



Vol. II, No. 2 December 2008

# NJ Walks and Bikes

Encouraging alternative transportation in New Jersey

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### Special Feature:

#### Biking Safely in Winter

With a little extra care and extra precaution, cyclists in New Jersey should be able to continue riding safely throughout the winter season.

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### Editorial Board

For up-to-date info on bike and pedestrian issues in NJ, [Join Our Listserv](#)

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## The State is Ranked #9 in the Nation for Bike Friendliness

What exactly makes a state bicycle friendly? The task of answering this question was recently taken on by the League of American Bicyclists (LAB.)

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## Local Traffic and Safety Bicycle/Pedestrian Committees: Spotlight on West Windsor Township, NJ

Bicycle and pedestrian advocates throughout the nation campaign tirelessly for positive change in New Jersey. [More Details](#)

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

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## 10 Questions With Charles Carmalt

The Philadelphia Mayor's Office has hired Charles Carmalt, a member of the NJ Bicycle and Pedestrian Advisory Council, as the city's new Pedestrian and Bicycle Coordinator. [More Details](#)



## Pedestrian Safety Impact Teams

To help improve pedestrian safety, the New Jersey Department of Transportation (NJDOT) has developed the Pedestrian Safety Impact team, a part of the Pedestrian Safety Corridor Program. [More Details](#)



*NJ Walks and Bikes - Volume II, Issue II,  
December 2008*

*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 other valuable links.

Feel free to forward this newsletter to other interested parties.





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## Welcome

Welcome to the fifth issue of New Jersey Walks and Bikes, a newsletter for anyone interested in bicycle and pedestrian issues. In this edition, our last of 2008, we are excited to share great news with you – First, New Jersey has been ranked #9 in the nation for “Bike Friendliness” by the League of American Bicyclists. In addition, our NJ DOT Bicycle and Pedestrian program was honored with an Outstanding Sustainable Initiative Planning Award at the 2008 Annual Conference of the NJ Chapter of the American Planning Association. As NJDOT’s program coordinator, I want to emphasize the critical role that you as active citizens play in working to achieve our goal of making New Jersey the #1 bicycle and pedestrian friendly state in the country!

In this issue of NJ Walks and Bikes, we also spotlight the West Windsor Township Bicycle and Pedestrian Alliance and discuss elements of successful bicycle and pedestrian committees. We are also pleased to present a Q&A with Charles Carmalt, the new Pedestrian and Bicycle Coordinator of Philadelphia. Charles, who has more than 35 years experience as a transportation planner and a bicycle/pedestrian advocate, shares interesting insights on both barriers and potential solutions to some of the top issues impacting safe bicycling in New Jersey today. Charles also serves as a valued participant on the NJ Bicycle and Pedestrian Advisory Council (BPAC).

Bike Safety in the winter is addressed in this edition along with a report on the NJ DOT Pedestrian Safety Impact Teams, which are a part of the Governor’s Pedestrian Safety Corridor Program. Finally, in our “News in Brief” section, we highlight timely stories including: NJDOT’s release of three new bike tour guides, bringing the total to 14 now available for download at the DOT website; new bike commuter reimbursements forthcoming in the Emergency Economic Stabilization Act; and the NJ Department of Highway Traffic Safety’s announcement of the application process for mini-grants related to pedestrian safety.

As always, our goal is to make this newsletter as useful to you as possible, so **please visit and complete our brief reader survey, even if you have done so previously. The link to the survey is accessible from the newsletter frontpage.** As always, we thank you for your interest and support in making New Jersey a safe, walkable, and bikeable state. Best wishes for the New Year!

—Sheree Davis

NJ Department of Transportation Bicycle and Pedestrian Program  
Coordinator



Sheree Davis, NJ Department of Transportation Bicycle and Pedestrian Program Coordinator

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## Congratulations NJ! The State is Ranked #9 in the Nation for Bike Friendliness

What exactly makes a state bicycle friendly? The task of answering this question was recently taken on by the League of American Bicyclists (LAB.) This past September, the League announced its first annual ranking of states under the Bicycle Friendly State program, following in the footsteps of the League's successful Bicycle Friendly Communities program. In a comparison of all 50 states, New Jersey gained the distinction of ranking ninth in the nation as a bicycle friendly state.

In addition to the ranking process, the Bicycle Friendly State Program acknowledges states that actively support bicycling as a way of addressing climate change, traffic congestion, obesity and high fuel prices. States are evaluated based on their encouragement of bicycling through legislation, policies and programs, education and encouragement, availability of places to ride, and planning efforts. Specifically, a Bicycle Friendly State is one that provides safe accommodation for cycling and encourages its residents to bike not only for recreation, but for general transportation as well.

Through the Bicycle Friendly State's initiative and its sister programs, Bicycle Friendly Communities and Bicycle Friendly Businesses, the League is working to alter how communities view their quality of life

and transportation choices. Ultimately, the League aims to improve both traffic safety and economic development through a bicycle friendly America.

### About The League

Headquartered in Washington, D.C., the League of American Bicyclists was founded in 1880 as the League of American Wheelmen (LAW) and helped to unite Americans who had a love of cycling. After several reincarnations, LAW officially changed its name to the League of American Bicyclists (LAB) in 1994 and has maintained a focus on education and advocacy. LAB's core mission is "to promote bicycling for fun, fitness, and transportation and work through advocacy and education for a bicycle-friendly America." The League brings together more than 300,000 affiliated cyclists, including 40,000 individual members and 600 member organizations.

