recognized as an important connection between New Jersey and Pennsylvania, supporting other regional bridge connections.

8. Lawrence Hopewell Trail Boardwalk – Lawrence Township, New Jersey

NJDEP shared that the Lawrence Hopewell Trail recently held a ribbon-cutting for an about one-mile elevated boardwalk.

- The boardwalk gives users an elevated view of wetlands, letting them see turtles and other wildlife from the structure.
- This long-awaited project connects important parts of the larger Lawrence Hopewell Trail network.

9. Forest Resource Education Center Sensory Awareness Trail – Jackson Township, New Jersey

NJDEP shared that the 20-year-old trail was recently restored and improved with different accessibility features.

- The improvements focused on accessibility and universal design. The trail was resurfaced with compacted crushed stone to meet ADA compliance standards.
- The guide rope system was upgraded with tactile navigation features. Round markers indicate exhibits on the right, and square markers indicate exhibits on the left. This helps visually impaired users navigate the trail.
- Interpretive signs were improved with raised features and Braille. QR codes let users scan and hear wildlife sounds or audio versions of the sign content.
- The welcome kiosk was redesigned with a raised relief map that users can trace by hand. It also includes additional Braille elements and a hand-crank audio feature introducing the trail.
- The discussion highlighted that while not every accessibility feature works for all trail types, elements like tactile guides, audio components, and QR-linked information could be used for shared-use paths and transportation trail projects.

10. Mario M. Cuomo Bridge Path – Tarrytown, New York

EZ Ride TMA mentioned a trail along the Hudson River near Tarrytown, New York was mentioned as an example where cyclists and pedestrians can cross a bridge featuring rest areas and picnic areas along the span of the bridge.

- The crossing was described as a memorable recreational experience and was discussed alongside other notable regional bridge paths such as the George Washington Bridge shared-use path.

11. The Greenway – Essex County, New Jersey

NJDEP discussed the Greenway, an ongoing trail project in New Jersey.

The Greenway was noted as an example of planning for different user speeds by separating slower recreational paths from faster commuting lanes.

- The project also focuses on strong transit integration and offers various mobility options for users.
- Besides transportation benefits, the design creates opportunities for people to enjoy nature along the corridor.