



NJ Walks and Bikes

Bicycle and Pedestrian Newsletter

Encouraging alternative transportation in New Jersey

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■ News in Brief

Slowing Traffic is a Community Success Story in Haddonfield Borough

Funds Available for Pedestrian Safety Enforcement

Technology Corner: High Friction Surface Products

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■ Did you know?

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Source: CDC

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This Issue's Spotlight...

The Governor's Pedestrian Safety Initiative



Governor Jon S. Corzine's announcement of his Pedestrian Safety Initiative in September 2006 was a major step in addressing the long-standing need to improve pedestrian safety in New Jersey, one of 13 Pedestrian Focus States identified by the Federal Highway Administration.

[More Details](#)

What's the Law Anyhow?

Pedestrian safety is a huge concern in New Jersey, an issue that has been shaped by debate over infrastructure, motorist and pedestrian behavior, policy and law. One of these components, the law, is not well understood by either motorists or pedestrians.

[More Details](#)

Welcome to the inaugural issue of **New Jersey Walks and Bikes**, a newsletter for anyone interested in bicycle and pedestrian issues.

[More Details](#)

Plan on it!



Like other New Jersey community leaders, you may want your town to become safer and friendlier for walking and bicycling. So where do you start, especially if your town has limited resources? The first step toward making your community a better place for bicycling and walking is to plan for it.

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Cycling Towards a Better Quality of Life/Bike Commuting Tips



Bicycling is an inexpensive, fun, and environmentally friendly form of exercise. As bicycling grows more popular as a form of transportation and recreation, municipalities and counties throughout New Jersey have been seeking ways to better incorporate cycling into their communities.

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NJ Walks and Bikes - Issue 1, June 2007

A Project of the NJ Department of Transportation

Funded by the Federal Highway Administration

Produced at the Alan M. Voorhees

Transportation Center at Rutgers University

Check it Out!

Check out the [NJ Bike/Ped Resource Center](#) for the latest planning, policy, and design research, as well as links to other great resources

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Welcome



Welcome to the inaugural issue of *New Jersey Walks and Bikes*, a newsletter for anyone interested in bicycle and pedestrian issues. Pedestrian and bicyclist safety and mobility are a key component of the quality of life in our communities. As a result we have seen more and more initiatives to improve our walking and biking environment from groups ranging from government agencies to local grass roots organizations.

In this first issue of *New Jersey Walks and Bikes* we spotlight the Governor's Pedestrian Safety Initiative, which is a \$74 million dollar effort designed to improve pedestrian safety in New Jersey. The newsletter also seeks to answer that thorny question, "What's the Law Anyhow?", an article that summarizes the rights, duties, and responsibilities of motorists and pedestrians under our existing traffic laws. In "Plan on it!", we review the basics of community planning and discuss how important the community planning process is to creating walkable and bikeable communities. In "Cycling Towards a Better Quality of Life", we take a look at some of the broad reaching benefits associated with cycling that we don't always think about. Finally, in "News in Brief", we highlight topics including Haddonfield Borough's efforts related to traffic calming, funding opportunities made available by the Division of Highway Traffic

Safety for pedestrian safety efforts, and a surface treatment that can be used both to improve stopping distance for vehicles and provide better traction for bicyclists.

We hope that the New Jersey Walks and Bikes newsletter will offer a forum where people interested in improving their biking and walking environment—such as yourself—can keep informed about success stories, policies, and initiatives on this important topic.

I hope you enjoy this first issue of the newsletter and we invite your feedback. If you have a case study or a story idea you would like to share for a future issue, please fill out our survey which you can find at the top of the home page.

We look forward to spreading the word on the great strides we are taking to make New Jersey a safe walkable and bikeable state and thank you for your interest and support!