The League operates six programs: Bike Education, Bicycle Friendly America, Bike Advocacy, Bike Month, Safe Routes to School and the Share the Road Campaign. The Bike Education program teaches cyclists to ride safely and advises motorists to share the road. The Bike Advocacy program works in conjunction with America Bikes to advocate for the rights of bicyclists throughout the country. Similarly, the Share the Road campaign empowers cyclists to protect their rights by standing up





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to harassment. Safe Routes to School is an international movement to create safe, fun and convenient ways for children to walk and bike to school. During national Bike Month in May, LAB promotes Bike to Work Week and Bike to Work Day activities. Encompassing the Bicycle Friendly State and its sister programs, the Bicycle Friendly America program recognizes states, communities and businesses for their efforts to promote bicycling.

### Bicycle Friendly States

How did New Jersey come to be ranked ninth in the nation for bike friendliness? Jeff Peel, program specialist for Bicycle Friendly America, said the League sent a long questionnaire to the bicycle and pedestrian coordinator at each state transportation agency. The League then assessed more than 70 issues to determine a final score for each state, examining six key areas: state laws; policies and programs; infrastructure; education and encouragement; evaluation and planning; and enforcement. Responses to questions were awarded one to three points. Reviewers examined responses for information such as presence of a state passing law, a complete streets or accommodation policy, and a dedicated funding source. Another important factor was whether other state plans, such as highway safety or carbon reduction, accounted for bicycling. Above all else, however, the

rankings were influenced by the existence of a state Bicycle Master Plan.

The ninth place ranking was awarded to New Jersey due to a variety of factors. The state was praised for its dedicated bicycle funding – a commitment of \$2-4 million annually to bicycle planning and projects. Also contributing to the high ranking was a state policy requiring rumble strip installation on roadways to provide a minimum clear space of four feet. Additional praise was given to New Jersey for a statewide mountain bike plan, a hands-free cell phone law and an exemplary Safe Routes to School program.

New Jersey can also improve its ranking in the future by addressing a few issues. For example, New Jersey was not ranked as high as a few other states due to the lack of a three foot passing law and a complete streets policy. New Jersey does not have a formal complete streets policy; however, NJDOT has reported that a three foot passing law is being pursued. Since the time of the ranking, New Jersey has also enacted a bill that establishes a five year pilot program to determine the effectiveness of the installation and utilization of traffic control signal monitoring systems (i.e. photo enforcement). In late October, NJDOT announced that Brick Township, East Brunswick, and Newark will be the first three municipalities to



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participate in the pilot program. New Jersey's score was also impacted because the State driver manual did not include information on bicycling safety from the perspective of cyclists, nor does the state driver exam include any bicycle-related questions. However, as reported previously in NJ Walks and Bikes (Vol. II, No. 1), the new version of the New Jersey driver manual published in January 2008 incorporates bicycle safety information in a chapter on "Sharing the Road."

By ranking New Jersey ninth in the nation, the League of American Bicyclists has drawn attention to all of the great work that has been accomplished throughout the State to promote safe bicycling. Perhaps more importantly, the Bicycle Friendly States program has provided a way for advocates to start the conversation on what New Jersey still needs to do to make the Garden State even more bike friendly.

### Sources

<http://www.bikeleague.org/about/index.php>

[http://www.bikeleague.org/members/pdfs/american\\_bicyclist\\_nov-dec\\_07.pdf](http://www.bikeleague.org/members/pdfs/american_bicyclist_nov-dec_07.pdf)



## Local Traffic and Safety Bicycle/Pedestrian Committees

### Spotlight on West Windsor Township, NJ

Bicycle and pedestrian advocates throughout the nation campaign tirelessly for issues such as decreasing obesity rates, reducing pollution and minimizing one's environmental footprint, primarily by encouraging biking and walking in communities and advocating for a shift in transportation culture. The West Windsor Bicycle and Pedestrian Alliance is one of these passionate groups, dedicated to influencing such positive change in New Jersey.

The West Windsor Alliance is a non-profit corporation with over 300 members that was established in January 2006. This successful grassroots model of bicycle and pedestrian advocacy centers around the mission of promoting bicycling and walking in West Windsor by emphasizing access, increased mobility options, education, and safety.

### The ABC's of Successful Bicycle/Pedestrian Committees

Generally, there are three key prerequisites to create a successful advisory committee, such as in West Windsor -- a well-defined group purpose, structure, and function. Elements of a given committee's **purpose** typically include determining a committee mission statement, laying out goals and objectives, and developing a clearly defined role, especially with regard to the type of advocacy work to be pursued.

The group **structure** determines the operating procedures of a committee. Operating procedures and structure may be more formal, with members appointed by a governor or other high level official and structured around specific committee bylaws and membership requirements. Conversely, group structure and operation may be more informal, with the committee organized around an ad-hoc group of professionals and community members committed to a defined mission, such as improving the bicycle and pedestrian environment. In terms of membership though, most groups seek a cross section of individuals representing the organizations responsible for pedestrian and bicycling related issues in their community; this type of targeted membership adds credibility to the group and helps to achieve its goals.

