



NJ BICYCLE & PEDESTRIAN RESOURCE CENTER

Educate. Encourage. Empower.

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Dear Readers,

Welcome to this issue of the NJ Walks and Bikes Newsletter, a bi-weekly service prepared by the New Jersey Bicycle and Pedestrian Resource Center (NJBPRC). If you would like to learn more about NJBPRC, please visit us [here](#).

Save the Date! New Jersey Bicycle and Pedestrian Advisory Committee to Meet December 17th, 2015

Quarterly meeting to take place at Rutgers University

The next Bicycle and Pedestrian Advisory Committee (BPAC) meeting will take place on Thursday, December 17th, between 9:30 a.m. to 12:00 p.m., at Rutgers University, 33 Livingston Avenue, New Brunswick, NJ. There will be an end of the year breakfast provided. For more information about BPAC, click [here](#).

Subcommittee meetings will take place from 9:30 a.m. to 10:30 a.m. in the following rooms (EXCEPT Legislative and Policy subcommittee):

- Design and Infrastructure: Room 261
- Education and Outreach: Room 253
- Safety: Room 253
- CHANGE: Legislative and Policy: Room 477 at 12:05 p.m.

The general meeting will take place from 10:30 a.m. - 12:00 p.m., in room 261. Everybody is welcome to attend!

Click [here](#) for the agenda.

Alan M. Voorhees
Transportation Center



Webinar: Countermeasure Strategies for Pedestrian Safety

BPRC to host FHWA webinar Thursday December 17, following the quarterly BPAC meeting

Thursday, December 17 | 1:00 p.m. | Rutgers University |
33 Livingston Avenue, New Brunswick, NJ | Room 556

This installment of the Countermeasure Strategies for Pedestrian Safety webinar series will provide detailed information on how to use traffic calming to improve pedestrian safety. Led by Peter Lagerwey (Toole Design Group), the webinar will provide an in-depth look at the different types of traffic calming techniques, as well as considerations for traffic calming improvements and case study examples. Following the presentation, participants will be able to submit questions during a discussion period.

For more information about the webinar series, click [here](#).

The webinar is part of the 12-part Federal Highway Administration and webinar series "Countermeasure Strategies for Pedestrian Safety." The series will be delivered between October 2015 and January 2016, providing participants with an in-depth exploration of some of the most effective countermeasures and design strategies that can be implemented to improve pedestrian safety. Each of the 12 sessions will feature detailed information about countermeasures and design strategies, supporting research and guidance, as well as case studies highlighting examples of implementation from around the country.

Complete Streets: FHWA's Revision to 13 Controlling Criteria for Design

Federal Highway Administration works to create more design flexibility to encourage complete streets

The Federal Highway Administration (FHWA) has released a [Notice for a request for comments](#) regarding the revision of 13 controlling criteria for design, in order to update its policy on design criteria for streets. Currently, there are 13 controlling criteria for design, and formal design exceptions are required when any of the 13 are not met. The FHWA intends to streamline these criteria as well as their application, and to clarify when design exceptions are required. Prior to final changes, the FHWA is



Somerville, NJ Pedestrian Mall

soliciting comments from the public, which must be received on or before December 7, 2015. To submit your comment, click [here](#).

Read the full article [here](#).

How suburbia (had) shaped my perception of bicycling

A student reflects on her bicycling experience after taking a Traffic Skills 101 Course

By: Whitney Miller, Rutgers University MCRP Candidate

My childhood experience of bicycling was not unusual. It's a story that many will find familiar: growing up in suburbia on a dead-end street off of a semi busy road, my parents taught me how to bicycle. And like many children, I stayed only on my street and its sidewalk. I did not bike to friends' houses or to the park, because I



The author (far left) taking the Ambassadors in Motion Traffic Skills 101 Course

would've had to use a busy main road that my parents taught me was dangerous. As the neighborhood kids got into their teenage years, bicycling became less "cool," and driving became the prized rite of passage. Because of this, and the fact I was one of the youngest kids on the block, by the time I reached graduate school at 25, I had not sat on a bike in 13 years.