—Sheree Davis

NJ Department of Transportation
Bicycle and Pedestrian Program
Coordinator



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The Governor's Pedestrian Safety Initiative

Pedestrian Safety Focus

State is a designation of the Federal Highway Administration. The purpose of the designation is to reduce pedestrian fatalities by providing technical assistance and training to states and cities to develop pedestrian safety action plans. New Jersey was among 13 states and 5 cities that were chosen based on their pedestrian crash experience. A guide for state and local agencies on "How to Develop a Pedestrian Safety Action Plan" can be found at: <http://tinyurl.com/p7vef>



Photo Credits: NJDOT, VTC

Governor Jon S. Corzine's announcement of his Pedestrian Safety Initiative in September 2006 was a major step in addressing the long-standing need to improve pedestrian safety in New Jersey, one of 13 Pedestrian Focus States (see sidebar) identified by the Federal Highway Administration (FHWA.)

The Governor's initiative recognizes that a coordinated approach under strong leadership from the Department of Transportation (NJDOT), the Department of Law & Public Safety (which includes the Division of Highway Traffic Safety and the State Police) and the Motor Vehicle Commission will be required to achieve the desired goals.

By giving priority to the issue of pedestrian safety, the Governor's initiative will build upon the work which has been underway for several years at the NJDOT's Office of Bicycle and Pedestrian Programs. Before New Jersey was deemed a Pedestrian Focus State, NJDOT had prepared a Pedestrian Safety Plan, which helped shape the Governor's Initiative. Moreover, NJDOT was able to respond quickly to the FHWA's request for an adopted Pedestrian Safety Action plan and became the **first of the 13 focus states to have a plan ready for implementation.**

Pedestrian safety has been increasingly important to public officials and parents of school age children and is regularly a topic of

local news coverage, editorials, and letters to the editor. Mayors wrestle with the issue at the local level, parents express concern about their neighborhoods, and various units of state government grapple at finding effective strategies. The issue is complicated and arises from the combination in New Jersey of a dense highway network, intense development, a large population, and a lack of focus among different levels of government in attending to the needs of pedestrians.

The Governor's Initiative includes efforts in three key categories, Engineering, Enforcement, and Education, and is to be financed through a commitment of \$74 million over five years. The initiative has won accolades throughout the state and each component is currently in the planning or implementation phases. Current efforts include:

- *Safe Routes to School* is an initiative to enable and encourage students to walk and bicycle to school. NJDOT assists communities in developing and implementing projects and programs that encourage walking and bicycling to school. A key component of the program provides federal funds to local governments and school districts to improve pedestrian and cyclist safety through engineering, enforcement, and education efforts. In 2006, NJDOT received

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The Governor's Pedestrian Safety Initiative



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over 270 applications from school districts, counties, and municipalities seeking safe route to school grant assistances.

- *The Pedestrian Safety Corridor Program* is an initiative to identify and remediate highway corridors in the state with the greatest pedestrian safety problems. The initiative has been implemented in Newark on Market and Ferry Streets and in Cherry Hill on Route 70. Route 27 in Roselle and Linden is the next corridor slated to be studied. Corridors are chosen based on crash history and other identified pedestrian safety issues. The program involves assembling a Pedestrian Safety Impact Team consisting of 30-40 stakeholders, including government and elected officials, traffic engineers, planners, business owners, local residents, and representatives from civic groups. The team receives classroom training on pedestrian-related planning, design, education, and enforcement issues and then completes fieldwork, studying the corridor and recommending improvements.
- The Division of Highway Traffic Safety offers grants for pedestrian safety education and enforcement, as well as small-scale engineering treatments, such as striping and signage. So far this year, the Division

has issued approximately 30 State and Community Highway Safety Program grants to police departments to enhance pedestrian safety efforts.

- The Motor Vehicle Commission is redesigning the New Jersey Driver Manual to emphasize and clearly explain the roles and responsibilities of drivers and pedestrians. A statewide Driver Education Curriculum is also being developed that will focus on educating motorists about pedestrian laws and the duties and responsibilities of drivers towards pedestrians.

These efforts represent the beginning of a concerted and organized effort to improve pedestrian safety over the next five years and beyond. The overarching goal is to make New Jersey a national model for pedestrian safety and accessibility.

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What's the Law Anyhow?