In terms of group **function**, work activities and related efforts, local traffic or bicycle and pedestrian committees have the ability to shape their scope of work by:

- Conducting surveys of current facilities and recommending improvements to the local governing body
- Serving as a sounding board for the community on pedestrian and bicycle issues
- Petitioning the government for changes in policy and law through letter writing, blogs, press releases and advocacy rallies/protests



Photo Credits: West Windsor Bicycle and Pedestrian Alliance

## Local Traffic and Safety Bicycle/Pedestrian Committees

### Spotlight on West Windsor Township, NJ



Photo Credits: West Windsor Bicycle and Pedestrian Alliance

- Educating the public on bicycle- and pedestrian-related safety measures, benefits, issues and concerns
- Constructing and maintaining bike/pedestrian facilities or assisting local government with these efforts
- Organizing community activities, such as bicycle rides or walks for recreational and educational purposes, in an effort to promote safety

#### The West Windsor Bicycle and Pedestrian Alliance

The Alliance and its president, Ken Carlson, envision a community where residents and visitors have access to and can travel safely and conveniently by bicycle and on foot for commutation, recreation and fitness, both within West Windsor and between neighboring communities. To plant the seed of bicycle and pedestrian advocacy in West Windsor and its neighboring communities, Carlson and the Alliance have worked with the Lawrence Hopewell Trail Task Force, as well as with East Windsor and Plainsboro. The alliance also lends its expertise to the Mercer County Bicycle and Pedestrian Task Force, effectively regionalizing bicycle and pedestrian issues.

The Alliance was formed at the conclusion of the Mayor's Bicycle and Pedestrian Task Force of West Windsor (August 2002 - November 2005), and has set four primary goals:

- Encourage residents to walk and/or bicycle more often
- Promote bicycle and pedestrian awareness and education
- Advocate for improved bicycle and pedestrian access and mobility
- Conduct and support activities to fulfill the mission

To promote awareness and education, the alliance advocates for bicycle and pedestrian safety, promotes share-the-road strategies and educates the community on the health benefits of biking and walking. Issues members often target include improving or creating public policies and programs related to biking and walking; identifying and improving bicycle and pedestrian infrastructure (e.g. installation of bike lanes, sidewalks, crosswalks, recreational trails); establishing safe bicycling and pedestrian crossings of major barriers; implementation of traffic-calming measures; enforcement of traffic laws; and coordination with neighboring communities on regional goals to increase accessibility and mobility. Organizing community



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## Local Traffic and Safety Bicycle/Pedestrian Committees

### Spotlight on West Windsor Township, NJ



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events and programs, providing community service opportunities for students, residents and local businesses, and fundraising activities all help to achieve the alliance's goals. The Alliance has also participated in a myriad of events and conducted numerous evaluations of the bicycle and pedestrian facilities located throughout West Windsor. For example, Alliance members regularly staff a bicycle and pedestrian education table at the seasonal West Windsor Community Farmers' Market, in order to discuss mobility and safety concerns with residents and to promote bicycle and pedestrian safety and awareness.

One of the most successful events the alliance routinely convenes is known as *West Windsor Walks*. The route for these walks is determined because of concerns raised by the Alliance and other community members; while on the walk, focus is placed on discussing issues and evaluating potential solutions to problems that can be identified first hand. Members of the press and municipal officials and employees routinely join the walks to better understand the bicycle and pedestrian issues facing West Windsor. Other ongoing projects include trail maintenance at the Millstone, Rogers and Zaitz preserves; the Ride Smart Ride Safe program; installation of Share the Road signs; and continuing efforts to install wooden information kiosks on

biking and walking near the Princeton Junction train station.

Educationally, the Alliance reaches out to local communities and schools, providing information and holding events for students and others, which can include distribution of helmets, lights and reflective ankle bands and vests. Recent events include the *Be Green and Be Seen* event in Princeton, *Bike-to-Work* at the Princeton Junction station and *National Night Out* in Hightstown. The Alliance has also been involved in the Safe Routes to School and Bicycle Safety for Children programs, both held at West Windsor's Maurice Hawk Elementary School.

The creation of a bicycle and pedestrian map, which measures the bikeability and walkability of West Windsor Township, has been one of the most significant projects conducted by the Alliance. Mapping area crosswalks, sidewalks, bikeways and other road segments and evaluating these facilities has enabled the alliance to identify, prioritize and bring safety issues to the attention of West Windsor officials. For example, through the dedicated work of the Alliance, the township agreed to improve the intersection of Bear Brook and Alexander roads. The Alliance examined this congested intersection and compiled recommendations for improving the site, which were eventually shared with the township administration and





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## Local Traffic and Safety Bicycle/Pedestrian Committees

Spotlight on West Windsor Township, NJ

council.

### Recommendations

Carlson emphasizes the need for passionate members as a prerequisite for any successful bicycle and pedestrian advocacy or advisory group. As these groups grow, data collection and inventory maintenance are crucial to understand and assess the problems of a given community. Carlson also noted the necessity of connecting with the governing body of the municipality served and using the power of the press to help get your message out.

If interested in learning more about the West Windsor Bicycle and Pedestrian Alliance, you are welcome to attend one of their monthly meetings, held on the second Thursday of each month at 7:30 pm. Visit the groups's website at <http://www.wwbpa.org> for more information.