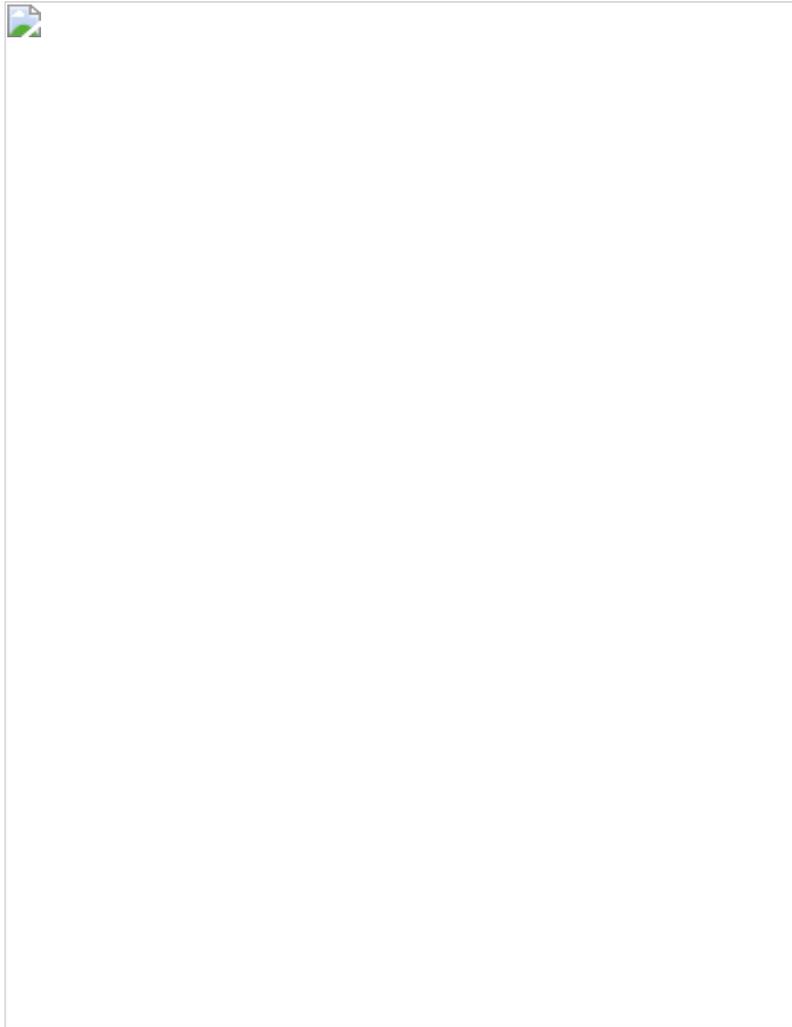
Read the full article [here](#).

Complete Streets in New Jersey

An up-to-date list of Complete Streets policies in New Jersey

There are currently 123 municipalities and 7 counties with Complete Streets policies in New Jersey, with Monroe in Gloucester County being the most recent addition. This brings the total New Jersey population living in municipalities with Complete Streets policies to over 3.3 million people, or 38.2% of the population. Essex and Bergen Counties lead the way with 13 municipalities having adopted policies each, followed by Mercer County with 12. Salem and Passaic Counties remain the only counties without any municipal Complete Streets policies.

To access the most up-to-date list of Complete Streets policies adopted in the state, please [click here](#).



Bike/Ped Newsfeed

October 31st - November 13th, 2015

[Walking Across The Hudson River: Locals Propose A Pedestrian Bridge](#)
Patch.com - November 1st

[2015 TIGER Grant Standouts for Cities Go to BRT, Bike Trails and More](#)
Nextcity.org - November 3rd

[Elizabeth chosen for Street Smart NJ pedestrian safety campaign](#)
NJ.com - November 10th

[Morristown learns to ride: A history of local cycling](#)
MorristownGreen.com - November 10th

[Bike-Share. Meet Canoe-Share](#)
Citylab.com - November 12th

For more local NJ bike/ped headlines, national news, opinion pieces, and the crash report, [click here!](#)



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