A review of New Jersey's pedestrian laws



Marked Signalized Crosswalk



Marked Unsignalized Crosswalk



Marked Unsignalized Crosswalk



Mid-block Crosswalk

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Introduction

Pedestrian safety is a huge concern in New Jersey, an issue that has been shaped by debate over infrastructure, motorist and pedestrian behavior, policy and law. One of these components, the law, is not well understood by either motorists or pedestrians. There has been a lot of confusion on the respective rights and responsibilities of pedestrian and motorists and where the law comes down on these issues. For example:

- What is a crosswalk?
- Who is required to yield?
- When am I legally allowed to cross?
- What are motorist duties?
- What are pedestrian duties?

Ambiguities and questions abound in the area of pedestrian safety.

To offer some clarity, New Jersey statutes were analyzed. The summary of findings is below.

History

The key to understanding the legal rights of pedestrians is the concept of having "right-of-way" in the crosswalk. Historically, under common law (*the body of legal precedents derived from judicial decisions over time*), pedestrians had an equal right to the entire roadway with other users. However, with the evolution and growth of automobile ownership and use and as motor vehicle/pedestrian conflicts grew in number, legislators in the late 1920s had to adjust the

"common law" to manage this interaction. They recognized in the New Jersey Traffic Acts of 1915 and 1928 (and later modified in 1951 and codified in Title 39 - Motor Vehicle and Traffic Regulation) that although pedestrians had an equal right to the roadway, they were not in a position to exercise this equal right, safely, against the speed and might of motor vehicles. As a result, the law exchanged pedestrians' equal right to the roadway for preferential status (the "right-of-way") when in designated areas -- i.e. crosswalks.

Crosswalks

The crosswalk (*see Definitions*) is the physical location in which the pedestrian is accorded the "right-of-way" or preferential use. Crosswalks are found in two distinct locations: at intersections (*see Definitions*) or mid-block (*see Definitions*). At intersections (both signalized and unsignalized) a crosswalk may be defined visibly (painted stripes, textured, pavement, set brick, etc.) in which case it is a "marked crosswalk," or it may have no visible markings at all and be known as an "unmarked crosswalk." Unmarked crosswalks are defined by the lateral extension of the curb, shoulder, or edge of roadway. In contrast, "mid-block" crosswalks are located away from intersections and must be distinctly marked by lines or other markings.

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One unfortunate misunderstanding is that a crosswalk must be defined by paint or "striping;" this is not the case.

Rights, Duties, and Expected Behavior

Signalized Intersections

Motorist Duties:

Motorists must yield to pedestrians in the crosswalk, whether marked or unmarked, at all signalized intersections¹. Motorists must yield to pedestrians who have started to cross during the "go" (green signal in direction of travel or "walk" signal in the case of pedestrian signal) phase and continue to yield to them until they have completed the crossing², even if the signal changes in the interim. Motorists should take special care to yield to pedestrians when motorists are making turns, because it is during this maneuver in which most pedestrian-related crashes occur.

Lastly, a motorist must not overtake and pass another vehicle that has stopped to allow a pedestrian to cross³. If a motorist does this they may strike a pedestrian who is shielded from their view by the stopped vehicle.

Pedestrian Duties:

Pedestrians have the obligation to cross at crosswalks at signalized intersections during the signal phase that permits pedestrian crossing (the "go" phase)⁴.

Unsignalized Intersections and Other Crossings

Motorist Duties:

Unsignalized intersections are areas that deserve special attention from drivers, because many motorists do not realize that it is their duty to yield to pedestrians in a crosswalk located there⁵. Crosswalks may or may not be striped and motorist behavior may or may not be controlled by stop or yield signs. Motorists must yield to pedestrians in crosswalks, whether driving straight through an intersection or mid-block crossing or while making turns. Additionally, motorists must look for marked mid-block crosswalks and yield to any pedestrian in crosswalks at mid-block locations.

Pedestrian Duties:

Pedestrians must cross at marked crosswalks where they exist; if the crosswalk is unmarked, then pedestrians should cross at right angles to the roadway.