### Sources

<http://www.wwbpa.org/>  
<http://www.princetonol.com/groups/wwbpa/docs/Newletter05.pdf>



Photo Credits: West Windsor Bicycle and Pedestrian Alliance

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## 10 Questions With Charles Carmalt



Photo Credits: Charles Carmalt,  
The Bicycle Coalition of Greater  
Philadelphia

The Philadelphia Mayor's Office has hired Charles Carmalt, a member of the NJ Bicycle and Pedestrian Advisory Council, as the city's new Pedestrian and Bicycle Coordinator. Carmalt has 35 years of transportation planning experience in both the public and private sectors. Most recently, he had been managing his own consulting firm, where the needs of pedestrians and bicyclists have received special emphasis for each project. An active volunteer in his community, Carmalt has represented Lawrence Township on the Mercer County Bicycle and Pedestrian Task Force.

Carmalt spoke with us about walking and biking in New Jersey, as well as his new job with the City of Philadelphia.

### 1.) How did you get involved in transportation planning? More specifically, how did you get involved in bicycle and pedestrian planning?

As a child, I was always fascinated with transportation. When our family went on trips, I loved to look out the window of the car. I could never sleep while we were driving around, no matter how late it was, because I wanted to look out at the road. Traveling was a very exciting thing. I even had a road map collection as a kid.

As to how I got involved with bike/ped planning, I grew up in a very

walkable town in Westchester County, New York. I walked and biked everywhere as a kid and never did get into cars during high school. While taking a year off from working on my degree in landscape architecture at NC (North Carolina) State, I got a job developing bikeways and pathway networks as a greenway planner. During the mid-1990s, I was working as a consultant and was brought in to help Bill Feldman manage the Bicycle and Pedestrian Master Plan for NJDOT. While working on this project, I really felt like I was returning to my original interests.

### 2.) What do you feel are some of the top barriers to bicycling and walking in New Jersey?

#1 The State Highway Network: It was built to be pedestrian-unfriendly; especially routes with central median barriers.

#2 Suburban Development: The curvilinear streets of residential layouts make walking distances very long.

#3 The difficulty involved in making people, especially at the county and municipal level, invest in these travel modes. Decision makers assume that everyone is supposed to get in the car; this mentality pervades the state.

#4 Lack of bicycle parking in commercial areas. Bicyclists can cope with most roadways, but with no parking options, cyclists have no safe places to secure their bikes upon

## 10 Questions With Charles Carmalt

reaching their destinations.

### 3.) How do we get over these hurdles? Is more money needed, better policies, changes to the law, increased public education, other factors or some combination therein?

It will take a combination of the above approaches to bring about change. While there are some statutory issues, the law isn't the biggest problem. I think it's more important to continue to work to establish the legitimacy of these travel modes. For example, it's only recently that pedestrian safety has become an important concern. Most intersection traffic counts still fail to include pedestrian counts, even though the presence of pedestrians will dramatically impact traffic flows.

In the same vein, the best way of getting bicycle and pedestrian enhancements constructed is to incorporate them into roadway projects. Yet New Jersey governments still are not doing that on a routine basis. For example, the main street in my township was recently resurfaced. That provided a great opportunity to mark bike lanes past four township schools, but that opportunity was not seized by the township. Similarly, curb extensions and median refuge islands were not included in the project.

Better enforcement, education and facilities are all still needed. If you

build it, the people will come. The lack of good facilities and an integrated system is a problem in New Jersey. Unfortunately, the facilities for bicycles and pedestrians that are being built aren't always being built correctly.

### 4.) In the last 10 years, where have you seen the most significant changes in improving bicycling and walking in NJ?

For one, the allocation of funds for planning purposes. Since 2000, state and county projects have increasingly incorporated bike/ped concerns into the design of facilities. It's been a remarkable change and many new projects have been built with good accommodations for bicyclists and pedestrians. It's still a struggle, but good projects are coming.

Secondly, new development. Professionals are doing a better job of anticipating what is needed for bicyclists and pedestrians in new development. From 1950 through 1990, there was little appreciation for the needs of bicyclists and pedestrians. Not all new developments are providing facilities for bicyclists and walkers, but many are, and many developers now recognize that walkable and bikeable communities are easier to sell.

There has also been a surge of interest in health issues that has created more interest in walking and



Photo Credits: Charles Carmalt, The Bicycle Coalition of Greater Philadelphia

## 10 Questions With Charles Carmalt

biking. This new interest has led to a subsequent increase in the number of recreational bicyclists and walkers.

### 5.) In the next 10 years, what do you see as the biggest factors that will affect bicycling or walking in NJ, either positive or negative?

I feel like we have done a lot towards establishing legitimacy for both travel modes. As a result, more facilities will be constructed and more people will use them, which is the most important thing. While the price of gas may have helped move some people towards walking and biking, in reality this factor has been more important for transit. Sustainability issues are a much bigger factor in encouraging people to consider walking and bicycling, and will continue to have a big impact as people recognize that we need viable alternatives to cars.

### 6.) As you are likely aware, many of us consider you a transportation guru. Let's imagine you are given the opportunity to issue Five Commandments to your transportation "followers" to improve bicycling and walking. What would they be?

#1 Get others on board. Try to use tactics that will not get others with differing opinions angry at you. Present the legitimate issues, but always treat others with respect.  
#2 Always look at the details of a project. There is not always only one

solution; there are many that could be appropriate. You must understand the site-specific issues for each project and know that there isn't always a right or a wrong way. Instead of simply saying yes or no to a project, we need to see how we can resolve our differences and problems best. There are ways to work together and a variety of solutions to make pedestrians and bicyclists feel comfortable on roadways.

#3 In the end, it is the land use/transportation relationship that matters the most. The best bike/ped facilities in the world won't be used if nobody is there to use them.