General Duties of Motorists and Pedestrians

Motorist Duties:

Motorists must exercise due care under all circumstances⁶. Regardless of whether a motorist has the right-of-way or not, it is incumbent on them to drive in a manner that is reasonably observant and reasona-



Mid-block Crosswalk



Unmarked Unsignalized Crosswalk



Unmarked Signalized Crosswalk

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A review of New Jersey's pedestrian laws

bly capable of avoiding doing harm to any person or property.

Pedestrian Duties:

Pedestrians must exercise due care. They must not leave the curb or any other place of safety and dart out in the path of a vehicle which is so close that it is impossible for the vehicle to yield⁸.

Pedestrians may cross in areas away from intersections provided there is no prohibition against such crossings⁹; however, in these cases they must give the right-of-way to motorists¹⁰.

Pedestrians must cross at marked crosswalks where they exist; if the crosswalk is unmarked, then pedestrians should cross at right angles to the roadway.

Pedestrians should not cross in areas where crossings are prohibited or where there are median barriers.

Pedestrians must walk on sidewalks where they are provided along roadways. If sidewalks are not provided than pedestrians should walk against traffic on the extreme left most part of the roadway or shoulder.

tion, included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the shoulder, or, if none, from the edges of the roadway; also, any portion of a highway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other marking on the surface. 39:1-1

"Intersection" means the area embraced within the prolongation of the lateral curb lines or, if none, the lateral boundary lines of two or more highways which join one another at an angle, whether or not one such highway crosses another. 39:1-1

"Mid-block Crosswalk" means a crosswalk located away from an intersection, distinctly indicated by lines or markings on the surface. 39:1-1

¹ Title 39:4-32. Crossing roadway; signals

² Title 39:4-35. Pedestrian's right to complete crossing

³ Title 39:4-36. Driver yield to pedestrian at crosswalk

⁴ Title 39:4-32. Crossing roadway; signals

⁵ Title 39:4-36. Driver yield to pedestrian at crosswalk

⁶ Title 39:4-36. Driver yield to pedestrian at crosswalk

⁸ Title 39:4-34. Pedestrian to cross within crosswalks or at right angles; facing traffic; sidewalks

⁹ Title 39:4-36. Driver yield to pedestrian at crosswalk

¹⁰ Title 39:4-34. Pedestrian to cross within crosswalks or at right angles; facing traffic; sidewalks

NJ STATUTE DEFINITIONS:

"Crosswalk" means that part of a highway at an intersection, either marked or unmarked existing at each approach of every roadway intersec-



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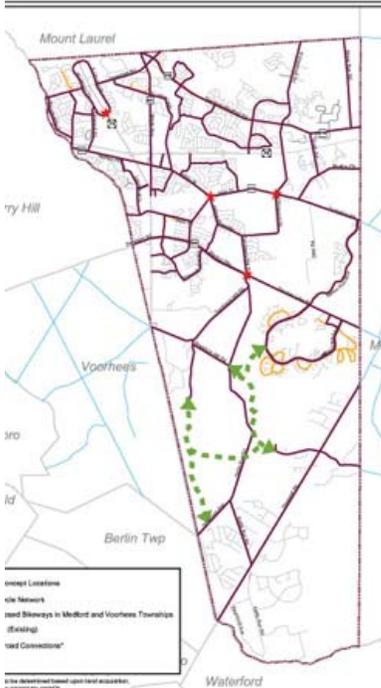
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Plan on it!

A **Comprehensive Master Plan** is a policy statement that guides a municipality's future development. The Master Plan must be reexamined and adopted by the municipal planning board every six years.

Evesham Township Bikeway Plan



The Evesham Township Bikeway Plan can be downloaded at <http://tinyurl.com/ywbw5b>

The Medford Township Bicycle Network Plan can be downloaded at <http://tinyurl.com/2hewj8>

The city of Pasadena's Dedicated Parking Meter Revenue Report can be downloaded at <http://tinyurl.com/2ktfz8>

Like other New Jersey community leaders, you may want your town to become safer and friendlier for walking and bicycling. So where do you start, especially if your town has limited resources?

The first step toward making your community a better place for bicycling and walking is to plan for it. In New Jersey, every municipality is required to produce and update a Comprehensive Master Plan (see sidebar) that lays the foundation for the municipality's development. A Comprehensive Master Plan can have a Circulation Element that describes the location and type of existing and proposed transportation facilities within the municipality. Creating a plan for safe pedestrian and bicycle facilities within that Circulation Element can help your community focus on these needs, prepare for grant funding applications, and guide its transportation investments.

The three basic stages to creating a pedestrian and bicycle plan are:

1. **Define your community's vision and goals for walking and bicycling.** Providing opportunities for resident input at this early stage, such as through a community meeting or workshop, is key to ensuring that the goals truly reflect the diverse interests of your community.
2. **Evaluate your community.** Review the condition of facilities in your community and identify opportunities for improvement.

Some common ways to evaluate your needs are: review of motor vehicle crash records; inventories of sidewalks, bike lanes, multi-use paths and bicycle parking; and examination of traffic volume and speed data. Consult with the police department, public works, and school system.

3. **Create recommendations and determine next steps.** Depending on the needs of your community, the plan might address more than just the physical infrastructure. Next steps can also include policy changes, speeding enforcement campaigns, public awareness campaigns, and community events to encourage walking and biking.

For example, Evesham Township in its *Bikeway Plan* (see sidebar) set six goals, including the creation of "a bikeway system to make bicycling a viable alternative to driving" and to "improve bicyclist safety." Evesham has implemented nearly 75 percent of the proposed signed bike routes and bike lanes and has installed bicycle-safe drainage grates. Planned bicycle improvements on county facilities will also be included with road or intersection reconstruction projects.

Medford Township created a *Bicycle Network Plan* (see sidebar). In the evaluation stage of the planning process, the planning team inter-

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Plan on it!

viewed stakeholders, reviewed traffic and crash data, observed conditions at various locations, and reviewed other township plans and maps. Following the evaluation, the team made specific recommendations for improvements to several intersections. The township is now implementing the recommendations.

Funding

Once you've planned for your community, how do you actually implement the recommended improvements? A common challenge is obtaining funding to complete projects.

Communities have many funding opportunities at the federal, state, and local levels. The report *Funding Pedestrian and Bicycle Planning, Programs and Projects* (see tinyurl.com/3xbyzr) provides a detailed overview of these programs, such as Municipal, County, and Discretionary Local Aid.

Communities should be aware that many grants require a local match to cover a portion of the total project costs. The match requirement varies depending on the funding program and type of project.

Communities cannot, however, rely entirely on grant funding, because resources are limited and the application process is competitive. Local improvements can be funded through municipal capital improvement programs, sometimes incorporating the work

in other transportation projects, such as road reconstruction. Creating special improvement districts is another option to finance improvements for walking and cycling.

The city of Pasadena, California offers a good example of funding pedestrian and bicycle improvements through revenue-based financing from a special district. The city dedicated parking meter revenue in the Old Pasadena district for public improvements such as streetscaping, lighting, benches, and sidewalk maintenance (see sidebar in the previous page). This funding revitalized the Old Pasadena shopping district, increasing sales and tax revenue and enticing many retailers to the area.

Working to improve your community for bicycling and walking is a long-term effort. Creating a pedestrian and bicycle plan that incorporates a funding plan is a key step towards making your goals and visions a reality.

For More information

Examples of bicycle and pedestrian plans from New Jersey are available on the New Jersey Bicycle and Pedestrian Resource Center's clearinghouse at NJbikeped.org.

The Pedestrian and Bicycle Information Center also provides excellent examples of bicycle and pedestrian plans from around the country, as well as resources to assist communities interested in starting the master planning process at walkinginfo.org or bicyclinginfo.org

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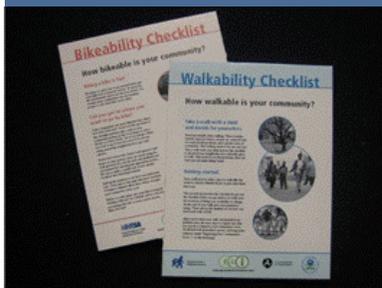


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Cycling towards a Better Quality of Life

Traffic Calming is a way to design streets, using physical measures, to encourage people to drive more slowly.