#4 Having a good pedestrian facility on a street doesn't necessarily mean you need a sidewalk in every situation.

#5 Similarly, accommodating bicyclists doesn't mean that you need a bike lane everywhere.

### 7.) Tell us a about your new position with the City of Philadelphia. What will you be working on?

I'm still in the process of learning all the details about my job. I'm the Bicycle and Pedestrian Coordinator in the Mayor's Office of Transportation and Utilities. I am there to manage bicycle and pedestrian issues, determine what new initiatives are needed, and to implement new ideas.

Bike lanes have brought a lot of people out. Bike parking in Center



Photo Credits: Charles Carmalt, The Bicycle Coalition of Greater Philadelphia

## 10 Questions With Charles Carmalt



Photo Credits: Charles Carmalt,  
The Bicycle Coalition of Greater  
Philadelphia

City is at a real premium, so we are installing 1,400 new bike racks to supplement the ones that are already filled. We need to start developing bike stations so that commuters will have more secure options for parking their bicycles and will have a place to change clothes and store their bike equipment.

We are also developing a new bicycle and pedestrian master plan. We are almost starting from scratch and are working to get concepts, such as the sidewalk corridors concept, included. In the sidewalk corridors concept, there are four sidewalk zones and we need to identify how each one of these zones should be treated (Editor's note: The City of Portland, Oregon developed the four-sidewalk zone system which includes curb, planter/furniture, pedestrian and frontage zones.) Philadelphia has a problem with assuring that pedestrians have adequate space -- street vendors with wide carts sometimes don't leave enough walking space for pedestrians. We need to make sure that the vendors interact with the pedestrians better. We want to ensure that the vendors have a place, but we also need to make sure that the pedestrian zone is left intact.

We are also examining the bike-sharing concept. We are currently working to identify an appropriate business plan for bike-sharing so that we can secure consensus

regarding an approach to pursue here in Philadelphia.

I am also looking forward to working and interacting with the public in my new position.

### 8.) What do you think will be most interesting about your job? What do you anticipate as the most challenging aspect of the job?

It's hard to pick one, there are many interesting things about my job, such as seeing new development and making sure that it accommodates and enhances bicycling and walking in the city. Witnessing the continued growth of the trail network will also be interesting. All the easy trails have been built already, so it's going to be a challenge to finish the network by connecting the existing trails.

The most challenging aspect of my job will be working on achieving "civility in the transportation system." Conflicts between motorists, bicyclists, and pedestrians are all too common. We need to make sure that all groups respect each other and respect that others sometimes make mistakes. Increasing civility will definitely be challenging.

### 9.) What is the current state of bicycling and walking in Philadelphia and what will be your top priorities?

The Center City and University City neighborhoods are very walkable,

1 2 3 4 5

## 10 Questions With Charles Carmalt

with lots of pedestrian activity. There has also been a surge in bicycle activity, which is great.

Our top priority will be to continue these trends. The city needs much more bicycle parking, especially secure parking for commuters and residents. Racks are a good option for short-term bicycle parking, but there is a need to provide more secure, long-term parking options and to make sure that people know about the existence of these resources. With more available long-term parking, space will become available in racks for those making short trips.

### 10.) What types of collaborations between New Jersey and Pennsylvania with regard to creating a better walking and biking environment do you foresee as possible in the near future?

In the Philadelphia area, we share the same media market as parts of New Jersey, which could be advantageous for doing media outreach about "civility in the transportation system." Linkages are important with the bridges that span the Delaware (River), but it may be rather difficult to make most bridges any more bicycle and pedestrian friendly. NJ TRANSIT has done a great job of making it easy to bring a bicycle aboard its trains. Unfortunately, it is not as easy to do so on the SEPTA system, although SEPTA is looking to

make improvements on this front. As in much of northern New Jersey, the East Coast Greenway will be a big issue in Philadelphia. It might be helpful to share some insights about finding alignments in old urban and industrial areas for the East Coast Greenway.

**Thank you so much Charles for giving NJ Walks and Bikes readers a great overview of bicycling and walking issues in New Jersey and Philadelphia. We wish you good luck in your new job, as you continue to make bicycling and walking a top priority in our region.**



Photo Credits: Charles Carmalt, The Bicycle Coalition of Greater Philadelphia

## Pedestrian Safety Impact Teams

It is often the case that decision makers, in any setting, are unaware of what is actually happening at the ground level. In the case of transportation planning, it may be that cars travel faster than the posted limit, or that pedestrians cross streets where there are no facilities to safely do so.

Engineers and planners try to account for a host of factors when designing and maintaining our roadways, but it is difficult to predict how land use or other changes that occur over time will affect how roads are used by vehicles and pedestrians. Such changes often lead to very dangerous situations, when pedestrians find it necessary to walk in areas where proper facilities are insufficient or absent altogether.

In recognition of this, the New Jersey Department of Transportation (NJDOT) has implemented a number of measures to improve pedestrian safety. The latest tool developed by NJDOT is the Pedestrian Safety Impact Team, a part of the Pedestrian Safety Corridor Program.

### IDENTIFYING AND FIXING SAFETY ISSUES

In 2006, Governor Jon Corzine launched a five-year Statewide Pedestrian Safety Initiative. One of the strategies was the Pedestrian Safe Corridor Program, formed as a partnership between NJDOT, the Department of Law and Public Safety

and the Motor Vehicle Commission (MVC). The program was designed to identify and remediate state highway corridors based on pedestrian fatality and injury data.