Bicycling is an inexpensive, fun, and environmentally friendly form of exercise. As bicycling grows more popular as a form of transportation and recreation, municipalities and counties throughout New Jersey have been seeking ways to better incorporate cycling into their communities.

New Jersey has the basic elements needed to increase bicycling. The state's high population density means many destinations are accessible by a short bike trip. New Jersey's topography offers a variety of bicycling environments for all types of riders, from the hilly northwest to the flat shore region.

Multiple incentives exist to improve access and safety for cyclists in New Jersey communities. Bicycling offers a realistic alternative to the automobile by providing similar flexibility for on-demand travel and door-to-door service, but without imposing the same negative environmental impacts. In addition, the 2000 U.S. Census found that approximately one-third of the state's population does not drive. The reasons for this are numerous; some people are too young to drive, others have age or health related reasons for not driving, while others cannot afford a car.

Bicycling is a practical mode of transportation for people of all ages and incomes; bicycles are affordable and no license is required to operate them. Thirty-eight percent of Americans believe the availability of bikeways, multi-

use paths, and sidewalks for travel to work, shopping, and recreation, are very important when choosing where to live. For children, bicycling fosters independence, personal development, and healthy lifestyles. Bicycling also helps young people develop the skills necessary to become safe and conscientious drivers.

The following information demonstrates how a bicycle-friendly community can contribute to an improved quality of life.

Transportation Benefits

- Many car trips are "escort trips", which could be eliminated through cycling, depending on the distance. Escort trips include parents driving a teenager to soccer practice or one household member picking up another from the train station after work. Instead of being driven, both types of trips could sometimes take less than 15 minutes by bicycle.
- Bike lanes can serve as a traffic-calming (*see sidebar*) measure. Depending on the width of the road, bike lanes may narrow vehicular travel lanes, resulting in slower driving through a neighborhood. Additionally, when drivers respect the rights of cyclists, residents will feel safer and more secure, choosing to bike more often.
- Bicycling can help reduce parking demand and the need for



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Cycling towards a Better Quality of Life



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expensive new parking facilities in busy shopping and office districts.

Environmental Benefits

- Cars and small trucks produce more than 50 percent of their total emissions performing "cold starts," when the engine is initially engaged.
- A short, four-mile round trip by bicycle rather than by car keeps about 15 pounds of pollutants out of the air we breathe. Four miles can be covered in 20 to 25 minutes at a casual pace of 10 to 12 mph.
- Bicycles do not create noise pollution or harm road surfaces.

Economic Benefits

- The average annual cost to own and operate a car was estimated at \$7,896 in 2005. The average cost to operate a bicycle is between \$50 to \$200 per year.
- Bicycling is often the quickest mode of transportation to get around urban areas. Gridlock has been estimated to cost the United States \$63 billion annually in lost productivity and wasted fuel, as well as needless stress and anxiety.

Make Your Community a Quality Place to Ride

New Jersey is making a significant effort to become more bicycle friendly. The New Jersey State Plan urges communities to emphasize

"the movement of more people rather than more vehicles...promote greater use of, and invest in bicycling and pedestrian design before increasing automobile related system capacity."

The NJ Department of Transportation's Office of Bicycle and Pedestrian Programs offers an array of resources to municipalities and counties to design and implement bicycle and pedestrian projects. Additionally, NJ TRANSIT is becoming more bicycle friendly. Buses in South Jersey carry bike racks to allow passengers to travel with their bikes and commuter trains accommodate bicyclists during off-peak hours.

No other activity besides bicycling can provide such a diverse set of benefits, including improved health and transportation choices coupled with environment and community well being. But perhaps most importantly of all, bicycling is a whole lot of fun.

For information about NJDOT resources available to your community, visit: <http://tinyurl.com/387yre>

For information how to make your community more bicycle friendly, download the comprehensive presentation "New Jersey Bicycle Friendly Communities" by visiting the New Jersey Bicycle and Pedestrian Resource Center Clearinghouse website: <http://www.njbikeped.org/reports>

Sources:

- Bureau of Transportation Statistics (BTS) October 2000 Omnibus Household Survey
- Federal Laboratory Consortium for Technology Transfer
- WorldWatch Institute
- Bureau of Labor Statistics (2005)
- Texas Transportation Institute (2003)
- League of American Bicyclists (2005)

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Bicycle Commuting Tips

So you're thinking about ditching the car for your daily commute for at least a few days a week? Here are some simple tips to consider to get started:

- Make sure your bicycle is in sound working order and is properly fitted and adjusted to your personal size. This can be best done at your local bike shop.
- Wear a helmet. In New Jersey, bicycle helmets are required for children under 17 and are highly recommended for all.
- Ride on the right side of the road with traffic, follow all traffic regulations as you would in a car and use hand signals to indicate turns and braking.
- Do a test run in your car if you are not familiar with the area. If the main roads are busy, search a local map for lightly traveled back roads and residential streets for an alternative and sometimes safer route. Also, keep an eye out for wide shoulders, bike lanes and multiuse paths.
- If you commute less than 3 miles, it is possible to bike to work in office clothes without breaking a sweat if you keep a relaxed 10 mph pace. At that speed, 3 miles can be covered in 15 to 20 minutes. For longer commutes, bring a change of clothes and change at work.
- Make sure you have a secure place to store your bike at

work. When locking your bike outside, use a proper bike rack or other secure metal post in a high traffic area. Use a high quality U-Lock or high security bike chain. Secure the frame and rear wheel and use an eyelet cable to secure the front wheel and seat.

- Carry a basic tool kit (folding Allen key set with screwdrivers, adjustable wrench, spoke wrench, tire levers, patch kit, spare tube and a pump) and learn how to use the tools to avoid a long walk home.
- If your commute will keep you out past dark, New Jersey statutes require a white headlight and a red tail light, both of which must be visible at a distance of 500 feet. A basic LED headlight and taillight set can be purchased for less than \$30.
- Consider adding fenders to your bike in case of rain and a rear cargo rack and saddlebags to extend your load carrying capacity.
- Finally, check with your physician before you ride.

Other Commuting Resources:
Visit *Bike Downtown* at <http://tinyurl.com/2mmzo4>



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NJ Walks and Bikes

Bicycle and Pedestrian Newsletter

Encouraging alternative transportation in New Jersey

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News in Brief

Traffic calming devices such as “**speed tables**” and “**raised intersections**” are permanent roadway installations that encourage people to drive more slowly. A speed table is a long, flat-topped speed hump. A raised intersection is essentially a speed table for the entire intersection.

Active Living is a way of life that integrates physical activity such as walking and bicycling into daily routines. Designing communities with safe and accessible pedestrian and bicycle facilities is a major component of active living initiatives.



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Slowing Traffic is a Community Success Story in Haddonfield Borough

When Norman Hinsey moved to Haddonfield Borough, a historic small town in Camden County, he wasn't prepared for motorists' frequent speeding on local streets. Concerned by his observations, he contacted the local police for information on crashes in the community. Using that information, Hinsey wrote a letter to borough officials expressing his concerns with speeding and requested safety improvements to remedy the issues he had documented. The borough responded by asking for his assistance to address the issue.

Norman organized and chaired the Traffic and Pedestrian Safety Committee (TAPS) to assess safety needs and guide the community in seeking and carrying out improvements. Learning that the New Jersey Department of Transportation (NJDOT) offered programs to help communities address pedestrian safety, he contacted Sheree Davis, who manages the NJDOT's Bicycle and Pedestrian Program.