An integral part of the program is the Pedestrian Safety Impact Team. Once a corridor is identified as a problem area, a Pedestrian Safety Impact Team consisting of 30 to 40 stakeholders is assembled; teams typically include public 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. These recommendations generally involve facility improvements, education, and enforcement strategies.

This program marks a great stride forward because it signals an effort by New Jersey to be aggressive in an area where other states are typically hesitant. States often fear legal exposure from such programs, in which groups point out safety issues; being made aware of inadequate facilities, officials conclude, puts them on notice to fix them. In this case, New Jersey is being proactive in its approach, realizing that these corridors present a great danger to pedestrians and



Photo Credits: NJ DOT, Parsons Brinckerhoff

## Pedestrian Safety Impact Teams

need to be addressed.

### A MODEL FOR PEDESTRIAN SAFETY IMPACT TEAMS

The idea of forming such groups to identify and report firsthand about pedestrian safety problems on our roadways is not new. A similar tool was included in former Governor James McGreevey's "Safety First" initiative announced in 2002. The Highway Safety Impact Team that was formed as part of this initiative was of the same mold as the Pedestrian Safety Impact Team, comprised of individuals with various backgrounds and expertise from NJDOT, NJ TRANSIT, the Federal Highway Administration, state and local law enforcement, the Federal Motor Carrier Safety Administration, and the National Highway Traffic Safety Administration.

The first corridor studied by the Highway Safety Impact Team was along a 10-mile stretch of Route 1, and was done in 2003. Of the 14 identified corridors, studies have been conducted for eight that were considered most in need of improvement. The remaining six corridors either have projects already planned or have a less severe crash history, and will ultimately complete an abridged version of the process to correct problems.

### GETTING THE TEAMS ON THE GROUND

Four Pedestrian Safety Impact Team

reports have been produced as a result of the Pedestrian Safety Corridors Program.

The first corridor selected by NJDOT as a part of the program is along Market and Ferry streets in Newark. A report completed in March 2007 contains crash statistics and several detailed pages of observations made at each intersection during a site visit. The detailed observations were used to develop several general observations about the corridor:

- Crosswalks are faded at many locations
- ADA compliant ramps are missing at many locations
- Existing crosswalks are misaligned with curb ramps at several locations
- Pedestrian signal heads are lacking at many locations
- Parked cars and other objects impede pedestrian flow at certain locations

These observations may seem familiar to anyone who has walked through an urban area in New Jersey, but they are serious issues that can make crossing an intersection a dangerous task. For instance, parked cars and faded crosswalks inhibit the ability of drivers to recognize pedestrians trying to cross in front of them.



Photo Credits: NJ DOT, Parsons Brinckerhoff

## Pedestrian Safety Impact Teams

The report concludes with a list of potential improvements that can be implemented and are broken down into four categories:

- Engineering (for example, limiting parking near intersections)
- Maintenance (such as regular re-striping of crosswalks)
- Regulatory (for instance, installing "Don't Block the Box" signs)
- Enforcement and Education (such as, enforce vehicle yielding to pedestrians)

A report was also completed by a safety impact team for the Route 27 Pedestrian Safety Corridor in Roselle, Linden and Elizabeth as well as along Route 71 in Avon-By-The-Sea, Bradley Beach and Neptune and along Route 70 in Cherry Hill. Similar to the Newark experience, the audits along routes 27, 70 and 71 made several observations at each intersection along the corridor and provided a list of general observations and solutions.

### PUTTING SOLUTIONS TO WORK

Identifying these problems in an official report provides a way for NJDOT to document safety issues and account for them in future improvement projects. Once a team identifies priorities, NJDOT uses the findings to determine which measures it will fund, study further, or implement immediately.

In the case of the Route 70 corridor in Cherry Hill, \$250,000 was initially

spent installing 3000 feet of sidewalks; and later an additional \$25,000 was spent to put in another 325 feet of sidewalks underneath a railroad bridge, all completed in 2007. For the Route 27 corridor, a project is underway that will cost \$100,000 and will result in the installation of new sidewalks; that project is now in the design phase. NJDOT also anticipates installing new signs, upgrading pedestrian signal heads to include countdown timers and optimizing signal timing along the Route 27 corridor.

A month after the final Newark report was published, Transportation Commissioner Kris Kolluri announced a \$500,000 award to the city for pedestrian safety improvements. The improvements included upgrades to the signal system along Ferry Street and its intersecting streets so new countdown pedestrian heads could be installed. The benefits of such an investment go beyond pedestrian safety. As Newark Mayor Cory Booker pointed out, "This program will also increase the attractiveness of the Ironbound as a destination for shoppers and the neighborhood's desirability for development and growth. It also helps us to continue to provide our motorists, pedestrians, and schoolchildren with the safest environment possible."



Photo Credits: NJ DOT, Parsons Brinckerhoff

## Biking Safely in Winter



Cycling has experienced a popularity explosion within the past year. Whether due to the spike in gasoline prices earlier this year or an increasing desire to live a more "green" lifestyle, one thing is for certain; there are definitely more people on bicycles. With the lazy days of summer behind us and winter quickly approaching, conditions for bicycling in New Jersey will soon become more challenging. However, this is no reason to put your bicycle into storage until next spring. Whether one is an experienced cyclist or a novice, with a little care and extra precaution, cyclists in New Jersey should be able to continue riding safely throughout the winter season.