NJDOT provided assistance to Haddonfield by funding the *Haddonfield Traffic Calming Study* to address speeding and safety issues. The consultant study prioritized five street corridors and 12 intersections most in need of traffic-calming treatments. Norman said the traffic-calming study pro-

vided a framework for Haddonfield residents to take actions to reduce speeding. The Borough secured grants to construct improvements identified in the plan, including the latest project, the installation of two temporary asphalt speed tables (*see sidebar*) in the business district. The speed tables will be similar to the installation of raised intersections, which were deemed successful during a pilot project and are now permanent. The Borough and Camden County will gauge the effectiveness of the traffic-calming devices before committing to make them permanent.

Norman and other Haddonfield residents consider their traffic-calming study to be part of a coordinated effort to promote safety and active living (*see sidebar*). TAPS has organized public education projects to coincide with the traffic-calming improvements, such as events to encourage students to walk or bike to school. TAPS members and supporters also organized a “Drive 25” campaign, driving around their neighborhood streets at 25 mph to slow traffic and demonstrate that speeding doesn't save much time. They calculated that for the average ¾-mile trip in town, driving 10 mph over the speed limit saved a mere 31 seconds.

Norman Hinsey, TAPS, and Haddonfield Borough are an excellent example of what a community-driven pedestrian safety improve-

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ment process can achieve. Haddonfield residents have been extremely successful at raising awareness of pedestrian and traffic safety and continue to organize events and projects to improve the safety and quality of life in their community.

For more information about working with the NJDOT on pedestrian and bicycle issues, visit: <http://tinyurl.com/2thvfu>

Funds Available for Pedestrian Safety Enforcement

Several New Jersey communities received grants this year from the *New Jersey Division of Highway Traffic Safety (DHTS)* to reduce the number and impact of motor vehicle crashes around the state. The funds may be used for initiatives such as safety education campaigns, bicycle helmet promotions, enforcement campaigns promoting pedestrian laws and rights, and small-scale physical improvements, such as signage and crosswalk striping. Among the grant winners were Eatontown, Hackensack, Haddon Township, Hoboken, Monmouth Beach, Orange, Parsippany-Troy Hills, Passaic, Ridgewood, Teaneck, and Union City. The funding is part of the National Highway Traffic Safety Administration's State and Community Highway Safety Program.

These grants have been used in several instances for traffic and

pedestrian safety enforcement. For example, Municipalities have used the grants for targeted traffic safety enforcement efforts, such as police overtime for increased ticket blitzes, as well as for public presentations on safety and traffic laws. Enforcement is a key component to ensure a community is safe and accessible for pedestrians. In New Jersey, 21 percent of all traffic fatalities are pedestrians, and enforcing existing laws to protect pedestrians is seen as an important step toward reducing these deaths and injuries.

For more information, including program details and grant applications, visit the DHTS website.

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Technology Corner: High Friction Surface Products

Advances in technology can aid efforts to increase bicycle and pedestrian safety. One highly effective and affordable option being used in New Jersey involves high friction surfacing products which are applied directly on top of asphalt or cement. The products are used to delineate bike lanes and slow down vehicles at approaches to crosswalks.

In skid testing, high friction surfacing greatly reduces the braking distance to bring a motor vehicle to a stop when compared to untreated pavement.

The three-part epoxy contains pigmented or natural aggregates that produce an attention-grabbing color. This coloring delineates the section with high-friction surfacing from the regular roadway. High-friction surfacing has been used to indicate bike lanes (as in Hillsdale) and school zones, and at approaches to crosswalks. Newark and Westfield will install high-friction pavement in the coming year as part of school pedestrian safety projects. High-friction surfacing products have been applied to roadways throughout New Jersey, including a bridge deck in Newark and in traffic-calming measures along Route 57.

The pavement treatment has also been applied to ramps, medians, and in traffic calming schemes. Microscopic glass beads in the surfacing provide a retro-reflective

quality, increasing pavement visibility on dark or wet roads. The textured surface also gives the roadway excellent skid resistance.

In all, high-friction surfacing can be very effective at increasing pedestrian and bicyclist safety, but, when applied at approaches to intersections, it must be used in conjunction with high-visibility crosswalk striping.



Shoulder Application



Median Application



Curve Application

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