### **Follow the Rules and Regulations**

To bicycle safely in winter, as at any time, it is necessary to take state rules and regulations seriously. Doing so can greatly reduce the risk of bike crashes. So far this year, the number of bicycle fatalities for 2008 was 19, compared to a total of 7 for all of 2007 and 10 for 2006. Through October, 1,538 bicycle crashes have been reported for the year (Source: NJ Department of Transportation). This may be due to an overall increase in bicycling.

Key rules and regulations to follow include riding on the right side of the road with the flow of traffic and obeying all traffic laws as they pertain to cycling. In New Jersey, a bicyclist

has the same rights and duties as motorists and must, for example, stop at red lights and stop signs. For more information on bicycling rules and regulations, visit the NJDOT Bicycle Regulations webpage at (<http://www.state.nj.us/transportation/commuter/bike/regulations.shtm>), as well as the state Division of Highway Traffic Safety Bicycle Safety webpage, accessible at (<http://www.nj.gov/oag/hts/bike.html>).

### **Dress Accordingly**

In terms of rider clothing gear, it is important to keep your head, body, and feet warm and secure. Special winter bicycle clothing is available, however most everyday cyclists can keep adequately warm by wearing what is already in their closet. As with most outdoor winter activities, layering is important to help regulate body temperature. A jacket should be water and wind proof, and fit snug and high around the neck to minimize cold drafts. Cyclists should avoid baggy pant legs as they can easily get caught in the chain, spokes, or other moving bike parts. For most pants, simply securing the cuff on the chain side of the bicycle with a clip, Velcro strap or even a rubber band is sufficient.

While wearing mittens may be tempting as they are warmer than fingered gloves, they should be avoided because they hinder safe operation of the brakes and gears. Cyclists must also remember that

## Biking Safely in Winter

long, dangling items, like scarves, should be avoided or properly secured to prevent possible entanglement in the wheels or other moving parts of the bike.

### **Be Aware of Seasonal Hazards**

Along with colder temperatures, winter also means contending with shorter days. While it is preferable to ride during hours of daylight, with longer periods of darkness riders may find themselves riding at night more often. Proper lighting is critical for safe cycling. New Jersey law requires that in addition to any bike reflectors, bicycles must be equipped with a front headlamp and a rear lamp for riding at night. For more in-depth information about lights and safe cycling at night, see our previous article, "Walking and Biking at Night," at: [http://policy.rutgers.edu/VTC/bikeped/Walks\\_and\\_Bikes/Vol1\\_Issue3/walkingnight1.html](http://policy.rutgers.edu/VTC/bikeped/Walks_and_Bikes/Vol1_Issue3/walkingnight1.html)

In addition, certain road hazards are more prevalent during the winter than in other seasons. Potholes, snow, ice and roadways that stay wet longer can make riding more hazardous in winter than at other times. Simply slowing down and taking extra precautions with such hazards can greatly enhance a cyclist's safety in winter.

### **Don't Neglect Bike Maintenance**

In addition to creating potential safety hazards, snow, ice and slush will make your bike dirtier in the

winter. To ensure safety, proper maintenance must not be overlooked in the winter. Specifically, plan to clean and lubricate moving parts (*especially the chain*) more often to combat corrosion and wear. Road salt is particularly corrosive and should be cleaned off immediately. Rinsing a bike with warm water should easily remove most of the salt. Also consider installing fenders which help to protect not only the rider from excess road grime, but also critical mechanical parts of the bike as well.

Many cyclists advise putting away your newest and nicest bike during the winter and riding an older bike in its place. An older mountain bike can prove ideal for winter; the fat knobby tires gain better traction in snowy conditions and can handle rough road conditions better than narrow road tires. The general nature and purpose of an all-terrain, mountain bike may make it a better choice for winter's less than ideal road conditions.

### **Enjoy the Ride!**

Remember, the start of winter does not have to bring an end to cycling. The demands presented by winter cycling can be overcome and with some extra precautions and an increased focus on safety, bicycling in winter can prove to be a positive and enjoyable experience.



## Walks and Bikes News Briefs

### New Jersey Bicycle and Pedestrian Program Awarded

The New Jersey Department of Transportation's (NJDOT) Bicycle and Pedestrian Program was honored with an "Outstanding Sustainable Initiative" Planning Award at the 2008 Annual Planning Conference of the New Jersey Chapter of the American Planning Association (APA-NJ). These planning awards honor planning initiatives, built projects, individuals, and organizations that are in the forefront of planning in New Jersey.

The RBA Group, Inc. nominated the NJDOT Bicycle and Pedestrian Program for its commendable efforts over the past two decades, which have helped to foster significant positive change in transportation planning in New Jersey. Whether people are motivated by health and fitness, rising fuel costs or just the idea of getting out to enjoy green spaces and trails, bicycling and walking are increasing in many communities throughout the country, and New Jersey is no exception. In fact, there has been increasing realization that access to trails and greenways, connectivity between land uses, the existence of travel options, and good facilities for pedestrians and bicyclists are indicators of "liveable" communities. The state's bike/ped program has steadfastly supported efforts leading to this increased awareness and corresponding positive response from the public.

The work of the bike/ped program has fostered a cultural change in regional, county and municipal transportation agencies, expanding their view of transportation and how they respond to the mobility needs of New Jersey residents. The work of the program also resulted in New Jersey's recent national recognition (September 5, 2008) by the League of American Bicyclists as one of the top 10 Bicycle Friendly States in America.

In all, the accomplishments and activities of the NJDOT's Bicycle and Pedestrian Program are key contributors to New Jersey's efforts to create healthy and active livable communities, reduce our carbon footprint, and plan for sustainability. Congratulations to NJDOT; we look forward to the continued growth and success of the Bicycle and Pedestrian Program.

### DHTS Mini Grants for Pedestrian Safety – News in Brief

In March, the New Jersey Division of Highway Traffic Safety (DHTS) will announce a new grant program dedicated to pedestrian safety enforcement. Funds will be available for purchasing educational and training materials, compensating police activities, purchasing and installing traffic signs, and acquiring commodities. DHTS expects most of the funding will be used to implement enforcement and education projects.





# NJ Walks and Bikes

Encouraging alternative transportation in New Jersey

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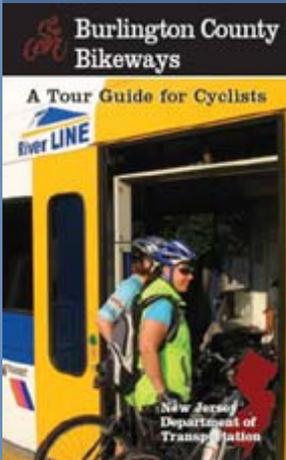
## Walks and Bikes News Briefs



Pedestrian safety has long been an issue in New Jersey, but was brought to the forefront in 2006 when Governor Jon Corzine, citing the designation of New Jersey as a pedestrian safety focus state by the Federal Highway Administration, announced the Governor's Pedestrian Safety Initiative. The initiative is designed to improve pedestrian safety through the strategic use of education, enforcement and engineering.



New Jersey was cited by the federal government in part because it consistently ranks among the top states in the country for pedestrian injuries. Each year, more than 5,500 pedestrians are injured and almost 150 are killed.



The new state grants will come from a fund established in 2005 to assist municipalities and counties with pedestrian safety problems. State law requires motorists to yield to pedestrians crossing roadways at intersections; failure to do so can result in fines of up to \$100, half of which is dedicated to the fund. As of early October, the fund had reached \$225,000 and was increasing at a rate of \$4,000 to \$7,000 per month. However, in recent months, the monthly allotments have risen to \$17,000 and \$30,000. DHTS officials expect the grants to range between \$15,000 and \$35,000, although there are no minimums or maximums.

Applications will be accepted between March and April 15. The first grant awards are expected at the end of June 2009; the program will then run on a yearly basis from July 1 through June 30.

More information will be available in March in the New Jersey Register and on the DHTS website: <http://www.nj.gov/oag/hts/index.html>

### Bicycling Tour Maps – News in Brief

The New Jersey Department of Transportation has released three new bicycle tour guides -- Burlington County Bikeways, Cape May Shoreline Ride and Cumberland Salem Revolution. The three guides cover more than 168 miles across southern New Jersey.

Governor Corzine views the guides as a helpful tool for transportation and tourism in New Jersey. "NJDOT's new bicycle guides will provide new sightseeing opportunities at diverse agricultural, architectural, historic, and natural locations," Corzine said. "The guides will promote New Jersey's strong ecotourism and tourism markets and encourage residents to improve air quality, congestion, and quality of life by riding bicycles."

Burlington County Bikeways features eastern and western loops that encompass over 50 miles with scenic views of the Delaware River, historic



## Walks and Bikes News Briefs

### The Cape May Shoreline Ride

A Tour Guide for Cyclists



sites, and cranberry bogs in New Jersey's largest county.

The Cape May Shoreline loop begins and ends at the Cape May Lighthouse. The 46-mile route includes the Cape May National Wildlife Refuge, the beaches of Stone Harbor, and the Victorian architecture of Cape May City.

The Cumberland Salem Revolution route begins and ends at the historic Fort Mott State Park, passes the historic Hancock House in Lower Alloways Creek and traverses several farming communities.

NJDOT now offers 14 geographically diverse tour guides for bicyclists. While 11 of the guides are available in print, all 14 are available for download. The maps include enhanced directions and information about parking, food, and other local amenities.

New Jersey's active approach to encouraging bicycling by residents and visitors contributed to its recognition as the nation's 9th most bicycle friendly state by the League of American Bicyclists. The League's first annual "Bicycle Friendly States Ranking" recognizes states on the basis of several factors.

All NJDOT bike guides can be downloaded at:

<http://www.state.nj.us/transportation/commuter/bike/tours.shtm#newguides>

### Bailout Provides Break to Bicycle Commuters

Starting in January 2009 when the Emergency Economic Stabilization Act takes effect, commuters who bicycle to work will qualify for a reimbursement of commuting costs. This \$20 monthly reimbursement will come from participating employers who will be able to deduct the contribution from their federal taxes. The bicycle commuter provision is a benefit designed to encourage an alternative to the private automobile, and also for employers to provide bicycle facilities such as bike parking, showers, helmets, locks, and a decent bicycle.

While this is an important first step, it falls short of the \$115 monthly benefit provided to those who ride transit or commuter highway vehicles. Advocates have pushed Congress for seven years to enact the benefit and achieved success by having it included as part of the economic bailout package. The provision was championed by the Oregon congressional delegation. While it fails to meet many bicycling advocates' full expectations, the new provision may help to encourage bicycling as a legitimate alternative for many commuters.

#### Sources

<http://www.bikeleague.org/news/100708faq.php>



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